



MILWAUKEE COUNTY  
**Complete  
Communities**

Transportation Planning Project  
Phase Two

DRAFT - NOVEMBER 2024

# Comprehensive Safety Action Plan

Milwaukee County Department of Transportation / Director's Office



# Acknowledgments

## A Message from County Executive David Crowley

When I became the youngest Milwaukee County Executive in history, I felt pride in representing a new generation of leadership in our community. Though the road ahead is uncharted, I remain steadfast in our community's vision and resolve to advance racial equity. By working to address the social determinants that impact the health outcomes in our community, we have created a roadmap towards becoming the healthiest county in Wisconsin.

In public service, we often talk about building roads, whether they are physical roads connecting goods and people or relationships and "inroads" to foster communication with communities and stakeholders. However, these same roads that are meant to connect us can often be our biggest barriers to feeling connected and safe, especially if they are not adequately planned and designed to center those they aim to serve. Nearly every motorist, pedestrian, transit rider, and cyclist in Milwaukee County can point to at least one intersection or street that they actively avoid because of issues of speed, recklessness, or roadway design. As a father to three young girls, one of whom is nearly ready to start driving, I find this reality entirely unacceptable. Our streets should be safe for all. Our streets should unite us all. Our streets should be the fundamental building blocks of our communities, not another barrier to their wellbeing and prosperity.

Over the last year of our Safe Streets Roadshow and Safer Streets Workshops, we've heard time and time again that families across Milwaukee County prioritize safety over speed, all in an effort to reclaim our roadways and center people over traffic. On the heels of that community feedback and the release of Milwaukee County's first-ever Transportation Safety Assessment Report, the Milwaukee County Board passed our own Vision Zero affirming legislation back in August. Vision Zero legislation boldly asserts our commitment to eradicating preventable roadway deaths by 2037 through comprehensive planning and capital improvements that prioritize the most vulnerable communities and streets.

Today, I am excited to announce the release of Milwaukee County's Comprehensive Safety Action Plan (CSAP), another critical piece of the roadmap towards realizing a Milwaukee County where no lives are lost along our roadways. In 2025, we will initiate and complete the final phase of our Complete Communities Transportation Planning project: municipal safety action plans. While the countywide CSAP will detail the region's corridors of

concern and lay out a menu of countermeasures to address safety at a system level, each municipal safety action plan will describe how each municipality intends to address the corridors of concern that exist in their local community. In conjunction, these two sets of plans are aimed at unlocking federal funds for road safety projects through the U.S. Department of Transportation's Safe Streets and Roads for All Grant Program.

This process has been one led by transparency and accountability. As such, residents can follow our progress by visiting Milwaukee County's Complete Communities website at [county.milwaukee.gov/CompleteCommunities](https://www.county.milwaukee.gov/CompleteCommunities).

I would like to thank and acknowledge the incredible volunteers and stakeholders of the Public Advisory Committee (PAC) and Safety Working Groups (SWG) for their involvement and feedback during this multi-year planning process. I am incredibly proud of each one of the members who answered their community's call for service and have taken their role in the process with the utmost care and responsibility. I'd also like to acknowledge our federal, state, and municipal partners. Without your vision and coordination, these efforts would be fractured and could not address the comprehensive needs of a community as unique and diverse as our region. Finally, I'd like to acknowledge and honor the numerous lives our community has lost to traffic violence. The lives of every individual we've lost on our roadways matter, and while none of our efforts will ever bring back a life needlessly lost, we can ensure we build a future where loss of life on the roadway is seen as a reality of the past.

Sincerely,

David Crowley  
Milwaukee County Executive



# **Leadership Commitment and Goal Setting**

# In 2024, the Milwaukee County Board of Supervisors adopted a goal of eliminating fatal and serious injury crashes by the year 2037.



