



Elm Grove Pedestrian and Bicycle Safety Survey, 2011

DRAFT

**David Trechter
Shelly Hadley**

**Survey Research Center Report 2011/24
October 2011**

Staff and students working for the Survey Research Center at UW-River Falls were instrumental in the completion of this study. We would like to thank our SRC colleagues Denise Parks, Jim Janke, Caleb Riedeman, Jacki Roden, and Erin Ingli. We gratefully acknowledge their hard work and dedication. We would like to thank David De Angelis, Jessi Balcom, and the Elm Grove Public Safety Committee for their input and assistance throughout the survey process. Finally, we thank the Elm Grove residents who took the time to complete the survey.

DRAFT

Table of Contents

Executive Summary..... 1
Survey Purpose..... 2
Survey Methods..... 2
Survey Respondents..... 2
Walking, Biking, Jogging/Running Participation.....5
Destinations of Walkers, Bikers, and Joggers/Runners.....6
Pedestrian/Bike Safety in Elm Grove..... 7
Support for Options to Improve Safety of Walking, Biking, or Jogging/Running.....9
Conclusions.....13
Appendix A – Written Comments..... 15
Appendix B – Numeric Responses..... 46

DRAFT

Executive Summary

In order to determine concerns about walking, biking, and jogging/running safety in the village of Elm Grove, the Public Safety Committee of the Elm Grove Board of Trustees worked with the Survey Research Center at the University of Wisconsin at River Falls on a public opinion survey.

- Nearly 50% of the 1,168 randomly selected households in Elm Grove returned a completed survey. Given the adult population in the village, this sample of 527 should provide estimates that are accurate to within plus or minus 4% with 95% accuracy.
- Other than having more women than expected, the sample aligns well with the demographic and geographic distributions in Elm Grove.
- Eighty percent of Elm Grove households have at least one adult who walks on a regular basis. In roughly half the households in the village, everyone reportedly walks at least once a week. In virtually all households with children, at least one child reportedly walks or bikes at least once a week. Not surprisingly, older residents, those who are retired and longer term residents are significantly less likely to report walking, biking or jogging/running.
- The primary destinations of those who walk, bike, or jog/run are Elm Grove Park and the village's downtown area. If safety were improved, half the respondents said it is likely that they would increase the frequency with which they walk/bike/run downtown or to the park. Women and residents from the western portion of Elm Grove, in particular, said they would likely increase the frequency with which they would travel to those destinations under their own power if safety improved.
- Residents feel walking is about as safe in Elm Grove as it is in nearby communities but feel biking and jogging/running are less safe than in other cities. Women and residents in the western portion of the village rated Elm Grove less safe for these activities compared to neighboring towns. Juneau Boulevard and Highland Drive were identified by many respondents as particular safety problems.
- The preferred means of improving pedestrian/biker safety in the village are to improve sightlines near driveways and intersections, provide off-road paved pathways, have wide on-road shoulders, and to improve the surfaces of sidewalks, trails and roads. Women, relative to men, tend to be more supportive of safety improvement options. Whatever improvements that are made need to be aesthetically pleasing as well as risk-reducing – a large majority of respondents said aesthetics were as or more important than safety.
- There is a sizeable block of residents (40%) who would be unwilling to see any increase in their property taxes to pay for safety improvements. Older, retired, longer-term residents are significantly more likely to oppose property tax increases (to pay for improvements to things they often don't use).
- Substantially more residents believe that trails in the village would tend to increase the value of their home. In contrast, many feel that if the trail were adjacent to their home, its value would fall.

Survey Purpose

The Public Safety Committee of the Elm Grove Board of Trustees wanted to measure public opinion about safety issues for walkers, bikers, and joggers/runners in the village. The village elected to work with the Survey Research Center (SRC) at the University of Wisconsin–River Falls to gather and analyze data about these issues.

Survey Methods

In September 2011, the SRC sent surveys to a random sample of 1,168 residents of the Village of Elm Grove asking their opinion about pedestrian and bicycle safety issues in the village. A total of 540 surveys were returned, with 527 having sufficient data to be included in this analysis. The effective return rate, therefore, was 49%.

Based on the estimated 2009 adult population in Elm Grove of 4,559, the estimates provided in this summary are expected to be accurate to within plus or minus 4% with 95 percent confidence.

In addition to numeric data, respondents provided additional written answers. **Appendix A contains the compilation of the comments.**

Appendix B contains a copy of the survey questionnaire with a complete quantitative summary of responses by question.

Survey Respondents

In Table 1 we compare the demographic profile of the sample to estimates from the U.S. Census' American Community Survey (ACS), 2005-2009 average. With a few exceptions, the sample matches the ACS very well. The sample has substantially more women, fewer young people (under 25), fewer less educated people (HS diploma), and fewer lower-income households (under \$75,000) than expected. However, the ACS is also based on a survey rather than a census and are, therefore, estimates with margins of error. For example, 11 percent of the SRC sample reported incomes of \$75,000 - \$99,999 versus 15% in the ACS estimate. However, the ACS estimate has a margin of error of +/-4.5 percent, meaning that we can be pretty sure that somewhere between 10.5 percent and 19.5 percent of Elm Grove households have incomes in the range of \$75,000 to \$99,999. The SRC estimate (11 percent) is within this range. Most of the SRC estimates fall within the ACS/Census estimate margins of error.

The key exception is gender. The Census estimates that women make up 51.6 percent of Elm Grove's population with a margin of error of +/-3.5 percent, so the SRC estimate of 62 percent is significantly higher than expected. The SRC examined the responses of men and women and found statistically significant differences of opinions between men and women in 14 of 36 questions in the survey. In general, the magnitudes of the differences of opinion between men and women are not large, but are fairly pervasive. In most instances, women are more concerned about pedestrian, biker and jogger/runner issues, seem to be more impeded in their exercise choices because of safety concerns, and are more supportive of changes to improve safety. Because women are disproportionately represented in this sample, the results probably overstate

public opinion with respect to some safety issues and prescriptions. One of the larger gender differences is with respect to a question asking if the respondent would be more likely to walk, bike, or jog/run downtown if safety were improved. A much higher percentage of women (57%) said they would be more likely to walk, bike, or jog/run downtown than did men (39%). The overall average for the sample for this question was 50.8% and if we estimate the average using the census' estimate of the proportion of males and females, the overall average drops to 49%. Thus, the practical importance of the gender bias is relatively small.

Table 1: Demographic Profile of Respondents

| | | | | | | |
|---|-----------------------|---------------------|-------------------|-----------------------|---------------------|---------------------------------|
| Gender: | Male | Female | | | | |
| Sample | 38% | 62% | | | | |
| Census | 48% | 52% | | | | |
| Age: | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65 and older |
| Sample | 0% | 4% | 14% | 23% | 23% | 36% |
| Census | 10% | 3% | 20% | 21% | 20% | 26% |
| Employment status: | Employed Full Time | Employed Part Time | Self Employed | Unemployed | Retired | Other |
| Sample | 37% | 11% | 12% | 3% | 34% | 3% |
| Census | 60% | | | 1% | 39% | |
| Place of residence: | Own | Rent | Other | | | |
| Sample | 98% | 1% | 1% | | | |
| Census | 93% | 7% | | | | |
| Household income range: | Less than \$35,000 | \$35,000 – 74,999 | \$75,000 – 99,999 | \$100,000 – 149,999 | \$150,000 \$199,999 | \$200,000+ |
| Sample | 4% | 17% | 11% | 23% | 14% | 30% |
| Census | 12% | 29% | 15% | 17% | 5% | 26% |
| Highest level of education: | Less than high school | High school diploma | Some college/tech | Tech college graduate | Bachelor's degree | Graduate or professional degree |
| Sample | 0% | 2% | 11% | 4% | 41% | 42% |
| Census | 2% | 11% | 14% | 7% | 33% | 33% |
| How many years have you lived in the Village of Elm Grove? | Less than 1 | 1 – 4 | 5 – 9 | 10 - 24 | 25+ | |
| | 2% | 9% | 14% | 37% | 38% | |
| Quadrant of Residence (see Map 1) | A | B | C | D | | |
| Sample | 27% | 19% | 31% | 23% | | |
| Total Mailing List | 24% | 20% | 32% | 24% | | |

In sum, the SRC sample appears to be a good representation of the overall Elm Grove population. In the analysis to follow, we will identify instances in which different demographic groups have statistically significant differences of opinion.

Map 1 shows the portions of Elm Grove to which quadrants A – D correspond.

- A is the southwestern portion of the village – south of Juneau Boulevard and west of Sunny Slope Road
- B is the northwestern portion – north of Juneau Boulevard and west of the railroad tracks
- C is the northeastern portion of Elm Grove – north of Juneau Boulevard/Watertown Plank Road and east of the railroad tracks
- D is the southeastern area – south of Juneau Boulevard/Watertown Plank Road and east of Sunny Slope Road

Map 1: Elm Grove Residential Divisions



N

Walking, Biking, Jogging/Running Participation

As Table 2 indicates, a majority of the households in the sample are composed of 2 or fewer people. The average household size for this sample is 2.6 people. Table 2 also indicates that in 4 out of 5 households there is at least one adult who reports walking at least once per week. About half of Elm Grove households have an adult who bicycles at least once a week and only about 40 percent have an adult runner.

According to the census, two-thirds of households in Elm Grove have no children living in the home. Given this, Table 2 indicates that in most households with children, the kids walk or bike weekly, but only about half of homes with children have at least one who jogs/runs weekly. In short, most children in Elm Grove appear to be engaging in at least moderate levels of physical activity on a weekly basis.

Table 2: Respondent Participation in Walking, Biking, Jogging/Running

| | 0 | 1 | 2 | 3 | 4 | 5 | 6+ |
|---|-----|-----|-----|-----|-----|----|----|
| How many people reside in home | | 19% | 42% | 12% | 16% | 9% | 2% |
| Number of adults in home who weekly: | 0 | 1 | 2 | 3+ | | | |
| Walk | 20% | 31% | 41% | 7% | | | |
| Bike | 53% | 23% | 20% | 4% | | | |
| Jog/Run | 59% | 22% | 15% | 4% | | | |
| Number of children in home who weekly: | | | | | | | |
| Walk | 69% | 12% | 11% | 8% | | | |
| Bike | 69% | 13% | 10% | 8% | | | |
| Jog/Run | 85% | 10% | 2% | 2% | | | |

Based on the responses to the questions summarized in Table 2 and excluding respondents who did not answer these questions, the SRC calculated the percentage of each household who said they walk, bike, and jog/run at least once a week. Table 3 summarizes the result of these calculations.

Table 3: Percent in Elm Grove Households Reporting Weekly Walks, Bikes, and Runs/Jogs

| | Walks Weekly | Bikes Weekly | Jogs/Runs Weekly |
|-----------------------|---------------------|---------------------|-------------------------|
| Count | 517 | 346 | 327 |
| Everyone in Household | 48% | 20% | 9% |
| 75 - 99% of Household | 6% | 10% | 4% |
| 50 - 74% of Household | 19% | 14% | 18% |
| 1 - 49% of Household | 7% | 10% | 13% |
| No One in Household | 20% | 46% | 56% |

Walking. Nearly everyone in the sample (98%) responded to the question asking about the number of adults and children in the household who walk on a weekly basis. Table 3 shows that

in nearly half of Elm Grove households, everyone in the family walks at least once a week. On the other hand, in one of five Elm Grove households no one in the household walks on a weekly basis. In general, the data in Table 3 suggest that a relatively high proportion of Elm Grove residents walk on a weekly basis – in 73 percent of the households, half or more members of the household reportedly walk at least once a week.

Using the data underlying Table 3, the SRC looked at the relationship between households reporting the percentage of walkers, bikers, and runners/joggers in the household and their demographic profile. There is a high degree of correlation between the number of years a respondent has lived in the village, their age, and their employment status (e.g. retirees). Given this, it is probably not surprising that longer-term residents, older respondents, and those saying they are retired are more likely to say that no one in their household walks on a weekly basis and are less likely to say that 100% do. In contrast, the proportion of household members who reportedly walk at least weekly tends to rise as household income increases. Male respondents, relative to women, reported slightly higher numbers of adults in their households who walk at least once a week.

Biking. Only about two-thirds of the sample households responded to the questions about household members' biking habits. Table 3 indicates that in about half of all Elm Grove households, no one uses a bike on a weekly basis. In one in five households, everyone in the family reportedly rides their bike at least once per week.

There were somewhat fewer statistically significant differences in the biking habits of households across different demographic groups in Elm Grove. Again, many more respondents who identified themselves as retired, older, or longer-term village residents said no one in their household uses a bicycle on a weekly basis.

Running/Jogging. The proportion of families in which at least one person runs or jogs is even smaller than the proportion with a regular bicyclist – in nearly 60 percent of Elm Grove households, no one jogs/runs on a regular basis.

Not surprisingly, retirees, older respondents and those who have lived in Elm Grove for more years are significantly more likely to say that no one in their household runs or jogs on a weekly basis.

Destinations of Walkers, Bikers, and Joggers/Runners

When Elm Grove residents do walk, bike or jog/run, Table 4 indicates that they are likely headed for Elm Grove Park (73%) or to the village's downtown area. Nearly one-third said they walk, bike or jog/run to neighboring communities, a surprisingly high proportion. Half of the destinations noted in the "other category" were variations on "in the neighborhood" or "visiting friends."

Table 4: Destinations of Walkers, Bikers or Joggers/Runners

| Elm Grove Park | Downtown Elm Grove | Elm Grove Schools | Neighboring Communities | Work | Other, specify |
|----------------|--------------------|-------------------|-------------------------|------|----------------|
| 73% | 63% | 19% | 31% | 5% | 20% |

Demographic differences in terms of destination of those who walk, bike, or jog included:

- Older, longer-term, and retired residents are significantly less likely to report walking, biking or jogging/running to any of the destinations noted in Table 4
- As household incomes increase, the probability of walking, biking, or jogging/running to the park or to neighboring communities increases
- The probability of walking, biking or jogging/running to the park and Elm Grove Schools rises as the educational level of the respondent increases
- In terms of walking, biking, or jogging/running, people living in quadrant C of Elm Grove were significantly more likely to go to the park or the schools and those from quadrant B were less likely to go downtown

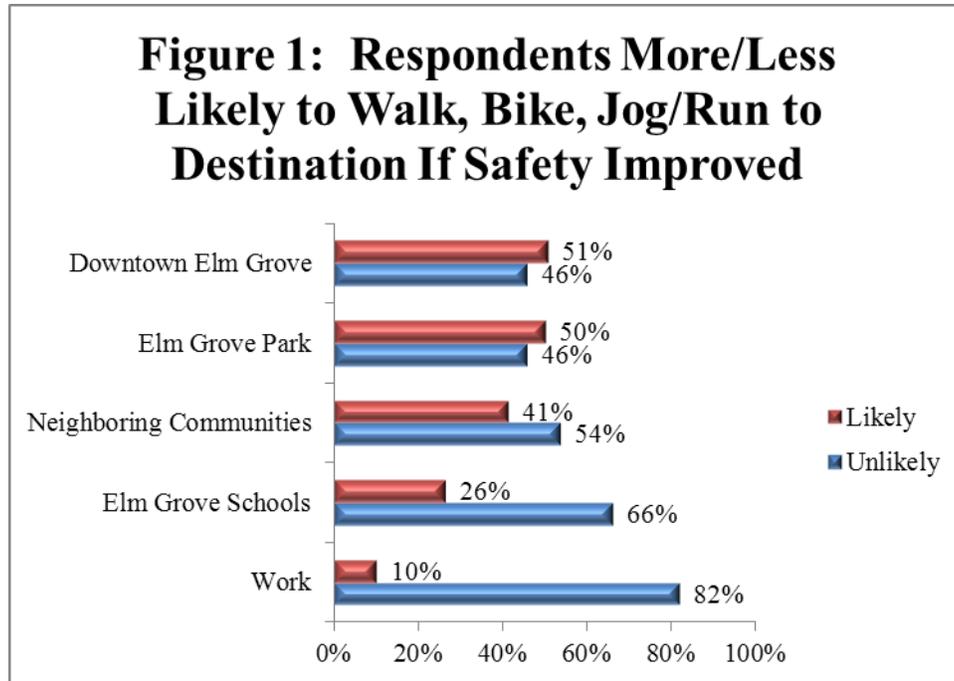
Pedestrian/Bike Safety in Elm Grove

Respondents were asked how likely it is that they would increase the frequency with which they walk, bike, or run/jog to the destinations included in Table 4 if the village improved safety. Answer options included very likely, likely, unlikely, very unlikely and don't know. In Figure 1, the SRC combined the very likely and likely categories (top bar) and the unlikely and very unlikely categories (bottom bar). Half the respondents said that they would be more likely to walk, bike or jog/run to downtown Elm Grove or to the park if safety were improved. About 40 percent said safety improvements would increase the likelihood of walking, biking or jogging/running to neighboring communities and about a quarter felt this way about going to Elm Grove Schools. Relatively few village residents would be likely to get to work under their own power even if safety were improved. Fifty-seven people identified other places to which they would walk, bike, or jog/run if safety were improved. Many said they would exercise in their neighborhoods or in getting to church or businesses.

Demographic differences with respect to the items in Figure 1 are fairly stark. Women, relative to men, were significantly more likely to say that they would increase the frequency with which they walk, bike or jog/run to all of the destinations listed in Figure 1 if safety were improved. Other than going to work, the differences between men and women, in terms of the likelihood of increasing their exercise levels in response to safety improvements, were at least 10 percent for all the destinations in Figure 1 and as much as 19% (downtown Elm Grove and neighboring community).

As expected, the likelihood that improved safety would increase the probability of going to the destinations in Figure 1 under one's own power declined with age, length of residence in Elm Grove, and among retirees.

As household incomes rose, so did the probability that improved safety would increase the frequency with which respondents would walk, bike, or run/jog to the park or a neighboring city. As education level increased, so did the likely frequency of respondents going to the park, downtown, a neighboring city and the schools under their own power, if safety were improved.



People living in quadrants A and B appear to benefit the most from improved safety. Those living in those parts of the village said they would walk, bike, or run/jog to the park, downtown, and to neighboring cities more often, if it were safer.

Table 5 indicates that residents are evenly divided with respect to the relative safety of walking in Elm Grove compared to nearby communities – 34 percent said the village was safer or much safer and 33 percent said it was less safe or much less safe. Respondents are somewhat more emphatic with respect to biking and jogging/running. Only about one-quarter feel that the village is safer or much safer than its neighbors compared to more than one-third who feel Elm Grove is less safe or much less safe. For all three types of exercise, there are higher percentages in the much less safe option than in the much safer option.

Table 5: Compared to Nearby Communities How Safe Is Elm Grove for:

| | Much Safer | Safer | Same | Less Safe | Much Less Safe | Don't Know |
|-----------------|-------------------|--------------|-------------|------------------|-----------------------|-------------------|
| Walking | 15% | 19% | 23% | 13% | 20% | 9% |
| Biking | 11% | 14% | 23% | 14% | 21% | 16% |
| Jogging/Running | 13% | 13% | 21% | 14% | 20% | 18% |

By about 10 percent, more male respondents than females rated Elm Grove as safer or much safer than its neighboring communities for all three forms of exercise. The relationship between age and income on the one hand and how respondents rated the relative safety of Elm Grove on the other, is somewhat more complex. The proportion rating Elm Grove as safer or much safer than nearby communities with respect to walking, biking, and jogging/running tends to increase with age or income until the 65+/\$200,000+ categories, when there is a slight drop off.

Another interesting demographic difference in how people rated the relative safety of Elm Grove was with respect to the quadrant of the village in which the respondent lives. Respondents in Quadrants A and B were significantly more likely to say that Elm Grove is much less safe than nearby communities with respect to all three forms of exercise included in Table 5. In most cases, 4 or 5 times as many respondents in quadrants A and B rated Elm Grove as “much less safe” compared to those from quadrants C and D.

Respondents, later in the survey, were asked to identify particular places in Elm Grove that they avoid when they walk, bike, or jog/run because of safety concerns. Of the 527 respondents, 305 responded to this open-ended question. In many instances, a respondent mentioned multiple places in Elm Grove that they avoid for safety reasons. The SRC grouped comments on the basis of specific roads that were mentioned. In cases in which multiple roads were identified, each location was counted and included in the grouping for that location. For instance, many people said they avoid Juneau Boulevard and Highland Drive, so in these instances, the comment was included in both Juneau Boulevard and Highland Drive groupings. As table 6 indicates, the aforementioned Juneau Boulevard and Highland Drive are, overwhelmingly, the two roads about which residents had the greatest concerns. Watertown Plank Road is also a place of relatively high concern to Elm Grove residents.

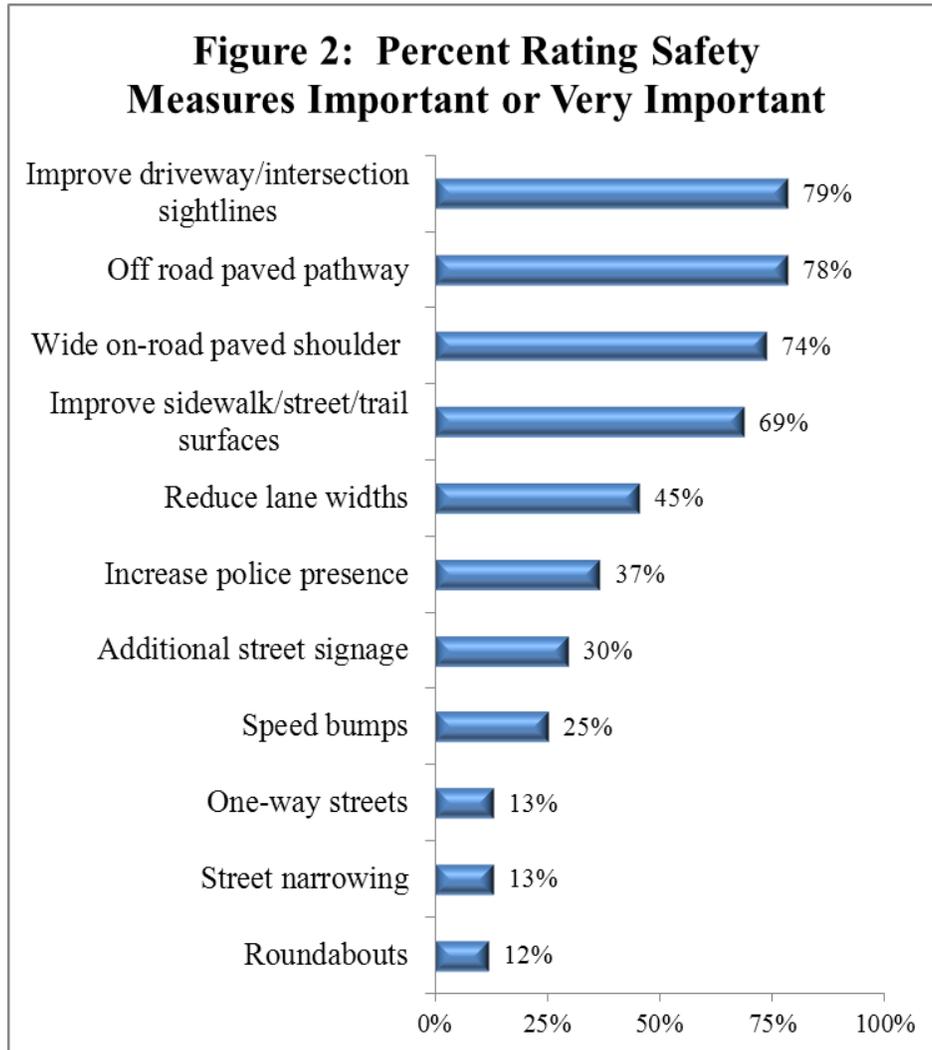
Table 6: Places Village Residents Avoid When Walking, Biking, or Jogging/Running

| Place | Number Comments | Place | Number Comments |
|--------------------|-----------------|-------------------|-----------------|
| Juneau Blvd | 195 | Downtown Area | 21 |
| Highland Dr | 167 | Blue Mound | 13 |
| Watertown Plank Rd | 86 | Legion Dr | 11 |
| Elm Grove Rd | 35 | Hillside Rd | 2 |
| Gebhardt Rd | 25 | Hollyhock | 2 |
| 124th Street | 24 | 128 th | 1 |
| North Ave | 24 | Miscellaneous | 99 |

Support for Options to Improve Safety of Walking, Biking, or Jogging/Running

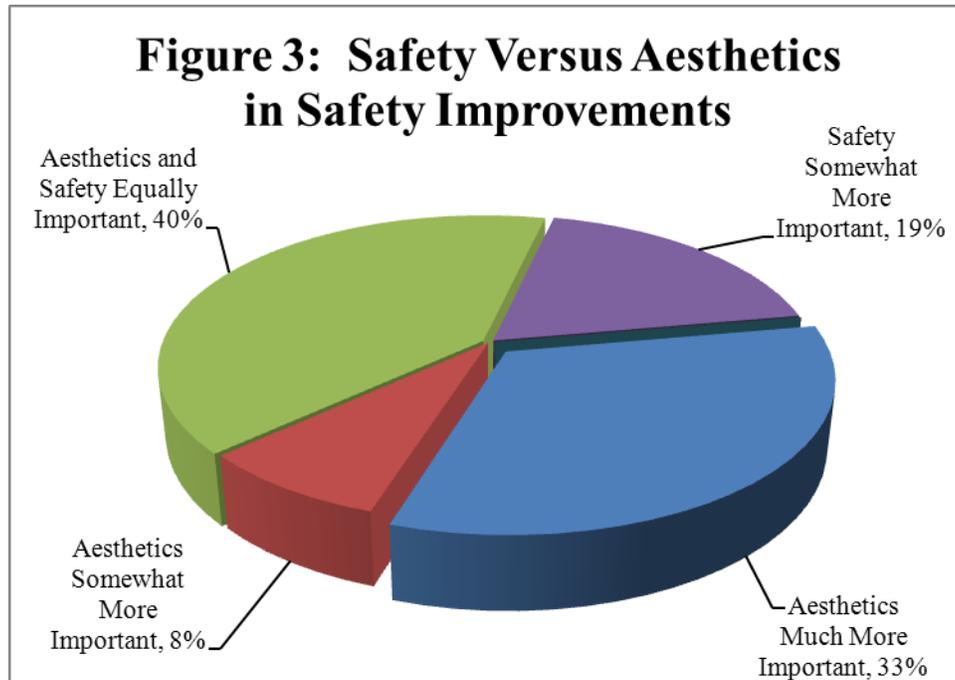
Respondents were asked to rate the importance of 11 options for improving the safety of walking, biking, and jogging/running in the village. Figure 2 indicates that four options were seen as important or very important by relatively large majorities of the Elm Grove population. Improving the sightlines at driveway and intersections, off- road paved pathways, a wide on-road paved shoulder for walkers, bikers and joggers/runners, and improving the surfaces of sidewalks,

streets and trails were all deemed important by more than two thirds of the respondents. At the other end of the scale, there is very little support for one-way streets, street narrowing (when a street is narrowed or pinched for a short distance and widened to normal size on either side of the pinch), or roundabouts. Forty-five respondents offered other means of improving pedestrian and biker safety. Many of these comments suggested more sidewalks, better lighting, and stricter enforcement of speed limits.



Support for several of the options in Figure 2 (roundabouts, off- road paved paths, wide paved on-road shoulders, improved sightlines, improved surfaces, and improved signage) declines among older citizens. The most important demographic difference with respect to support for the safety options included in Figure 2, however, is with respect to gender. Women are significantly more supportive of many of the options included in Figure 2: off-road paths, street narrowing, wide paved on-road shoulders, improved sightlines, improved surfaces, increased police presence, and improved signage. For each of these, 10 – 15 percent more women than men feel the safety option is important or very important.

Based on Figure 3, Elm Grove residents value the aesthetics of any improvements that might be made to enhance the safety of walkers, bikers, and joggers/runners. There are roughly equal proportions of respondents who said that aesthetics are more or much more important than safety as who said aesthetics and safety are equally important. Interestingly, not a single respondent said that safety was “much more important than aesthetics.”



There were no statistically significant differences of opinion about the trade-off between aesthetics and safety related to demographic variables.