From the Director, Department of Transportation, requesting approval and adoption of the resolution affirming Milwaukee County's commitment to Vision Zero by the year 2037 and its accompanying fatal and serious injury crash percentage reduction goals every three years between 2025 and 2037, by recommending adoption of the following:

## A RESOLUTION

WHEREAS, in 2022, the Department of Transportation (DOT) submitted multiple State and Federal grant applications to fund its first-ever Countywide safe streets planning initiative, titled the "Complete Communities Transportation Planning Project," and received two different grants totaling \$1,235,000; and

WHEREAS, in 2023, DOT carried out an in-depth Countywide crash data analysis and robust public engagement through its Safe Streets Roadshow campaign, and published a synthesis of these findings in its first-ever "Transportation Safety Assessment Report"; and

WHEREAS, in 2024, DOT is developing the County's first-ever Comprehensive Safety Action Plan (CSAP) to address reckless driving and improve multimodal safety for all roadway users; and

WHEREAS, in 2025, DOT and its project team consultants will work with all participating municipalities to develop their own CSAPs; and

WHEREAS, one of the eight required components of a United States Department of Transportation CSAP is "Leadership Commitment and Goal Setting" towards an eventual goal of zero roadway fatalities and serious injuries; and

WHEREAS, Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all; and

WHEREAS, DOT is recommending approval and adoption of the County's Vision Zero goal year of 2037 and accompanying fatal and serious injury crash percentage reduction goals of 25 percent in 2028, 50 percent in 2031, 75 percent in 2034, and 100 percent in 2037, when compared to 2025 to achieve Vision Zero; and

WHEREAS, the Committee on Transportation and Transit, at its meeting of July 10, 2024, recommended adoption of File No. 24-624 (vote 5-0); now, therefore,

BE IT RESOLVED, the Director, Department of Transportation is hereby authorized to pursue, publicize, and make every effort to achieve Vision Zero for Milwaukee County by 2037 and its accompanying fatal and serious injury crash percentage reduction goals every three years between 2025 and 2037.

# Planning Structure

# Planning Structure

## Ensuring representation, elevating local expertise

Milwaukee County established two parallel, but complementary, committees to oversee the development and implementation of the Comprehensive Safety Action Plan (CSAP).

The **Public Advisory Committee (PAC)** is comprised of community-based organizations whose mission and service delivery support complete streets, prioritizing safety and equity over car traffic. Their direct involvement with the community enriches the narrative of safety by highlighting the realities of people navigating the roadways. As non-profit community-based organizations, PAC members receive a stipend to compensate the organizations for their staff time.

The **Safety Working Group (SWG)** is primarily comprised of public servants from several municipalities in Milwaukee County, as well as

key leaders from a number of relevant municipal departments and community-based organizations. The SWG reviews all plan-related deliverables produced by the Project Team and provides feedback as drafts pass through the various levels of review. SWG members also serve on subcommittees specific to niche portions of the CSAP. SWG members that serve as representatives from their municipality will lead internal teams during the development of Municipal Safety Action Plans.

Memorandums of Understanding (MOUs) will be established between the Milwaukee County Department of Transportation (MCDOT) and local municipal governments in order to formally establish common purpose and goals, delineate roles and responsibilities, and develop standard communication practices to ensure transparency.

## Public Advisory Committee

### Bay Bridge

Anne O'Connor, Chris Erickson

### Bublr Bikes

Laura Bolger, Elizabeth Grout,  
Daniela Lopez

### Coalition for Safe Driving MKE

Celia Jackson

### Community Huddle

Rev. Byron Marshall, Jr.