Respondents were asked, “*If private, state, or federal money cannot be obtained to improve pedestrian/bike safety, by what dollar amount would you be willing to see your annual property tax bill increased to improve pedestrian/bike safety?*” Figure 4, which summarizes their responses, indicates that a substantial minority of the village population would not be willing to pay any additional property taxes in order to improve pedestrian safety. Based on this survey, a majority (60 percent) would be willing to pay \$50 per year for safety improvements.

We noted above that older residents, retirees, and long-term residents tend not to walk, bike, or jog/run as often or to as many destinations as younger residents. It is, therefore, not surprising that these groups are also significantly less likely to say that they would be willing to pay any additional property tax to improve pedestrian or bike safety in the village. More affluent households were more apt to be willing to see their property taxes rise to cover the expense of making safety improvements. Similarly, residents in quadrants A and B, the western portion of the village, were more willing to pay higher property taxes for safety improvements. Since safety concerns were much greater in these quadrants (see discussion associated with Figure 1 and Table 5), their willingness to see increases in their property taxes is not totally unexpected.

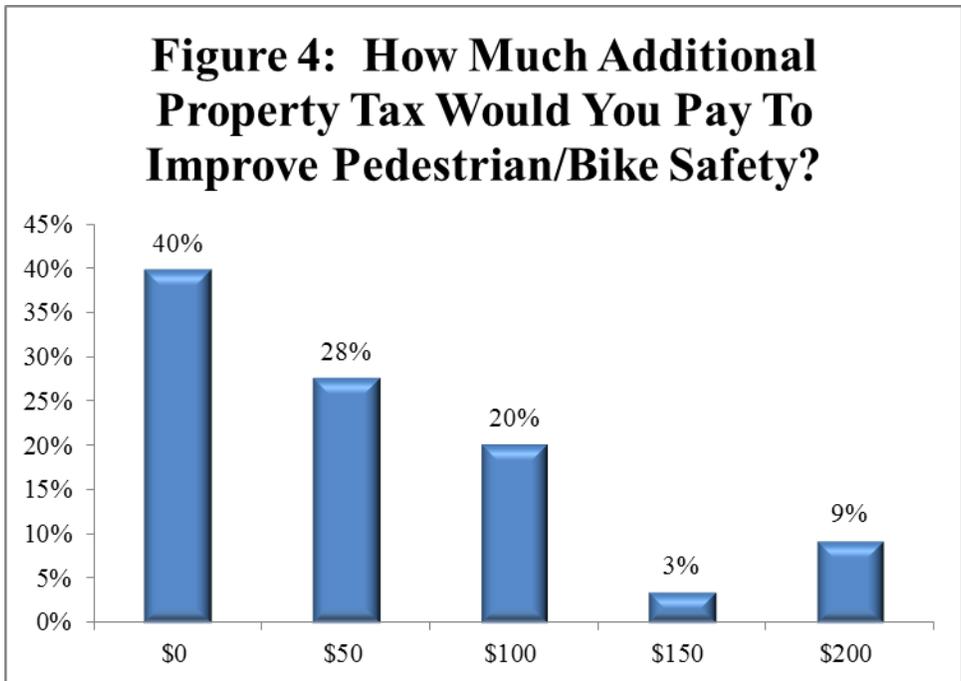


Table 7 summarizes the responses of Elm Grove residents to two questions asking about the impact of trails on home values. The results are quite interesting. A substantial proportion of residents don't feel that trails, either in the village or next to their home, would affect their home's value. However, a slight plurality of respondents feel that trails within Elm Grove are likely to increase the value of their home. Stated another way, more than three times as many feel a village trail network would increase their home's value as feel such a system would decrease the value. However, there is much less enthusiasm for a trail adjacent to their home – almost twice as many feel an adjacent trail would decrease their home's value as feel it would increase the value.

Table 7: Opinions About Trails Impact on Home Values

| | Increase | No Impact | Decrease |
|---|-----------------|------------------|-----------------|
| Impact of adjacent trail on home value | 18% | 48% | 34% |
| Impact of trails within Elm Grove on home value | 45% | 43% | 13% |

Compared to men, women are significantly more likely to feel that trails, either adjacent to their land or in the village would increase the value of their house. In contrast, older respondents, retirees, and those who've lived in the village for more years are more likely to feel that trails (adjacent to or in Elm Grove) would decrease the value of their home. There was no statistical relationship between income or education with respect to how a trail adjacent to respondents' homes would affect housing values. However, as incomes or education levels rise, respondents are more likely to feel that trails within the village would enhance their home's value.

Conclusions

The level of participation by Elm Grove residents in this survey of pedestrian and bicycle safety was extraordinary; there was a nearly 50 percent return rate from a single mailing of the questionnaire. Probably because of this relatively high response rate, the sample aligns well with the underlying population in most demographic and geographic categories. One key exception to this characterization is that there are substantially more women in this sample than expected. Further, based on this survey, women feel somewhat more strongly about safety issues in the village than do men. This slight bias might be at least partially mitigated by the fact that older respondents are also somewhat over-represented in the sample and this group tends to be less concerned about the safety issues raised in this survey.

In terms of exercise habits, almost all households in the survey reported that someone in the household walks at least once a week, and about half said everyone in their household walks on a weekly basis. In contrast, about half of all households said that no one in their family bicycles or jogs/runs on a weekly basis. The most common destinations for pedestrians and bicyclists are Elm Grove Park and the downtown area. About half the respondents indicated that they would be more likely to walk, bike, or run to downtown Elm Grove or to the park if safety were improved. Those living in the western half of the village reported the highest likelihood of increasing the frequency with which they walk, bike, or run if safety improvements were made.

There is not a clear consensus about how safety in Elm Grove stacks up against neighboring communities – roughly as many respondents feel the village is safer than neighboring communities as feel it is less safe. However, for all three exercise options (walking, biking, jogging/running), the proportion rating the village “much less safe” is greater than those rating it “much safer.” Again, those residing in the western portion of Elm Grove rated the village much less safe than nearby communities in much higher proportions than those on the east side. The most frequently identified roads having safety concerns were Juneau Boulevard and Highland Drive.

To address safety issues, village residents were broadly supportive of improving driveway and intersection sightlines, having off-road paved pathways, wide on-road shoulders for use by pedestrians and bicyclists, and improved surfaces on sidewalks, streets, and trail surfaces. Any safety improvements that are made, would need to consider the aesthetic impacts also – for a large majority of the village’s residents, aesthetics are as or more important than safety.

In terms of paying for safety improvements, there is a large minority who would be unwilling to see their property taxes rise if grant funding could not be secured to pay for these improvements. Opposition to higher property taxes to pay for safety improvements would likely come from older, retired, and longer-term residents. These populations are less likely to engage in these forms of exercise and are less supportive of most of the options to improve safety.

There is fairly strong sentiment that trails in Elm Grove would raise overall property values. There is also a fairly strong NIMBY (not in my back yard) attitude about trails – nearly twice as

many feel a trail adjacent to their property would erode their home's value as feel a trail would increase its value.

DRAFT

Appendix A – Written Comments

Q4. To which of the following destinations do members of your household walk, bike, or jog/run (106 Responses).

- Around neighborhood (17x)
- None (8x)
- Church (4x)
- Around Elm Grove (3x)
- Friends (3x)
- Friends Homes (3x)
- Library (2x)
- 10-15 mile ride
- ACE
- Ace Hardware
- Ace/Walgreens
- Across Bluemound Mall Chipotle
- Activities are for exercise and not to a destination
- Aimless walking
- All around Elm Grove (exercise)
- Area around home
- Area Restaurants
- Auto
- Block
- Bluemound/Morland/Brookfield Square
- Brookfield Parks sometimes
- Church, neighbors in Elm Grove
- Close neighborhood
- Oak Leaf & New Berlin Bike Trails
- Drive
- Drive to the park and walk-not for safety
- Elm Grove Streets
- Elm Grove School-Church, Walgreens and Ace
- Exercise
- Exercise-3 mile walk
- Friends, all over Elm Grove, especially near St. Mary's and Elmhurst, Wrayburn Raod area
- Greenway Trail
- I walk in the vicinity of residence
- Indian Hills
- Juneau/Indian Hills
- Just in my immediate neighborhood
- Kids friends buses in Elm Grove
- Krueger Park
- Local area
- Mayfair
- Nearby stores/restaurants
- Neighborhood streets
- Neighborhood walks frequently
- None(drive auto)
- Other homes in Elm Grove
- Our community (neighborhood)
- Pewaukee long distance
- Pilgrim Parkway sidewalk
- Pilgrim trail
- PPMS-back yard
- Random
- Random locations
- Random streets for exercise
- Residential area
- Restaurants
- Run without a destination
- School bus stop
- SMV Church
- Southwest part of Elm Grove
- Starbucks on Bluemound
- There Elm Grove
- Through village
- To bike trails
- Various within village
- Village Events

- Visit neighbors and friends
- Walgreens
- Walk Elm Grove neighborhood for exercise with no destination
- Watertown Plank sidewalk
- Western Request Club
- Whole areas for fitness
- Wirth Park
- YMCA

Q5. If the Village improved safety, how likely is it that your family would increase the frequency with which they walk, bike or jog/run to, other (57 Responses).

- Friend Homes (4x)
- Brookfield Square (2x)
- Church (3x)
- Oak Leaf Trail (2x)
- Access to the bike trail - easier please
- ACE
- Aimless
- Around Elm Grove neighborhood
- Bike path
- Church, stores
- Currently do not see a problem
- Elm Grove Streets
- Fitness walking area
- Friends
- Friends in Elm Grove
- I have no desire to have to drive to a place to walk
- I think it is already very safe
- I would let my son bike more on his own
- Indian Hills
- It is fine the way it is
- Juneau Boulevard/Indian hills
- Kids would ride bike to friend's homes and rec department, library

- Local area
- Mall, Chipotle
- Moms and friends house in Elm Grove, Walgreens and Bakers Square
- More bike paths
- More bike paths please- I work in Sussex and would love to be able to ride on a path to work.
- Neighborhood streets
- Neighborhood walks (Gebhardt Road)
- Networked bike path
- Not concerned about safety except along Juneau, do not ever walk there
- On the streets of Elm Grove, but it is dangerous! Streets are too small or no sidewalk
- Other Elm Grove Neighborhoods
- Other homes in Elm Grove
- Our community (neighborhood)
- Residential area
- Restaurants
- St. Mary's
- Street lights and sidewalks
- Streets- speeding cars
- Surrounding bike trails
- Tell folks to use a flashlight and wear bright clothing
- The rest of Elm Grove and Brookfield
- Through the neighborhood
- Walgreens
- Walk everyday, so no change
- Western Request Club
- Within our neighborhood streets
- Would be able to walk greater distances
- Zoo

Q7. Each of the following can improve pedestrian/bike safety. How important do

you think each is for the route you most commonly use to walk, bike or jog/run, other (45 Responses).

- Sidewalks (4x)
- More bike paths (2x)
- 25mph in village
- Add sidewalks down Juneau and Highland
- Additional stop signs on heavy traffic roads, enforce 25 mph speed limit
- Cars obey speed limits, pause for pedestrians
- Drive speed limit. Pedestrians/bikers responsibility in abiding by traffic laws.
- Enforce speed limits
- Enjoy walking path west side of Pilgrim Parkway. Sometimes wish a bench could be placed halfway between Gebhardt and Bluemound
- Flashing signs to indicate speed
- Improve drivers
- Lighting
- Making sure shrubbery and foliage cut back enough around corners and cross streets
- More stop signs on Highland and Watertown Plank
- More street lights
- Must keep sidewalks clean of snow and ice-salt them
- Need a sidewalk on Elm Grove Road between Watertown Plank Road, Juneau, very dangerous
- New routes with off-street pathways
- No bikes on path/sidewalks. Walkers are expected to jump out of the way for bikes. Includes those that use the sidewalks at night.
- Parked cars in downtown Elm Grove back out into street where bikes/walkers are
- Ped Bridge over tracks at Juneau
- Pedestrian Marked Crosswalks
- Please Give Elm Grove sidewalks
- Police presence and pedestrian crossing areas at Watertown Plank Road
- Require flashing lights on bikes for driver visibility
- Slower speed limits on heavy traffic areas, 15 mph roads like Juneau, Elmhurst
- Speed Control! not just "presence"
- Stop Signs at Oakdale and Kurtis-W/E on Oakdale dangerous intersection
- Street lights
- Tell folks to use flashlights and wear bright clothes
- Terrace/Woodland Ave curve-stop sign needed or close off one part of road-mailboxes hit regularly, lots of honking as road does not allow for two cars at once
- The use of the path/walkways must be enforced! Not the continued use of the middle of the road.
- Traffic Light at Highland/North to slow down traffic on North and turning on to Highland
- Very good now
- Walk Path on Juneau. Bike Path on Juneau.
- Walking into traffic, not with traffic. Communicate to Public
- Walking, jogging, paths along Juneau Blvd
- Walkway on Juneau/ south side

- Watch out for gravel! Skids easily
- We need sidewalks especially on Juneau Blvd
- Widen pedestrian area at Juneau Blvd railway crossing!

Q12. Please indicate places, if any, in Elm Grove you avoid walking/biking/running-jogging because of safety concerns (653 Responses).

**Note: Some responses are in multiple categories/did not split the comments.*

Juneau Boulevard (194 responses)

- Highland Drive, Juneau Blvd. (24x)
- Juneau Blvd (14x)
- Gebhardt Road. Highland Drive. Juneau Blvd. (9x)
- Watertown Plank Road, Juneau Boulevard (4x)
- Elm Grove Road between Juneau Blvd and Watertown Plank (2x)
- Juneau Blvd. Highland Drive. 124th Street. North Avenue. (2x)
- 124th Street North and South of Watertown Plank. North Avenue. Juneau, Highland
- 124th Street! Juneau. 124th and Watertown Plank. Walnut, Watertown Plank Road Downtown, Hard to see (visually impaired) lighted signals downtown.
- Along Juneau Blvd is too dangerous vehicles often are speeding and run pedestrians into the ditch. A deathtrap waiting to kill.
- Along Juneau especially since we live on Orchard and have kids which it is not safe to walk or ride on Juneau to get anywhere
- Along North Avenue; although I would prefer biking to Grasc'h's, I don't go there during busy traffic times. 124th. Juneau. Hollyhock during busy traffic times
- Anything east-west-Watertown Plank, Juneau, Gremoor. We only use Legion Path sidewalk. Everything else is too dangerous for children
- Anywhere on Highland Drive and Juneau Boulevard - I prefer to walk on the sidewalks because of increased safety I ease in walking
- Avoid Juneau Blvd during rush hour, and school has traffic
- Avoid: Gebhardt Road. Highland Drive. Juneau. Watertown Plank, Legion.
- Avoid-Juneau Blvd & Downtown Area -Dangerous to drive on Juneau because of heavy pedestrian and biking especially at times of diminished visibility such as early AM & early PM
- Brookfield is doing a better job of connecting all of Brookfield to the park by adding side walks. Residents south of Juneau and west of Highland are being deprived a safe experience for their children to ride or walk to the village. For 12 years I lived to the east of the park. I regret moving and purchasing a bigger house south of Juneau! Please connect Elm Grove safely to the Park and downtown!
- Busy streets i.e. Juneau, Gebhardt, Highland etc., they don't have sidewalks.

- 1. Cars speed frequently on Juneau. The sign on Juneau that has a radar detector and posts each passing car's speed does not deter speeding and is an eyesore. An inconspicuous back path from Highland to the park would do wonders. 2. Cars also speed down Hillside frequently, do not stop at the 4 way stop at Woodlawn and Hillside and then continue speeding on Woodlawn as they cut through the neighborhood to Juneau Boulevard. The left hand turn from it's bend onto Hillside is also very dangerous for cars and pedestrians alike. Making Hillside one-way headed toward Hillside would solve all this.
- Cross walk, access at Juneau and Legion Drive
- Downtown, Juneau, 124th Street, Lilly, Highland, Walgreen area
- Elm Grove as a whole is a very unsafe place for children to walk, bike or run. Due to the lack of sidewalks on Juneau Blvd, my children (and any west of the rail road tracks) are unable to utilize all of the wonderful aspects of the Elm Grove Park and schools. We are very disappointed in the lack of progress in the Juneau Blvd project. Due to the high risk & lack of safety, we have to drive our children everywhere. It is pathetic that this issue has not been resolved!!
- Elm Grove Road (From Watertown Plank to Juneau) major traffic pattern for those on the south side of Elm Grove to the park, VERY DANGEROUS -Intersection at Watertown Plank and Lisbon
- Elm Grove Road between Juneau & Watertown Plank, Juneau Blvd between Highland & Legion
- Elm Grove Road between Juneau and Watertown Plank Rd. Highland Drive. Juneau west of rail road tracks
- Elm Grove Road between Juneau and Watertown Plank Road
- Elm Grove Road between Watertown Plank and Juneau is just plain hazardous. Would love to see path on Juneau heading to library/park. Would also be nice on Sunny Slope.
- Elm Grove Road between Watertown Plank and Juneau. Juneau and Highland
- Elm Grove Road between Watertown Plank and Juneau-no shoulder or walkway, Sunny Slope Road-no shoulder or walkway, Watertown Plank west of Highland-no shoulder or walkway, Downtown by Great Harvest Bread Co parking lot-traffic (have to bike in parking lot.)
- Elm Grove Road between Watertown Plank north to Juneau
- Elm Grove Road between Watertown Plank and Juneau. Sidewalk in front of 'nice fronts' dividing has sharp corners with big stores. Unsafe for biking pedestrians and kids have to bike behind rear for cars.
- Elm Grove Road from Watertown Plank north to Juneau, all of Juneau, North side of Bluemound
- Elm Grove Road. Highland. Juneau
- From our home (Dunwoody and 124th to Legion - especially crossing on Fairhaven). Juneau Blvd.

- Gebhardt Road, Highland, Juneau - You CANNOT safely walk anywhere on these roads
- Highland and Juneau and Gebhardt. Very unsafe condition on these streets for children and others to bike, jog, or walk to the park from the west. "Very" disappointed we do not have a walking path down these streets.
- Highland and Juneau are very dangerous roads. Reflective clarity should be required for all joggers, bikers, dog walkers, etc.
- Highland and Juneau-most parts of Highland and Juneau are okay, but the places where the hills reduce vision make them very dangerous
- Highland Drive, Juneau Blvd, 124th Street, Tonawanda to North Avenue
- Highland Drive, Juneau Boulevard, Downtown park and business
- Highland Blvd. Juneau Blvd. Bluemound Road. 124th Street.
- Highland Drive & Juneau are the most dangerous streets. In my opinion & I avoid there at all costs. To avoid them I use unauthorized crossings at the RR tracks to access, the village park and community schools. I would prefer to use the road ways safely.
- 1. Highland Drive 2. Juneau Blvd 3. Watertown Plank Road 4. Woodlawn Circle 5. Downtown Shopping Area 1 and 2 (paved off-road paths needed for these two major routes. This would link most parts of the village.)
- 1. Highland Drive, 2. Juneau Blvd west of rail road tracks
- Highland Drive, Juneau Blvd, Watertown Plank in Village Downtown
- Highland Drive, Juneau Blvd. Watertown Plank Rd from 124th Street through the village
- Highland is unsafe for any of the above activities as well as Juneau Blvd
- Highland Drive and Juneau Boulevard. I saw a lady walking her baby in a stroller and 2-3 year old on a bike going north on Highland at least 4-5 feet in my lane. I think she thought Highland was a sidewalk. Very stupid lady, No concern for her kids safety.
- Highland, Juneau, East of Watertown Plank
- Highland, Juneau, Gebhardt are too narrow with too much fast moving traffic. It's very difficult for our family to safely walk to the park or village from our home west of Highland with us having to walk on these busy streets.
- Highland, Juneau, I believe Elm Grove needs to work towards being a pedestrian friendly community. A progressive community.
- Highland, Juneau, Legion, Watertown Plank
- Highland, Juneau, North, speed, sightlines, narrowness of roads
- Highland, Juneau, Watertown Plank
- Highland, North Avenue, Watertown Plank, Juneau
- I am so glad this being looked into-I was planning on going to the village to ask about this! I strongly feel that Highland and Juneau are main therefore in need of "bike" paths. Once

you are on the side streets it is fine, but the one on Watertown Plank should be carried through the main streets. Also on Gebhardt to Connect to the paths that lead to Wirth park in Brookfield. I do not think aesthetics will be affected-our house on Highland included as we are all set back a ways. young families will certainly benefit and more will be drawn to the community knowing their kids can actually ride a bike to the parks and downtown and the library. A path would be much safer than wider shoulders and only needs to be on one side of the road. Please make this a priority.

- I avoid Highland Drive and certain part of Juneau Blvd. I also avoid North Avenue and portions of Watertown Plank where there are not pedestrian paths. There are numerous other roads that I would avoid if I could but it is not possible given my location and activities.
- I had some concerns about the Juneau/Railroad track crossing-but am pleased with the manner in which you addressed it recently.
- I no longer allow my kids to bike down Juneau since the Railroad barriers were put in place. There is no safe way for impatient (or patient) drivers to go around a biker or walker since there is no bike path. This in turn does not allow us to go to the park anymore unless I drive them.
- I run 4-5 times a week and have almost been hit many times on Elm Grove Road/Watertown Plank stop sign. Cars

creep out to check traffic, not looking west- have been bumped by cars a few times. All stop sign intersections are dangerous because drivers are watching for cars/not runners!

- I will not walk or bike on Juneau Boulevard or allow my children to, they need to use Watertown Plank because of safety concerns. This does not greatly affect us.
- If I were to walk all over Elm Grove I would avoid Juneau from the rail road tracks to Highland, Highland Drive, and Gebhardt. I do not worry about the rest of the streets as they are not as busy.
- I'm more concerned with safe driving in down town
- Intersection - Juneau and Watertown Plank
- It has not prevented usage, but the installation of the Juneau Blvd median blockers at the rail road crossing is dangerous given the lack of shoulder for walkers, etc.
- It is difficult to walk on Highland and Juneau
- Juneau (Highland to Watertown Plank.) Highland (Watertown Plank to North)
- 1. Juneau 2.124th St 3.Noth Ave 4.S Side of Watertown Plank Road where there is no path
- Juneau and Highland are most critical for improvement, next are busier side streets
- Juneau and Highland Roads due to narrow lanes and cars
- Juneau and Highland: hundreds of people cut through my neighborhood,

Lone Tree, to avoid Highland while running, biking, or walking -Parts of Watertown Plank

- Juneau as there's no safe sidewalk or path. Almost everywhere. The entire village is in dire need of sidewalks
- 1. Juneau Boulevard-Even worse now that the lanes are effectively narrowed and no shoulder on south side at rail road. 2.Highland Drive. 3.Western headed of Watertown Plank Rd towards Pilgrim because the bike/walk lane stops abruptly
- Juneau Boulevard from St. Mary's to Highland Drive
- Juneau Boulevard to the park. Highland to downtown from Watertown Plank entry
- Juneau Boulevard, 124th Street
- Juneau Boulevard, Highland Drive, Driving danger-house (large grass with green roof) needs to trim their bush-difficult to see when driving around corner Eastbound
- Juneau between Elm Grove Road and St. George Court, it is very, very dangerous. I would love to see steps taken and now Juneau between the park entrance and Elm Grove Road (with the new train markers which disallow vehicles to move over for pedestrians/bikers are very, very unsafe.)
- Juneau between Village Park and Highland. Highland between North Avenue and Watertown Plank. North Avenue. Kudos to the committee for exploring this safety issue!
- Juneau Blvd between Village Park and Highland Drive, Highland Drive, Gebhardt Road
- Juneau Blvd from Highland to Legion is very dangerous to walk I bike/run on, and also for the cars that have to watch out for those doing the aforementioned activities. The intersection of Juneau and Highland has terrible visibility, especially going eastbound on Juneau.
- Juneau Blvd from Legion Drive to Highland Drive
- Juneau Blvd from Watertown Plank Road and west (we cut through St. Mary's parking lot to get to the parks) 124th Street between Watertown Plank Road and North Avenue.
- Juneau Blvd is extremely dangerous!! I don't let my children walk or ride on it because it is so unsafe. Juneau needs an on or off-road path to accommodate walkers/joggers and encourage safe passage from the East to the West side of Elm Grove Establishing a side walk/path on Juneau would help everyone's property values by making our community more pedestrians and bike friendly. Highland and Gebhardt are also dangerous. They both need off road paths or a much wider shoulder.
- Juneau Blvd needs an off-road path. I do not let my children bike there now b/c it's too narrow and cars take up entire road. There is no safe shoulder and there is no excuse why Elm Grove doesn't make sidewalks on Juneau. A major accident is just waiting to happen.

- Juneau Blvd of park and Highland Drive is awful!
- Juneau Blvd, Elm Grove Road between Juneau & Watertown Plank Road
- Juneau Blvd, parts of North Avenue, Crossing Pilgrim Parkway
- Juneau Blvd, parts of Watertown Plank, Highland Drive, Hillside Road
- Juneau Blvd. between Legion Drive and Highland
- Juneau Blvd. east of Highland, Sunny Slope, Highland
- Juneau Blvd. Highland Drive. Watertown Plank Road
- Juneau Blvd. Highland Drive. Elm Grove Road between Juneau and Watertown Plank
- Juneau Blvd. Highland to Elm Grove Road
- Juneau Blvd. I still use it but have had a couple of safety near-injury moments, where I could have fallen off my bike due to an attempt to avoid a car.
- Juneau Blvd. Lower Ridgeway
- Juneau Blvd=death trap, Highland Drive=death trap
- Juneau Blvd-Highland Drive-"no" one
- Juneau Blvd-needs a bike path. Highland Drive needs a bike path. Watertown Plank Road north of Highland
- Juneau Boulevard and Highland Drive are extremely dangerous! Excessive speeding has become a real problem for pedestrians and bikers on many of the Elm Grove streets as well
- Juneau Boulevard is very dangerous for bikers, runners, walkers (especially w/dogs). It needs a sidewalk!
- Juneau Boulevard. Watertown Road-West of Wisconsin Ave
- Juneau but it's unavoidable, NW of Tonawanda School-many potholes and bad surface, Watertown Plank/downtown-may be improved by current roadwork, Most issues relate to poor road surface (Wrayburn one eg.) and lack of bike lanes
- 1. Juneau from Catholic Church to Highland. 2. Highland - from Watertown Plank to North Ave
- Juneau Hill
- Juneau near St. Mary's where there is no separate lane
- Juneau Boulevard no walkway, Watertown Plank sidewalk to close to road and tree branches growing into sidewalk sometimes
- Juneau Boulevard. Highland Drive. Watertown Plank Road.
- Juneau Boulevard needs a path or sidewalk or increased pavement on side of road for a bike path.
- Juneau! The curve on Upper Ridgeway
- Juneau, between Highland & Elm Grove Road
- Juneau, Elmhurst Parkway during Watertown Plank Road construction. Not enough is done to keep cars on the detour path and they race down Elmhurst. Fairhaven between North Ave and Walnut
- Juneau, Gebhardt, Highland. Brookfield has done a wonderful job of walking bike paths to keep people

safe, why can't Elm Grove do the same?

- Juneau, Highland, and 124th Street
- Juneau, Highland, crossing street to downtown business from north to south
- Juneau, Highland, Elm Grove Rd, Watertown Plank
- Juneau, Highland, Notre Dame
- Juneau, Highland, parts of Watertown Plank, North Avenue
- Juneau, Pilgrim, Bluemound, Highland
- Juneau, Watertown Plank-west of village
- Juneau. Highland. Elm Grove Road by Park(North end)
- Juneau/Highland (main avenues for getting around Elm Grove) Elm Grove Road (northern section)
- Juneau-particularly from Woodlawn to park-dangerous
- Juneau-west of railroad tracks & neighborhoods accessible from that road, Neighborhoods west of Highland
- Legion Drive. Elmhurst Parkway. Watertown Plank Road. Juneau Blvd. Highland Drive. North Avenue. 124th Street. Pilgrim Parkway
- Major streets-Juneau and Watertown Plank and Highland. Adjacent neighborhoods. Streets are just too narrow and people drive too fast so we avoid using Elm Grove Village businesses due to this. We walk and bike on paths in Brookfield and thus shop there.
- None-a wider shoulder on Juneau would be great, but not a "bike path" in front of those beautiful houses!