### Menomonee Valley Partners

Rochelle Brien

### Milwaukee Inner-City Congregations Allied for Hope

David Jasenski

### Milwaukee Ministries in Place

Joyce Tang Boyland

### Mothers Against Drunk Driving

Erin Payton, Karl Krull, Emlyn  
Bertsche

### VIA Community Development Corporation

Brisa E Van Galen,  
Patrick Humpal

### Wisconsin Bike Federation

Marybeth McGinnis,  
Shawn Moore

### Community Advocates, Inc.

Maudwella Kirkendoll

### healthTIDE

Tatiana Maida

## Safety Working Group

### City of Milwaukee Department of Public Works

Kevin Muhs

### City of Milwaukee Vision Zero Policy Director

Jessica Wineberg

### City of Milwaukee Health Department

Amanda Richman

### Milwaukee Police Department Traffic Safety Unit

Captain Jeffrey Sunn

### Milwaukee Recreation (MKE REC)

Jodie Donabar

### City of Cudahy

Tim Birkel

### City of Oak Creek

Matthew Sullivan

### City of Wauwatosa

David Simpson, Michael May

### City of West Allis

Traci Gengler

### Community Insurance Information Center

Angela Marion

### Driven 2 Ride

Sarah Kretchmar

### Village of Greendale

Rod Damask

### Independence First

Rebecca Rabatin

### Medical College of Wisconsin

Kaylin Campbell,  
Robert Mackenzie, Dale Halloway,  
Dr. Ben Weston

### Milwaukee County Department of Transportation Director's Office

Donna Brown-Martin,  
John Rodgers, Jeff Sponcia

### Milwaukee County Department of Transportation - Transportation Services

Andrea Weddle-Henning,  
Dan Pojar

### Milwaukee County Office on Strategy, Budget & Performance

Nichole Todd

### Milwaukee County Parks

Guy Smith, Jacob Sanchez,  
Tony Giron

### Milwaukee County Sheriff's Office

Captain Charles Stowers

### Milwaukee County Aging and Disabilities Services

Claire Enders

### Milwaukee County Transit System

Tom Bertrand

### Community Volunteer

Rudy Umbs

### Sixteenth Street Community Health Centers

Stephanie Cruz-Cordero

### Southeastern Wisconsin Regional Planning Commission

Ryan Hoel

### The Kubala Washatko Architects

Kevin Hardman

### Traffic Analysis & Design (TADI)

John Campbell

### UW-Milwaukee School of Urban Planning

Dr. Bob Schneider

### Village of Shorewood

Bart Griepentrog

### Village of Whitefish Bay

Matt Collins

### City of Greenfield

Jeff Katz

### Wisconsin Bike Federation

Marybeth McGinnis

### Wisconsin Department of Transportation

Andrew Levy





# Engagement and Collaboration

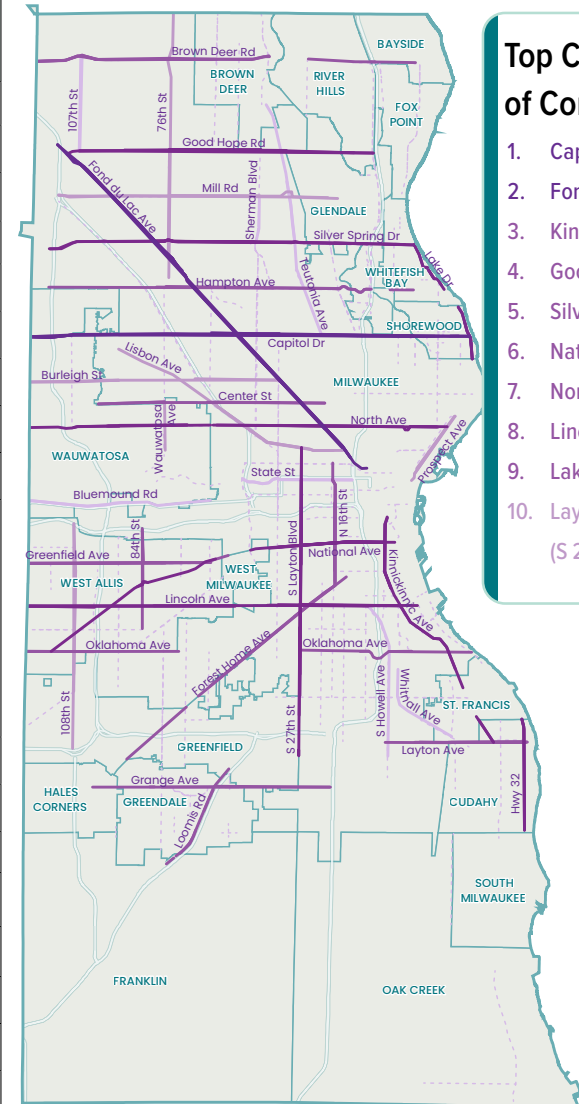
# Phase One: Safe Streets Roadshow

In the Summer of 2023, Milwaukee County led a Safe Streets Roadshow, consisting of 22 listening sessions to identify safety issues for each municipality in Milwaukee County. Through these efforts, the County solicited feedback on specific locations where reckless driving, speeding, or other safety issues were prominent. Feedback fell into four general categories:

- **Infrastructure:** Comments focused on a desire for more traffic calming, bicycle facilities, and other safety infrastructure.
- **Behaviors and Locations:** People referencing specific issues (i.e. at specific locations)
- **Personal Travel Habits:** People expressed nervousness about or a need for additional care when traveling in certain locations, at night, or as a pedestrian or bicyclist.
- **Policy and Enforcement:** People expressed a desire for increased enforcement, more driver education,

There were over 600 attendees at 22 Safe Streets Roadshow events shown in the table to the right. Dozens of hot spots and corridors were also identified in conversations with community members.

Municipality	Roadshow Meeting Date	Number of Attendees
Bayside	7/13/23	20
Brown Deer	6/8/23	10
Cudahy	6/9/23	15
Fox Point	8/18/23	14
Franklin	7/12/23	30
Glendale	7/12/23	7
Greendale	6/14/23	7
Greenfield	6/8/23	15
Hales Corners	7/19/23	9
Milwaukee	7/18/23 <i>(Good Hope Library)</i>	20
	7/22/23 <i>(Center St. Library)</i>	15
	8/9/23 <i>(Kosciuszko Park)</i>	20
	8/24/23 <i>(Sacred Heart - Spanish)</i>	20
Oak Creek	8/9/23	10
River Hills	8/18/23	14
Shorewood	6/15/23	18
South Milwaukee	8/3/23 <i>(Community Night Out)</i>	175
St. Francis	8/3/23	11
Wauwatosa	7/13/23	45
West Allis	7/22/23	35
West Milwaukee	8/18/23 <i>(National Night Out)</i>	100
Whitefish Bay	8/10/23	24



## Top Corridors of Concern

1. Capitol Drive
2. Fond du Lac Avenue
3. Kinnickinnic Avenue
4. Good Hope Road
5. Silver Spring Drive
6. National Avenue
7. North Avenue
8. Lincoln Avenue
9. Lake Drive
10. Layton Boulevard (S 27th Street)

## Phase Two: Safer Streets Workshops

Residents were engaged through five public Safer Streets Workshops held in person throughout the county during the months of September and October. Discussions for these workshops were designed to build upon the baseline understanding of countywide traffic safety perspectives gained from Phase One's Safe Streets Roadshow. At the end of the engagement period, over 130 people were engaged in person with over 120,000 online impressions from social media promotions.



## UNDERSTANDING CORRIDORS OF CONCERN

This activity prompted participants to reimagine their daily interactions with the Corridors of Concern (full list and map shown on page 17) once meaningful safety improvements are implemented. While each corridor on the list received meaningful feedback, 60th Street, 76th Street, Green Bay Avenue, North Avenue, and 27th Street/Layton Boulevard received the most attention from participants in their respective workshops. Other results from the dot-voting exercise are listed on subsequent pages.

Qualitative feedback from this activity largely emphasized active modes of transportation (such as walking and biking) as important aspects for enhanced quality of life and safety along and around these corridors.