Strongly disagree with bike path in front of homes!

- North Avenue, 124th Street, Juneau Blvd, Bluemound
- North Avenue. Juneau Blvd
- On Juneau-would love to see a path on both sides
- Past the village center/railroad tracks on Juneau. Past the end of sidewalk on Watertown Plank to stores/restaurant just before traffic lights. Past cemetery to convent of SSND
- Please do not ruin the aesthetics of Juneau
- The "main" roads such as Highland, Juneau. They both desperately need a walking path and frankly the attitude of the residents on Juneau is tired and worn out and smacks of elitism. We are not going to rob you! We are your neighbors and just want to walk to the village safely. Keep jacking up their taxes if they continue to be such snobs The rest of us have had it!
- The intersection of Juneau and Watertown Plank. Under construction now and I'm hoping improvements will be made, but very dangerous. Equally bad, if not worse is right next to that, the excessive foliage on the path @ Blue Ridge and cars can't see runners, bikers, and walkers who are on the paved path. I've personally had some close calls there both as a runner and as a car driver.
- Walking through neighborhoods with my kids is unsafe (no sidewalks). We never walk down Watertown Plank or Juneau where there are no walkways. Not much in Elm Grove safe for kids.

- Watertown Plank Road-124th Street. Highland. Juneau
- Watertown Plank Road from Moreland (Ace Hardware/Walgreens) to Highland. Juneau Boulevard
- Watertown Plank with my son (4 years old) Highland Drive. Juneau Boulevard
- We avoid Juneau Blvd because it's unsafe! There is no shoulder for walkers and runners and no room for bikes. Our children have to take Watertown Plank to get to school or park. Sun makes it difficult to see pedestrians while driving. A connected pathway needs to be created to bridge the east and west sides of our town. Elm Grove should be a walkable, bike friendly community that adds to the small village feel we all enjoy.
- We do not attempt to walk/bike or run on either Highland or Juneau
- We don't avoid, but crosswalks at Crescent Drive-Juneau Blvd-Watertown Plank Road often ignored by drivers
- We live on Lone Tree and MUST avoid Highland and Juneau, as well as Watertown Plank, whose pedestrian path does not run west to Pilgrim Pkwy. We are restricted to southwest Elm Grove, unless we cross Highland at Lata Vista to access Watertown Plank's path. We have dogs and wish to access the path around village lagoon now that dogs are allowed. We have witnessed many dangerous scenes with young bikers on Juneau. We and many young neighbors must avoid Juneau until a path is in place. I

believe we do not have the same access to the village park as property east of tracks which lowers our access and property value.

- West of village hall on Juneau the entire stretch of Highland from Watertown Plank to North!
- Wisconsin Avenue! But I live there, so, but I will not let my kids ride their bikes outside our driveway, which is a big downside to our location. Highland Drive. Juneau. Sunny Slope.
- Young neighbors, must avoid Juneau until a path is in place .I believe we do not have the same access to the village park as property east of the tracks which lowers our access and property value.

Highland Drive (167 responses)

- Highland Drive and Juneau Blvd (**23x**)
- Gebhardt Road, Juneau Blvd, Highland Drive (**6x**)
- Highland Drive (**4x**)
- Gebhardt Road and Highland Drive (**2x**)
- 124th North and South of Watertown Plank. North Avenue. Juneau. Highland.
- Anywhere on Highland Drive and Juneau Boulevard, I prefer to walk on the sidewalks because of increased safety, I ease in walking
- Avoid: Gebhardt Road. Highland Drive. Juneau. Watertown Plank, Legion.
- Brookfield is doing a better job of connecting all of Brookfield to the park by adding side walks. Residents south of Juneau and west of Highland

are being deprived a safe experience for their children to ride or walk to the village. For 12 years I lived to the east of the park. I regret moving and purchasing a bigger house south of Juneau! Please connect Elm Grove safely to the Park and downtown!

- Busy streets are Juneau, Gebhardt, Highland, etc. They don't have sidewalks.
- Downtown, Juneau, 124th Street, Lilly, Highland, Walgreen area
- Elm Grove Road between Juneau & Watertown Plank, Juneau Blvd between Highland and Legion
- Elm Grove Road between Juneau and Watertown Plank Road. Highland Drive. Juneau west of Rail road tracks
- Elm Grove road between Watertown Plank and Bluemound, Highland Drive, North Avenue, 124th Street
- Elm Grove Road between Watertown Plank and Juneau, there is no shoulder or walkway, Sunny Slope Road there is no shoulder or walkway, Watertown Plank west of Highland there is no shoulder or walkway, Downtown by Great Harvest Bread Co parking lot-traffic you have to bike in parking lot
- Elm Grove Road between Watertown Plank and Juneau. Juneau and Highland
- Elm Grove Road, Highland, and Juneau
- Gebhardt Road, Highland Drive, 124th Street, Watertown Plank Road
- Gebhardt Road, Highland, Juneau - You CANNOT safely walk anywhere on these roads

- Highland and Juneau and Gebhardt. Very unsafe condition on these streets for children and others to bike, jog, or walk to the park from the west. "Very" disappointed we do not have a walking path down these streets.
- Highland and Juneau are very dangerous roads. Reflective clarity should be required for all joggers, bikers, dog walkers, etc.
- Highland and Juneau-most parts of Highland and Juneau are okay, but the places where the hills reduce vision make them very dangerous
 - Highland Drive and Juneau Boulevard, Downtown park and business
 - Highland Drive, Juneau Blvd, 124th Street, Tonawanda (School) to North Avenue
 - Highland Drive and need more pedestrian crosswalks especially in downtown
 - Highland Drive. Juneau Blvd. Bluemound Road. 124th Street
 - 1. Highland Drive 2. Juneau Blvd 3. Watertown Plank Road 4. Woodlawn Circle 5. Downtown Shopping Area 1 and 2 -paved off-road paths needed for these two major routes. This would link most parts of the village.
 - Highland Drive and Juneau Blvd west of Rail road tracks
 - Highland Drive and Juneau are the most dangerous streets. In my opinion & I avoid there at all costs. To avoid them I use unauthorized crossings at the RR tracks to access, the village park and community schools. I would prefer to use the road ways safely.

- Highland Drive, Juneau Blvd, Watertown Plank in Village Downtown
- Highland Drive, Juneau Blvd. Watertown Plank Road from 124th Street through the village
- Highland is unsafe for any of the above activities as well as Juneau Blvd
- Highland Drive. North Avenue (sections without bike path) 128th (sections without bike path)
- Highland Drive and Juneau Boulevard. I saw a lady walking her baby in a stroller and 2-3 year old on a bike going north on Highland at least 4-5 feet in my lane. I think she thought Highland was a sidewalk. Very stupid lady, No concern for her kids safety.
- Highland, Gebhardt, North W of Highland- traffic is horrendous and they drive too fast and don't notice pedestrians on shoulder
- Highland, Juneau, East of Watertown Plank
- Highland, Juneau, I believe Elm Grove needs to work towards being a pedestrian friendly community. A progressive community.
- Highland, Juneau, Legion, Watertown Plank
- Highland, Juneau, North, speed, sightlines, narrowness of roads
- Highland, Juneau, Watertown Plank
- Highland, North Avenue, Watertown Plank, Juneau
- I am so glad this being looked into-I was planning on going to the village to ask about this! I strongly feel that Highland and Juneau are main roads, therefore in need of "bike" paths. Once

you are on the side streets it is fine, but the one on Watertown Plank should be carried through the main streets. Also on Gebhardt to Connect to the paths that lead to the park in Brookfield. I do not think aesthetics will be affected-our house on Highland included as we are all set back a ways. Young families will certainly benefit and more will be drawn to the community knowing their kids can actually ride a bike to the parks and downtown and the library. A path would be much safer than wider shoulders and only needs to be on one side of the road. Please make this a priority.

- I avoid Highland Drive and certain part of Juneau Blvd. I also avoid North Avenue and portions of Watertown Plank where there are not pedestrian paths. There are numerous other roads that I would avoid if I could but it is not possible given my location and activities.
- If I were to walk all over Elm Grove I would avoid Juneau from the rail road tracks to Highland, Highland Drive, and Gebhardt. I do not worry about the rest of the streets as they are not as busy.
- It is difficult to walk on Highland and Juneau.
- Juneau (Highland to Watertown Plank). Highland (Watertown Plank to North)
- Juneau and Highland are most critical for improvement, next are busier side streets
- Juneau and Highland roads due to narrow lanes and cars

- Juneau Boulevard from St. Mary's to Highland Drive
- Juneau Boulevard to the park. Highland to downtown from Watertown Plank entry
- Juneau Boulevard is even worse now that the lanes are effectively narrowed and no shoulder on south side at Rail road. 2.Highland Drive 3.Western headed of Watertown Plank Road towards Pilgrim because the bike/walk lane stops abruptly
- Juneau Boulevard, Highland Drive, Driving danger-house (large grass with green roof) needs to trim their bush-difficult to see when driving around corner Eastbound
- Juneau Boulevard. Highland Drive. Gebhardt Road
- Juneau between Village Park and Highland. Highland between North Avenue and Watertown Plank. North Avenue. Kudos to the committee for exploring this safety issue!
- Juneau Blvd between Village Park and Highland Drive, Highland Drive, Gebhardt Road
- Juneau Blvd east of Highland, Sunny Slope, Highland
- Juneau Blvd from Highland to Legion is very dangerous to walk I bike/run on, and also for the cars that have to watch out for those doing the aforementioned activities. The intersection of Juneau and Highland has terrible visibility, especially going eastbound on Juneau.
- Juneau Blvd from Legion Drive to Highland Drive
- Juneau Blvd is extremely dangerous!! I don't let my children walk or ride on it because it is so unsafe. Juneau needs an on or off-road path to accommodate walkers/joggers and encourage safe passage from the East to the West side of Elm Grove. Establishing a side walk/path on Juneau would help everyone's property values by making our community more pedestrians and bike friendly. Highland and Gebhardt are also dangerous. They both need off- road paths or a much wider shoulder.
 - Juneau Blvd of park and Highland Drive - which is awful!
 - Juneau Blvd, Highland Drive, North Avenue, 124th Street
 - Juneau Blvd, Highland, Elm Grove Road, Gebhardt
 - Juneau Blvd, parts of Watertown Plank, Highland Drive, Hillside Road
 - Juneau Blvd. between Legion Drive and Highland
 - Juneau Blvd. Highland Drive. Gebhardt
 - Juneau Blvd. Highland Drive. Watertown Plank Road
 - Juneau Blvd. Highland Drive. 124th Street. North Avenue.
 - Juneau Blvd. Highland Drive. Elm Grove Rd between Juneau and Watertown Plank
 - Juneau Blvd. Highland to Elm Grove Road
 - Juneau Blvd=death trap, Highland Drive is a death trap
 - Juneau Blvd-Highland Drive-"no" one
 - Juneau Blvd-needs a bike path. Highland Drive needs a bike path.

Watertown Plank Road north of Highland

- Juneau Boulevard and Highland Drive are extremely dangerous! Excessive speeding has become a real problem for pedestrians and bikers on many of the Elm Grove streets as well
- Juneau Boulevard, Highland Drive
- 1. Juneau from Catholic Church to Highland. 2. Highland - from Watertown Plank to North Avenue
- Juneau Boulevard. Highland Drive. Watertown Plank Road.
- Juneau up to Highland
- Juneau, between Highland & Elm Grove Road
- Juneau, Gebhardt, Highland. Brookfield has done a wonderful job of walking bike paths to keep people safe, why can't Elm Grove do the same?
- Juneau, Highland, and 124th Street
- Juneau, Highland, crossing street to downtown business from north to south
- Juneau, Highland, Elm Grove Road, Watertown Plank
- Juneau, Highland, Notre Dame
- Juneau, Highland, parts of Watertown Plank, North Avenue
- Juneau, Pilgrim, Bluemound, Highland
- Juneau. Highland. Elm Grove Road by Park(North end)
- Juneau. Highland: hundreds of people cut through my neighborhood, Lone Tree, to avoid Highland while running, biking, or walking -Parts of Watertown Plank
- Juneau/Highland (main avenues for getting around Elm Grove) Elm Grove Road (northern section)
- Juneau-west of railroad tracks & neighborhoods accessible from that road, Neighborhoods west of Highland
- Legion Drive. Elmhurst Parkway. Watertown Plank Road. Juneau Blvd. Highland Drive. North Avenue. 124th Street. Pilgrim Parkway
- Most of Highland and Watertown Plank
- On Highland Drive-road too narrow
- Please control the speeding on the street especially on Highland
 - 1. Speed sign does not deter speeding and is an eyesore. An inconspicuous back path from Highland to the park would do wonders. 2. Cars also speed down Hillside frequently, do not stop at the 4 way stop at Woodlawn and Hillside and then continue speeding on Woodlawn as they cut through the neighborhood to Juneau Boulevard. The left hand turn from it's bend onto Hillside is also very dangerous for cars and pedestrians alike. Making Hillside one way headed toward Hillside would solve all this.
- The "main" roads such as Highland, Juneau. They both desperately need a walking path and frankly the attitude of the residents on Juneau is tired and worn out and smacks of elitism. We are not going to rob you! We are your neighbors and just want to walk to the village safely. Keep jacking up their taxes if they continue to be such snobs suck swabs. The rest of us have had it!

- Up and Down Juneau Blvd and Highland Drive
- Watertown Plank between Highland and Moorland/Pilgrim Pkwy. N/S on Elm Grove Road between Watertown Plank and Juneau between
- Watertown Plank Road from Moreland (Ace Hardware/Walgreens) to Highland. -Juneau Boulevard
- Watertown Plank Road, Highland to North Avenue, Gebhardt Road, Pilgrim Parkway
- Watertown Plank Road. 124th Street. Highland. Juneau
- Watertown Plank with my son (4 years old) Highland Drive. Juneau Boulevard
- We do not attempt to walk/bike or run on either Highland or Juneau
- We live on Lone Tree and MUST avoid Highland and Juneau, as well as Watertown Plank, whose pedestrian path does not run west to Pilgrim Pkwy. We are restricted to southwest Elm Grove, unless we cross Highland at Lata Vista to access Watertown Plank's path. We have dogs and wish to access the path around village lagoon now that dogs are allowed. We have witnessed many dangerous scenes with young bikers on Juneau. We and many young neighbors, must avoid Juneau until a path is in place .I believe we do not have the same access to the village park as property east of the tracks which lowers our access and property value.
- West of village hall on Juneau the entire stretch of Highland from Watertown Plank to north!

- Wisconsin Avenue - cars travel way too fast, Highland
- Wisconsin Avenue! But I live there, but I will not let my kids ride their bikes outside our driveway, which is a big downside to our location. Highland Drive. Juneau. Sunny Slope.

Watertown Plank Road (86 responses)

- Elm Grove Road between Juneau Blvd and Watertown Plank (3x)
- Watertown Plank Road, Juneau Boulevard (3x)
- 1. (1. Highland Drive 2. Juneau Blvd 3. Watertown Plank Road 4. Woodlawn circle 5. Downtown Shopping Area) 2. (Paved off-road paths needed for these two major routes. This would link most parts of the village.)
- 1. Juneau from Catholic Church to Highland. 2. Highland from Watertown Plank to North Avenue
- 1. Juneau Boulevard 2. 124th Street 3. North Avenue 4. South Side of Watertown where there is no path
- 1. Juneau Boulevard is even worse now that the lanes are effectively narrowed and no shoulder on south side @ RR. 2. Highland Drive 3. Western headed of Watertown Plank Road towards Pilgrim because the bike/walk lane stops abruptly
- 124th North and South of Watertown Plank Road. North Avenue. Juneau, Highland
- 124th Street from Watertown Plank Road to North Avenue!
- 124th Street!! Juneau. 124th and Watertown Plank Road. Walnut, Watertown Plank Road Downtown.

It's hard to see (visually impaired) lighted signals downtown.

- Along Watertown Plank Road-west of downtown
- Anything east-west-Watertown Plank, Juneau, Gremoor. We only use Legion Path sidewalk-Everything else is too dangerous for children
- Avoid: Gebhardt Road. Highland Drive. Juneau. Watertown Plank. Legion.
- Bluemound Road. Watertown Plank East of downtown Elm Grove. Biking is unsafe in downtown Elm Grove (walk/bike is okay)
- Bluemound Road. Elm Grove Road-from Bluemound to Watertown Plank->Deathtrap
- Elm Grove Road between Juneau & Watertown Plank, Juneau Blvd between Highland & Legion
- Elm Grove Road between Watertown Plank and Juneau. Juneau and Highland
- Elm Grove Road between Watertown Plank and Juneau-no shoulder or walkway, Sunny Slope Road has no shoulder or walkway, Watertown Plank west of Highland has no shoulder or walkway, Downtown by Great Harvest Bread Co parking lot-traffic you have to bike in parking lot.
- Elm Grove Road between Watertown Plank north to Juneau
- Elm Grove Road (From Watertown Plank to Juneau) major traffic pattern for those on the south side of Elm Grove to the park, VERY DANGEROUS -Intersection at Watertown Plank and Lisbon
- Elm Grove Road between Juneau & Watertown Plank Road, Highland Drive, Juneau west of RR tracks
- Elm Grove Road between Watertown Plank and Bluemound, Highland Drive, North Avenue, 124th Street
- Elm Grove Road between Watertown Plank and Juneau is just plain hazardous. Would love to see path on Juneau heading to library/park. Would also be nice on Sunny Slope.
- Elm Grove Road between Watertown Plank and Juneau. Sidewalk in front of 'nice fronts' dividing has sharp corner with big store. Unsafe for biking pedestrians and kids have to bike behind rear for cars.
- Elm Grove Road from Watertown Plank north to Juneau, all of Juneau, North side of Bluemound
- Elm Grove Road, Watertown Plank
- Elmhurst and Gremoor-traffic is horrible and dangerous. Hopefully when Watertown Plank opens it will get better. I walk daily and have almost been hit numerous times and there used to be police out there to get speeders, but they've been gone for several weeks and it is now really bad again.
- Gebhardt Road, Highland Drive, 124th Street, Watertown Plank Road
- Highland Drive, Juneau Blvd, Watertown Plank in Village Downtown
- Highland Drive, Juneau Blvd. Watertown Plank Rd from 124th Street through the village
- Highland, Juneau, East of Watertown Plank

- Highland, Juneau, Legion, Watertown Plank
- Highland, Juneau, Watertown Plank
- Highland, North Avenue, Watertown Plank, Juneau
- I am so glad this being looked into-I was planning on going to the village to ask about this! I strongly feel that Highland and Juneau are main roads therefore in need of "bike" paths. Once you are on the side streets it is fine, but the one on Watertown Plank should be carried through the main streets. Also on Gebhardt to Connect to the paths that lead to Wirth park in Brookfield. I do not think aesthetics will be affected-our house on Highland included as we are all set back a ways. Young families will certainly benefit and more will be drawn to the community knowing their kids can actually ride a bike to the parks and downtown and the library. A path would be much safer than wider shoulders and only needs to be on one side of the road. Please make this a priority.
- I avoid walking in downtown Elm Grove because it is difficult to cross Watertown Plank
- I feel safe in Elm Grove. It is beautiful-Don't change! If I want walk-dogs or side walks-I'd move to Wauwatosa
- I no longer allow my kids to bike down Juneau since the Railroad barriers were put in place. There is no safe way for impatient (or patient) drivers to go around a biker or walker since there is no bike path. This in turn does not allow us to go to the park anymore unless I drive them.
- I run 4-5 times a week and have almost been hit many times on Elm Grove Road/Watertown Plank stop sign. Cars creep out to check traffic, not looking west- have been bumped by cars a few times. All stop sign intersections are dangerous because drivers are watching for cars/not runners!
- I will not walk or bike on Juneau Boulevard or allow my children too, they need to use Watertown Plank because of safety concerns. This does not greatly affect us.
- In front of the house of the digging man on Watertown Plank
- Intersection - Juneau and Watertown Plank
- Juneau Blvd-from Watertown Plank Road and west (we cut through St Mary's parking lot to get to the parks) 124th Street between Watertown Plank Road and North Avenue.
- Juneau. Highland has hundreds of people cut through my neighborhood, Lone Tree, to avoid highland while running, biking, or walking. Parts of Watertown Plank
- Juneau (Highland to Watertown Plank). Highland (Watertown Plank to North)
- Juneau Boulevard to the park. Highland to downtown from Watertown Plank entry
- Juneau between Village Park and Highland. Highland between North Avenue and Watertown Plank. North Avenue. Kudos to the committee for exploring this safety issue!

- Juneau Blvd, Elm Grove Road between Juneau & Watertown Plank Road
- Juneau Blvd, parts of Watertown Plank, Highland Drive, Hillside Road
- Juneau Blvd. Highland Road. Elm Grove Road between Juneau and Watertown Plank
- Juneau Blvd-needs a bike path. Highland Drive needs a bike path. Watertown Plank Road north of Highland
- Juneau Boulevard. Watertown Plank Road-West of Wisconsin Avenue
- Juneau but it's unavoidable, NW of Tonawanda-many potholes and bad surface, Watertown Plank/downtown-may be improved by current roadwork, Most issues relate to poor road surface (Wrayburn one example) and lack of bike lanes
- Juneau Boulevard. Watertown Plank
- Juneau Boulevard no walkway, Watertown Plank sidewalk to close to road and tree branches growing into sidewalk sometimes
- Juneau Boulevard. Highland Drive. Watertown Plank Road.
- Juneau, Elmhurst Parkway during Watertown Plank Road construction. Not enough is done to keep cars on the detour path and they race down Elmhurst. Fairhaven between North Avenue and Walnut
- Juneau, Highland, Elm Grove Road, Watertown Plank
- Juneau, Highland, parts of Watertown Plank, North Avenue
- Juneau, Watertown Plank-west of village
- Juneau Blvd. Highland Drive. Watertown Plank Road
- Legion Drive. Elmhurst Parkway. Watertown Plank Road. Juneau Blvd. Highland Drive. North Avenue. 124th Street, Pilgrim Parkway
- Major streets-Juneau and Watertown Plank and Highland. Adjacent neighborhoods. Streets are just too narrow and people drive too fast so we avoid using Elm Grove Village businesses due to this. We walk and bike on paths in Brookfield and thus shop there.
- My own street is unsafe due to a blind corner. I hate biking west on Watertown Plank in the village.
- None-part of why I live here is that it is safe wherever you are you need to pay attention to what is going on around you. I look forward to construction on Watertown Plank Road being completed. People using alternative routes have not paid enough attention to un-marked intersections and right of ways.
- Past the village center/railroad tracks on Juneau. Past the end of sidewalk on Watertown Plank to stores/restaurant just before traffic light. Past cemetery to convent of SSND
- Sunny Slope from Bluemound to Watertown Plank
- The intersection of Juneau and Watertown Plank. Under construction now and I'm hoping improvements will be made, but very dangerous. Equally bad, if not worse is right next to that, the excessive foliage on the path at Blue Ridge and cars can't see

runners, bikers, and walkers who are on the paved path. I've personally had some close calls there both as a runner and as a car driver.

- The Watertown Plank Road pathway is poorly maintained-Potholes, cracks, and twisted/turned upwards in locations-the over growth is ridiculous. If more pathways are deemed necessary-then a maintenance budget needs to be added for each path in the annual village budget. All pathways should be maintained annually with crack seals and oil.
- Walking through neighborhoods with my kids is unsafe (no sidewalks). We never walk down Watertown Plank or Juneau where there are no walkways. Not much in Elm Grove safe for kids.
- Watertown Plank is a mess! It has made walking on Elmhurst dangerous. Compared to most of the communities, Elm Grove is fairly safe. Watertown Plank should have a side walk all the way to Lilgria Road
- Watertown Plank at Church and Elm Grove Street too much traffic not honoring pedestrian crosswalk. Same problem just west of RR tracks in the Grove.
- Watertown Plank between Highland and Moorland/Pilgrim Parkway. N/S on Elm Grove Road
- Watertown Plank Road. 124th Street. Highland. Juneau
- Watertown Plank Road
- Watertown Plank Road is too narrow for biking and running. However, side street alternatives are easy to find. The proposed bike path through Indian and

Highland Hills is totally unnecessary. The roads are fine with very little traffic. It would be a waste of taxpayer money. I bike the proposed route 3-5 times a week with no need for a bike trail!

- Watertown Plank Road, Highland to North Avenue, Gebhardt Road, Pilgrim Parkway
- Watertown Plank with my son (4 years old) Highland Drive. Juneau Boulevard
- Watertown Plank Road from Mooreland (Ace Hardware/Walgreens) to Highland. Juneau Boulevard
- We avoid Juneau Blvd because it's unsafe! There is no shoulder for walkers and runners and no room for bikes. Our children have to take Watertown Plank to get to school or park. Sun makes it difficult to see pedestrians while driving. A connected pathway needs to be created to bridge the east and west sides of our town. Elm Grove should be a walkable, bike friendly community that adds to the small village feel we all enjoy.
- We don't avoid, but crosswalks at Crescent Drive-Juneau Blvd-Watertown Plank Road often ignored by drivers
- We live on Lone Tree and MUST avoid Highland and Juneau, as well as Watertown Plank, whose pedestrian path does not run west to Pilgrim Parkway. We are restricted to southwest Elm Grove, unless we cross Highland at Lata Vista to access Watertown Plank's path. We have dogs and wish to access the path around

village lagoon now that dogs are allowed. We have witnessed many dangerous scenes with young bikers on Juneau. We and many young neighbors, must avoid Juneau until a path is in place .I believe we do not have the same access to the village park as property east of the tracks which lowers our access and property value.

- West of village hall on Juneau the entire stretch of Highland from Watertown Plank to North!

Elm Grove Road (35 responses)

- Elm Grove Road between Juneau Blvd and Watertown Plank (2x)
- Juneau, between Highland & Elm Grove Road (2x)
- Bluemound Road between Sunny Slope and Elm Grove Road
- Bluemound Road. Elm Grove Road from Bluemound to Watertown Plank is a deathtrap
- Brookfield is doing a better job of connecting all of Brookfield to the park by adding side walks. Residents south of Juneau and west of Highland are being deprived a safe experience for their children to ride or walk to the village. For 12 years I lived to the east of the park. I regret moving and purchasing a bigger house south of Juneau! Please connect Elm Grove safely to the Park and downtown!
- Construction areas, lets get our streets back to normal and not create any new construction/safety issues. We moved from out of state

and chose Elm Grove because of the beauty and charm.

- Deserted areas near retaining pond near Bluemound Road especially after dark. This is an issue of personal safety
- Elm Grove Park when less people are around or and when close to evening hours, near wooded area.
- Elm Grove Road
- Elm Grove Road (from Watertown Plank to Juneau) major traffic pattern for those on the south side of Elm Grove to the park, VERY DANGEROUS, Intersection at Watertown Plank and Lisbon
- Elm Grove Road between Juneau & Watertown Plank, Juneau Blvd between Highland & Legion
- Elm Grove Road between Juneau and Watertown Plank Road Highland Drive. Juneau west of rail road tracks
- Elm Grove Road between Juneau and Watertown Plank Road
- Elm Grove Road between Watertown Plank and Bluemound, Highland Drive, North Avenue, 124th Street
- Elm Grove Road between Watertown Plank and Juneau is just plain hazardous. Would love to see path on Juneau heading to library/park. Would also be nice on Sunny Slope.
- Elm Grove Road between Watertown Plank and Juneau there is no shoulder or walkway, Sunny Slope Road there is no shoulder or walkway, Watertown Plank west of

- Highland there is no shoulder or walkway, Downtown by Great Harvest Bread Co parking lot-traffic (have to bike in parking lot.)
- Elm Grove Road between Watertown Plank and Juneau. Juneau and Highland
 - Elm Grove Road between Watertown Plank north to Juneau
 - Elm Grove Road between Watertown Plank and Juneau. Sidewalk in front of 'nice fronts' dividing has sharp corners with big stores. Unsafe for biking pedestrians and kids who have to bike behind rear for cars.
 - Elm Grove Road from Watertown Plank north to Juneau, all of Juneau, North side of Bluemound
 - Elm Grove Road, Watertown Plank
 - Elm Grove Road. Highland. Juneau.
 - I no longer allow my kids to bike down Juneau since the Railroad barriers were put in place. There is no safe way for impatient (or patient) drivers to go around a biker or walker since there is no bike path. This in turn does not allow us to go to the park anymore unless I drive them.
 - I run 4-5 times a week and have almost been hit many times on Elm Grove Road/Watertown Plank stop sign. Cars creep out to check traffic, not looking west- have been bumped by cars a few times. All stop sign intersections are dangerous because drivers are watching for cars/not runners!
 - Juneau between Elm Grove Road and St. George Court, it is very, very dangerous. I would love to see steps taken and now Juneau between the park entrance and Elm Grove Road (with the new train markers which disallow vehicles to move over for pedestrians/bikers is very, very unsafe.)
 - Juneau Blvd, Elm Grove Road between Juneau & Watertown Plank Road
 - Juneau Blvd, Highland, Elm Grove Road, Gebhardt
 - Juneau Blvd. Highland Drive. Elm Grove Road between Juneau and Watertown Plank
 - Juneau, Highland, Elm Grove Road, Watertown Plank
 - Juneau. Highland. Elm Grove Road by Park(North end)
 - Juneau/Highland (main avenues for getting around Elm Grove) Elm Grove Road (northern section)
 - Old Elm Grove Road can be dangerous if cars are in both lanes while I am walking. Pedestrian crossings in downtown Elm Grove are few-can be dangerous with cars turning in and out of park and shop.
 - Watertown Plank at Church and Elm Grove St. Too much traffic not honoring pedestrian crosswalk. Same problem just west of rail road tracks in the Grove.

Gebhardt Road (25 responses)

- Gebhardt Road, Juneau Blvd, Highland Drive (7x)
- Gebhardt Road and Highland Drive (2x)
- Avoid: Gebhardt Road, Highland Drive, Juneau, Watertown Plank, and Legion.
- Busy streets i.e. Juneau, Gebhardt, Highland etc., they don't have sidewalks.
- Gebhardt Road
- Gebhardt Road, Highland Drive, 124th Street, Watertown Plank Road
- Gebhardt Road, Highland, Juneau - You CANNOT safely walk anywhere on these roads
- Highland and Juneau and Gebhardt. Very unsafe condition on these streets for children and others to bike, jog, or walk to the park from the west. "Very" disappointed we do not have a walking path down these streets.
- Highland, Gebhardt, North west of Highland the traffic is horrendous and they drive too fast and don't notice pedestrians on shoulder
- Highland, Juneau, Gebhardt - too narrow with too much fast moving traffic. It's very difficult for our family to safely walk to the park or village from our home west of Highland with us having to walk on these busy streets.
- If I were to walk all over Elm Grove I would avoid Juneau from the rail road tracks to Highland, Highland Drive, and Gebhardt. I do

not worry about the rest of the streets as they are not as busy.

- I'm more concerned with safe driving in down town
- Juneau Blvd between Village Park and Highland Drive. Highland Drive. Gebhardt Road
- Juneau Blvd is extremely dangerous!! I don't let my children walk or ride on it because it is so unsafe. Juneau needs an on or off road path to accommodate walkers/joggers and encourage safe passage from the East to the West side of Elm Grove. Establishing a side walk/path on Juneau would help everyone's property values by making our community more pedestrian and bike friendly. Highland and Gebhardt are also dangerous. They both need off-road paths or a much wider shoulder.
- Juneau Blvd, Highland, Elm Grove Road, Gebhardt
- Juneau, Gebhardt, Highland. Brookfield has done a wonderful job of walking bike paths to keep people safe, why can't Elm Grove do the same?
- Juneau, Highland, Gebhardt
- Watertown Plank Road, Highland to North Avenue, Gebhardt Road, Pilgrim Parkway

124th Street (24 responses)

- 124th Street from Watertown Plank Road to North Avenue!
- 124th Street! Juneau. 124th and Watertown Plank. Walnut, Watertown

Plank Road Downtown, Hard to see (visually impaired) lighted signals downtown

- Along North Avenue; although I would prefer biking to Grasc'h's, I don't go there during busy traffic times. 124th. Juneau. Hollyhock during busy traffic times
- Elm Grove Road between Watertown Plank and Bluemound, Highland Drive, North Avenue, 124th Street
- Juneau Blvd from Watertown Plank Road and west (we cut through St Mary's parking lot to get to the parks) 124th Street between Watertown Plank Road and North Avenue.
 - Juneau 2.124th St 3.Noth Avenue 4.S Side of Watertown where there is no path
- 124th
- 124th North and South of Watertown Plank. North Avenue. Juneau, Highland
- 124th Street it is extremely dangerous
- 124th Street
- All of 124th Street
- Downtown, Juneau, 124th Street, Lilly, Highland, Walgreen area
- From our home (Dunwoody and 124th to Legion - especially crossing on Fairhaven). Juneau Blvd.
- Gebhardt Road, Highland Drive, 124th Street, Watertown Plank Road
- Highland Drive, Juneau Blvd, 124th Street, Tonawanda (School) to North Avenue
- Highland Drive. Juneau Blvd. Bluemound Road. 124th Street.

- Highland Drive, Juneau Blvd. Watertown Plank Road from 124th Street through the village
- Juneau Boulevard, 124th Street
- Juneau Blvd, Highland Drive, North Avenue, 124th Street
- Juneau Blvd. Highland Drive. 124th Street. North Avenue.
- Juneau, Highland, and 124th Street
- North Avenue, 124th Street, Juneau Blvd, Bluemound
- North Avenue. 124th Street NE Side of Town
- Watertown Plank Road. 124th Street. Highland. Juneau

North Avenue (24 responses)

- Juneau Blvd, Highland Drive, North Avenue, 124th Street (2x)
- Juneau, Highland, parts of Watertown Plank, North Avenue (2x)
- 124th North and South of Watertown Plank. North Avenue. Juneau, Highland
- 124th Street from Watertown Plank Road to North Avenue!
- Along North Avenue; although I would prefer biking to Grasc'h's, I don't go there during busy traffic times. 124th. Juneau. Hollyhock during busy traffic times
- Elm Grove Road between Watertown Plank and Bluemound, Highland Drive, North Avenue, 124th Street
- Highland Drive, Juneau Blvd, 124th Street, Tonawanda (School) to North Avenue

- Highland Drive. North Avenue (sections without bike path) 128th (sections without bike path)
- Highland, Juneau, North, speed, sightlines, narrowness of roads
- I avoid Highland Drive and certain part of Juneau Blvd. I also avoid North Avenue and portions of Watertown Plank where there are not pedestrian paths. There are numerous other roads that I would avoid if I could but it is not possible given my location and activities.
- Juneau (Highland to Watertown Plank). Highland (Watertown Plank to North)
- 1. Juneau 2. 124th Street 3. North Ave 4. S Side of Watertown Plank where there is no path
- Juneau between Village Park and Highland. Highland between North Avenue and Watertown Plank. North Avenue. Kudos to the committee for exploring this safety issue!
- Juneau Blvd, parts of North Avenue, Crossing Pilgrim Parkway Juneau Blvd - from Watertown Plank Road and west (we cut through St Mary's parking lot to get to the parks) 124th Street between Watertown Plank Road and North Avenue.
- Juneau, Elmhurst Pkwy during Watertown Plank Road construction. Not enough is done to keep cars on the detour path and they race down Elmhurst.

Fairhaven between North Ave and Walnut

- Legion Drive. Elmhurst Parkway. Watertown Plank Road. Juneau Blvd. Highland Drive. North Ave. 124th Street, Pilgrim Parkway
- North Avenue
- North Avenue, 124th Street, Juneau Blvd, Bluemound
- North Avenue. 124th St. NE Side of Town
- North Avenue. Juneau Blvd
- Watertown Plank Road, Highland to North Avenue, Gebhardt Road, Pilgrim Parkway

Downtown Area (20 responses)

- Downtown Elm Grove (2x)
- 1. Highland Drive 2. Juneau Blvd 3. Watertown Plank Road 4. Woodlawn Circle 5. Downtown Shopping Area 1 and 2 (paved off-road paths needed for these two major routes. This would link most parts of the village.)
- Avoid Juneau Blvd and Downtown Area as they are dangerous to drive on Juneau because of heavy pedestrian and biking especially at times of diminished visibility such as early AM and early PM
- Bluemound Road. Watertown Plank East of downtown Elm Grove. Biking is unsafe in downtown Elm Grove (walk/bike is okay)
- Brookfield is doing a better job of connecting all of Brookfield to the park by adding side walks. Residents south of Juneau and west of Highland are being deprived a safe experience for their children to ride or walk to the

village. For 12 years I lived to the east of the park. I regret moving and purchasing a bigger house south of Juneau! Please connect Elm Grove safely to the Park and downtown!

- Downtown area! The entire Mill Place Shop Metro Mil area is missing the boat for a "greener" community; one that appeals to the new generations. Look at Minneapolis and St. Paul, Seattle young people are flocking there because of interurban trails that make money saving transportation in 9/12 of the years weather
- Downtown, Juneau, 124th Street, Lilly, Highland, Walgreen area
- Elm Grove Road between Watertown Plank and Juneau, there is no shoulder or walkway, Sunny Slope Road there is no shoulder or walkway, Watertown Plank west of Highland-no shoulder or walkway, Downtown by Great Harvest Bread Co parking lot-traffic (have to bike in parking lot.)
- Grasc'h's food, Sendiks downtown
- Highland Drive and Juneau Boulevard, Downtown park and business
- Highland Drive, Juneau Blvd, Watertown Plank in Village Downtown
- I avoid walking in downtown Elm Grove because it is difficult to cross Watertown Plank
- I feel safe in Elm Grove. It is beautiful-Don't change! If I want walk-dogs or side walks, I would move to Wauwatosa
- I'm more concerned with safe driving in down town

- Juneau but it's unavoidable, NW of Tonawanda-many potholes and bad surface, Watertown Plank/downtown-may be improved by current roadwork. Most issues relate to poor road surface (Wrayburn one e.g.) and lack of bike lanes
- Juneau, Highland, crossing street to downtown business from north to south
- Main Street of downtown Elm Grove is too congested. More sidewalks/wider streets with walking lane needed. Many walkers/kids riding bikes, joggers exercise in our neighborhood and there are some dangerous intersections with no stop signs
- The downtown village area crossing Railroad tracks is hazardous. Parked cars pulling out of Mill Place pose a threat to other drivers, walkers, bikers, kids.
- Village Park, Tonawanda & St Mary's Schools, Downtown Businesses, my own neighborhood

Blue Mound Road (13 responses)

- Bluemound Road (2x)
- Bluemound Road. Watertown Plank East of downtown Elm Grove. Biking is unsafe in downtown Elm Grove (walk/bike is okay)
- Bluemound Road between Sunny Slope and Elm Grove Road
- Bluemound Road. Elm Grove Road from Bluemound to Watertown Plank->Deathtrap
- Construction areas, lets get our streets back to normal and not create any new

construction/safety issues. We moved from out of state and chose Elm Grove because of the beauty and charm.

- Deserted areas near retaining pond near Bluemound Road. Especially after dark. This is an issue of personal safety.
- Elm Grove Road between Watertown Plank and Bluemound, Highland Drive, North Avenue, 124th Street
- Elm Grove Road from Watertown Plank north to Juneau, all of Juneau, North side of Bluemound
- Highland Drive. Juneau Blvd. Bluemound Road. 124th Street.
- Juneau, Pilgrim, Bluemound, Highland
- North Avenue, 124th Street, Juneau Blvd, Bluemound
- Sunny Slope from Bluemound to Watertown Plank

Legion Drive (11 responses)

- Juneau Blvd from Legion Drive to Highland Drive (2x)
- Anything east to west, Watertown Plank, Juneau, Gremoor. We only use Legion Path sidewalk, everything else is too dangerous for children
- Avoid: Gebhardt Road. Highland Drive. Juneau. Watertown Plank, Legion.
- Cross walk access at Juneau and Legion Drive
- Elm Grove Road between Juneau and Watertown Plank, Juneau Blvd between Highland and Legion
- From our home (Dunwoody and 124th to Legion, especially crossing on Fairhaven). Juneau Blvd.

- Highland, Juneau, Legion, Watertown Plank
- Juneau Blvd from Highland to Legion is very dangerous to walk I bike/run on, and also for the cars that have to watch out for those doing the aforementioned activities. The intersection of Juneau and Highland has terrible visibility, especially going eastbound on Juneau.
- Legion Drive to Sendiks, over rail tracks, street crossings, etc./not possible/suitable with stroller and kids on bike
- Legion Drive. Elmhurst Parkway. Watertown Plank Road. Juneau Blvd. Highland Drive. North Avenue. 124th Street. Pilgrim Parkway

Sunny Slope Road (6 responses)

- Bluemound Road between Sunny Slope and Elm Grove Road
- Elm Grove Road between Watertown Plank and Juneau there are no shoulder or walkways, Sunny Slope Road there are no shoulder or walkways, Watertown Plank west of Highland-no shoulder or walkway, Downtown by Great Harvest Bread Co parking lot-traffic (have to bike in parking lot.)
- Elm Grove Road between Watertown Plank and Juneau is just plain hazardous. Would love to see path on Juneau heading to library/park. Would also be nice on Sunny Slope.
- Juneau Blvd. east of Highland, Sunny Slope, Highland
- Sunny Slope from Bluemound to Watertown Plank

- Wisconsin Avenue! But I live there, but I will not let my kids ride their bikes outside our driveway, which is a big downside to our location. Highland Drive. Juneau. Sunny Slope.

Pilgrim Park Road (5 responses)

- 1. Juneau Avenue-Even worse now that the lanes are effectively narrowed and no shoulder on south side at rail road. 2. Highland Drive. 3. Western headed of Watertown Plank Road towards Pilgrim because the bike/walk lane stops abruptly
- Juneau Blvd, parts of North Avenue, Crossing Pilgrim Parkway
- Juneau, Pilgrim, Bluemound, Highland
- Legion Drive. Elmhurst Parkway. Watertown Plank Road. Juneau Blvd. Highland Drive. North Avenue. 124th St. Pilgrim Parkway
- Watertown Plank Road, Highland to North Avenue, Gebhardt Road, Pilgrim Parkway

Hillside Road (2 responses)

- Cars speed frequently on Juneau. The sign on Juneau that has a radar detector and posts each passing car's speed does not deter speeding and is an eyesore. An inconspicuous back path from Highland to the park would do wonders. 2. Cars also speed down Hillside frequently, do not stop at the 4 way stop at Woodlawn and Hillside and then continue speeding on Woodlawn as they cut through the neighborhood to Juneau Boulevard. The left hand turn from it's bend onto Hillside is also very dangerous for cars and pedestrians alike. Making Hillside

one-way headed toward Hillside would solve all this.

- Juneau Blvd, parts of Watertown Plank, Highland Drive, Hillside Road

Wisconsin Avenue (3 responses)

- Juneau Boulevard. Watertown Plank Road. West of Wisconsin Avenue
- Wisconsin Avenue, cars travel way too fast, Highland
- Wisconsin Avenue! But I live there, but I will not let my kids ride their bikes outside our driveway, which is a big downside to our location. Highland Drive. Juneau. Sunny Slope.

Hollyhock Road (2 responses)

- Along North Avenue; although I would prefer biking to Grasc'h's, I don't go there during busy traffic times. 124th. Juneau. Hollyhock during busy traffic times
- Hollyhock Lane-cars speed on this road

Woodlawn Circle (2 responses)

- 1. Cars speed frequently on Juneau. The sign on Juneau that has a radar detector and posts each passing car's speed does not deter speeding and is an eyesore. An inconspicuous back path from Highland to the park would do wonders. 2. Cars also speed down Hillside frequently, do not stop at the 4 way stop at Woodlawn and Hillside and then continue speeding on Woodlawn as they cut through the neighborhood to Juneau Boulevard. The left hand turn from it's bend onto Hillside is also very dangerous for cars and pedestrians alike. Making Hillside

one-way headed toward Hillside would solve all this.

- 1. Highland Drive 2. Juneau Blvd 3. Watertown Plank Road 4. Woodlawn Circle 5. Downtown Shopping Area 1 and 2 (paved off-road paths needed for these two major routes. This would link most parts of the village.)

128th (1 response)

- Highland Drive. North Avenue (sections without bike path) 128th (sections without bike path)

Miscellaneous (64 responses)

- None (13x)
- All non-trail streets are hazardous, especially for biking shoulder. We use the existing path as much as possible, but would like other options
- Anywhere there is no side walks or street lights
- At night
- Blvd. Road
- Elmhurst Parkway
- Elm Grove as a whole is a very unsafe place for children to walk, bike or run. Due to the lack of sidewalks on Juneau Blvd, my children (and any west of the RR tracks) are unable to utilize all of the wonderful aspects of the Elm Grove Park and schools. We are very disappointed in the lack of progress in the Juneau Blvd project. Due to the high risk & lack of safety, we have to drive our children everywhere. It is pathetic that this issue has not been resolved!!
- Elm Grove streets in general
- Gremoor while detour in effect

- Have no safety concerns
- I 94
- I am not able to walk, jog, run, etc. However, I am concerned for safety of others
- I live on Club Drive and walk my dogs. I walk as quickly as I can to get off Club Drive because the traffic comes down the street often speeding into the Racquet Club.
- I run a lot in the village-the most dangerous areas are the intersections. Cars rarely stop at the stop signs completely.
- I walk everywhere! One needs to watch out for the cars! No problem
- I walk, jog, or run faithfully every day in Elm Grove. I like to take advantage of the hills in the area in spite of the danger in those areas. Juneau hill is extremely difficult because there is no place to jump out of the way if a car gets too close. All of the paved paths for this purpose are fairly level.
- I wish I would not have moved here. It is not possible for kids to move about safely. Everyone knows that. And that is bad. Also my wife tries to walk one dog and almost gets run off our tiny narrow streets every day. Elm Grove pretty much sucks and I have zero expectation of any change. Do you? (Obviously some degree of optimism...)
- If high speed biking thru Elm Grove Park trails increases, I, as a pedestrian will stop using these. High speed biking on these trails is a hazard. Many bikers drive too fast and do not use common courtesy warning when

overtaking a pedestrian. A requirement to perform the latter may simply solve this problem.

- In the neighborhoods west of the village area. Seems like roads are narrower
- Indian Hills
- Intersection of Madera and San Jose
- Keep Elm Grove Quaint!! No outsiders!!! They throw garbage, bottles, etc. I only walk and bike in Elm Grove Park because this is where walking and biking belongs not on the roads or canopied tree areas of narrow roads and residential areas. Just keep the Park for these forms of exercise. There's hardly much use in the park now. Don't expand new trails that won't be used and only ruin Elm Grove.
- My concern is primarily the elderly drivers. Many of them have come very close to hitting me.
- N/A always go to the park
- Neighborhoods where dogs are outside unleashed
- No bicycles should be allowed on busy streets with cars
- None! Very safe community to run, walk and ride. The members of the community should use flashlights. Very hard to see people when they don't use a flashlight. A safety awareness alert might be helpful.
- None, we are comfortable walking in Elm Grove
- None, we can watch out intelligently for ourselves. Roads were built to service automotive traffic. That is why they are there. Our local government

should steer clear of this issue completely. We need to worry more about saving money, lowering taxes and fees and keeping local government out of residents' daily lives and out of our wallets as much as possible.

- None. We find Elm Grove to be safe
- None: The speed-limit is 25 mph & no problem for walkers
- None-a wider shoulder on Juneau would be great, but not a ""bike path"" in front of those beautiful houses! Strongly disagree with bike path in front of homes!
- None-Very Safe
- None-Walking traffic heavy roads require some common sense. I observe pedestrians who walk with traffic, wear dark clothing, refuse to duck into a driveway as a car passes, etc. I do not agree spending money for paths trails, etc. is necessarily important to improve pedestrian safety.
- Path behind Emerald Woods to Sendiks lot is not well lit and has a lot of hanging foliage-I won't walk when its dark
- Paved path on Crescent Dr. to St. Mary's school. Too many cars during drop off and pick up.
- Run/walk/bike. My concern is not with specific areas. Paved paths off the road are the best solution.
- Since I am 85 I try to avoid walking on any roadways.
- Survey Big waste of money - paths/sidewalks waste of money
- Teach walkers, bikers, joggers to use the right side of the road.

- There aren't places I avoid due to lack of safety precautions put in place or not by the village. I have lived here 38 years and the biggest safety issues we have had all those years are people who insist upon wearing dark clothing without any lights while running and walking at night. They should be ticketed!!
- These barriers force cars away from the midline and out to the sides of the road exactly where walkers, runners, and bikers are trying to be. Ever since they installed the midline barriers near the railroad track, I have had to redesign my walking route. I feel like they created a great danger for walkers, runners, and bikers by forcing them to the edge of the road, and if they don't hug the edge, they'll be killed...an awful idea to do this to the community just because one woman was stupid-just because someone recommend they be installed have to mean they cant be uninstalled
- Those new poles on road and RR tracks near village hall are unsightly to look at and more importantly are a terrible hazard. I walk there every day and have almost been hit by cars every time there is one!! Cars don't like them as there is no way to get around people and they're a serious danger to pedestrians!!
- Those using bikes or walking should pay for this walking or jogging
 - To the village shops
 - Try to avoid Gremoor
- Village Park, Tonawanda & St Mary's Schools, Downtown Businesses, My own neighborhood,
- We avoid no area for walking due to safety concerned. We do not like to jog!
- We don't avoid any road, but do use common sense and walk or run the "interior roads" during rush hour. We moved to Elm Grove because of the beautiful rural aesthetic. If the speed limit was strictly enforced "cut through" traffic would decrease. One way roads would accomplish this also -:Question 9 - Does anyone still not know where state & federal money comes from?!
- Weeds by pond. Secluded areas where attack could occur, so I in Elm Grove Park don't want my wife going alone. I have no concerns if we are together.
- Why am I paying taxes but can't enjoy these areas? We have speed issues on main streets and "cut-through" streets
- Would LOVE sidewalks/walkways! I'd like for the walkway to the village to continue further west-where we live.

Appendix B – Numeric Responses

Village of Elm Grove Bike/Pedestrian Safety Survey – 2011

****PLEASE RETURN BY SEPTEMBER 23, 2011****

Using blue or black ink, please fill the circle that most closely matches your response.

Answer Selection: Correct = ● Incorrect = ✕ ☑ ⊖

| | | | | | | |
|--|----------------|--------------------|-------------------|-------------------------|------------|------------------------------|
| 1. How many people (including yourself) currently reside in your home? | 1 | 2 | 3 | 4 | 5 | 6 or more |
| | 19% | 42% | 12% | 16% | 9% | 2% |
| 2. How many of those living in your home who are 18 or older participate in the following activities in Elm Grove at least once a week? | None | 1 | 2 | 3 or more | | |
| Walk | 20% | 31% | 41% | 7% | | |
| Bike | 53% | 23% | 20% | 4% | | |
| Jog/Run | 59% | 22% | 15% | 4% | | |
| 3. How many of those living in your home who are younger than 18 participate in the following activities in Elm Grove at least once a week? | None | 1 | 2 | 3 or more | | |
| Walk | 69% | 12% | 11% | 8% | | |
| Bike | 69% | 13% | 10% | 8% | | |
| Jog/Run | 85% | 10% | 2% | 2% | | |
| 4. To which of the following destinations do members of your household walk, bike, or jog/run? (● Mark all that apply) | Elm Grove Park | Downtown Elm Grove | Elm Grove Schools | Neighboring Communities | Work | Other: <i>See Appendix A</i> |
| | 72% | 62% | 19% | 31% | 5% | 19% |
| 5. If the Village improved safety, how likely is it that your family would increase the frequency with which they walk, bike or jog/run to: | Very Likely | Likely | Unlikely | Very Unlikely | Don't Know | |
| Elm Grove Park | 33% | 17% | 17% | 29% | 4% | |
| Downtown Elm Grove | 33% | 17% | 16% | 29% | 4% | |
| Elm Grove Schools | 19% | 8% | 21% | 45% | 7% | |
| Neighboring Communities | 24% | 17% | 16% | 37% | 5% | |
| Work | 5% | 5% | 25% | 57% | 8% | |
| Other: <i>See Appendix A</i> | 21% | 5% | 14% | 46% | 14% | |

| 6. How would you rate the safety (e.g. from cars) of the following activities in Elm Grove compared to other nearby communities? | Much Safer | Somewhat Safer | The Same | Somewhat Less Safe | Much Less Safe | Don't Know |
|--|------------|----------------|----------|--------------------|----------------|------------|
| Walking | 15% | 20% | 23% | 13% | 20% | 9% |
| Biking | 11% | 14% | 23% | 14% | 21% | 16% |
| Jogging/Running | 13% | 13% | 21% | 14% | 20% | 18% |

| 7. Each of the following can improve pedestrian/ bike safety. How important do you think each is for the route you most commonly use to walk, bike or jog/run? (Leave blank if not applicable) | Very Important | Important | Unimportant | Very Unimportant | Don't Know |
|--|----------------|-----------|-------------|------------------|------------|
| Roadway roundabouts | 4% | 8% | 28% | 43% | 17% |
| Road speed bumps | 6% | 20% | 33% | 34% | 8% |
| One-way streets | 3% | 10% | 37% | 35% | 14% |
| Off road bike/walk paved pathway | 54% | 25% | 6% | 11% | 4% |
| Street narrowing | 5% | 8% | 31% | 27% | 29% |
| Reduced lane widths (with wider shoulders) | 11% | 34% | 18% | 18% | 18% |
| Wide on-road paved shoulder for bikers/walkers | 33% | 40% | 10% | 11% | 6% |
| Improving sightlines at driveways/intersections (e.g. removing right of way foliage) | 42% | 36% | 9% | 8% | 5% |
| Improved sidewalk/street/trail surfaces | 35% | 34% | 16% | 10% | 5% |
| Increased police presence | 11% | 25% | 36% | 17% | 10% |
| Additional street signage | 7% | 23% | 41% | 17% | 12% |
| Other: See Appendix A | 52% | 5% | 3% | 6% | 34% |

| 8. Some safety improvements may have a negative aesthetic impact on Elm Grove. Which of the following best represents your opinion about this trade-off? | Aesthetics Much More Important | Aesthetics Somewhat More Important | Aesthetics and Safety Equally Important | Safety Somewhat More Important | Safety Much More Important |
|--|--------------------------------|------------------------------------|---|--------------------------------|----------------------------|
| | 33% | 8% | 41% | 19% | 0% |

| 9. If private, state, or federal money cannot be obtained to improve pedestrian/bike safety, by what dollar amount would you be willing to see your annual property tax bill increased to improve pedestrian/bike safety? | \$0 | \$50 | \$100 | \$150 | \$200 or more |
|---|-----|------|-------|-------|---------------|
| | 40% | 28% | 20% | 3% | 9% |

| | Increase Value | No Impact | Decrease Value |
|--|----------------|-----------|----------------|
| 10. How do you think a paved path/trail adjacent to your property would affect the value of your property? | 18% | 48% | 34% |
| 11. How do you think paved paths/trails within Elm Grove would affect the value of your property? | 45% | 43% | 13% |

Please indicate places, if any, in Elm Grove you avoid walking/biking/running-jogging because of safety concerns?

See Appendix A

DEMOGRAPHICS

| | | | | | | |
|--|-----------------------------|---------------------------|--------------------------|-----------------------------|------------------------------|--|
| 12. Gender: | Male 38% | Female 62% | | | | |
| 13. Age: | 18-24 0% | 25-34 4% | 35-44 14% | 45-54 23% | 55-64 23% | 65 and older 36% |
| 14. Employment status: | Employed Full Time 37% | Employed Part Time 11% | Self Employed 12% | Unemployed 3% | Retired 34% | Other 3% |
| 15. Place of residence: | Own 98% | Rent 1% | Other: 1% | | | |
| 16. Household income range: | Less than \$35,000 4% | \$35,000 – 74,999 17% | \$75,000 – 99,999 11% | \$100,000 – 149,999 23% | \$150,000 – \$199,999 14% | \$200,000+ 30% |
| 17. Highest level of education: | Less than high school 0% | High school diploma 2% | Some college/tech 11% | Tech college graduate 4% | Bachelor's degree 41% | Graduate or professional degree 42% |
| 18. How many years have you lived in the Village of Elm Grove? | Less than 1 2% | 1 – 4 9% | 5 – 9 14% | 10 - 24 37% | 25+ 38% | |