### Activity Results

For most workshops, walking and biking were the top two ways participants would use the corridors of concern if they were safer. At the Northwest Side workshop, biking and taking transit were the most popular modes of transportation.

Some of the corridors that were most popular for participants who wanted to walk and bike more are N. 60th St., Lake Dr., Capitol Dr., North Ave., S. 60th St., 27th/Layton Blvd., and National Ave.

In every workshop, participants wanted to use the Corridors of Concern most for leisurely activities – including walking and biking for fun and exercise or taking the bus to a social gathering. On the northwest side, participants also wanted to take transit more for necessary trips like commuting to work or school. Convenience trips, like traveling to the gym, grocery store, or religious gathering, were popular among North Shore participants who want to walk and bike more.

### Qualitative Feedback

- Two in three participants (66%) responded with increased walking and/or biking to daily destinations (such as the grocery store, gym, and work) when prompted to reflect on the impact of safer streets.
- Many participants (32%) noted a desire for enhanced pedestrian or bicycle infrastructure to improve their daily lives, even as drivers.
- Some participants commented about enhanced quality of life as a direct result of decreasing their daily driving time.

Highlighted feedback from “***How would improved safety on these streets impact your daily life?***”:

- “I would use other forms of transportation instead of driving everywhere”
- “I currently have stopped biking on all streets and will only bike on paths and trails due to too many close calls... Making [Lincoln and National] safer would impact the way I get around daily.”
- “Put things in place to discourage speeding and reckless driving”

## RANKING THE SAFER STREETS TOOLKIT

This activity was designed to educate residents on the various traffic safety countermeasures available in the action plan toolkit and prompted participants to share their preferences of them. To help build an understanding of the tradeoffs associated with various tools, each item was grouped into a low-, medium-, or high-cost category.

### Qualitative Feedback

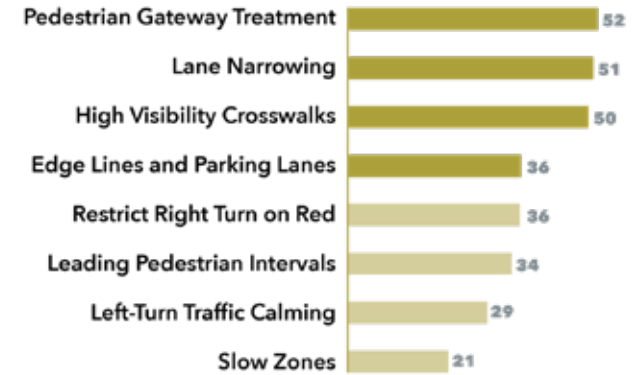
- The toolkit exercise was helpful in communicating the necessary tradeoffs associated with these pieces of infrastructure, especially the tradeoff of slowing traffic for the enhanced safety of all roadway users (41%).
- Many respondents (31%) indicated these infrastructure solutions as important tools for creating a shared culture of safety on the road, not just for motorists inside vehicles.

### Highlighted feedback from “*Why did you choose these tools?*”

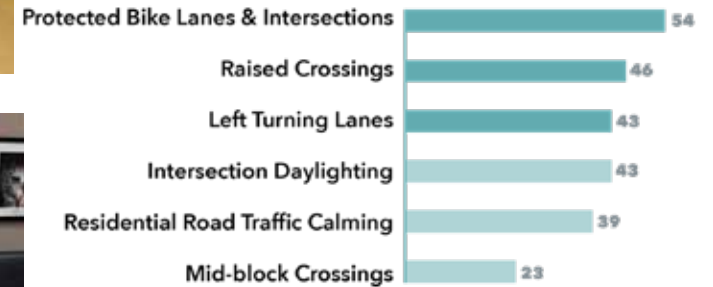
- “Simple solutions are good. Having cooperation of drivers and pedestrians is critical.”
- “We can make car traffic slower yet safer – better for all modal users”
- “[These tools] facilitate multimodal transportation, increase safety for the most vulnerable road users, and slow cars.”



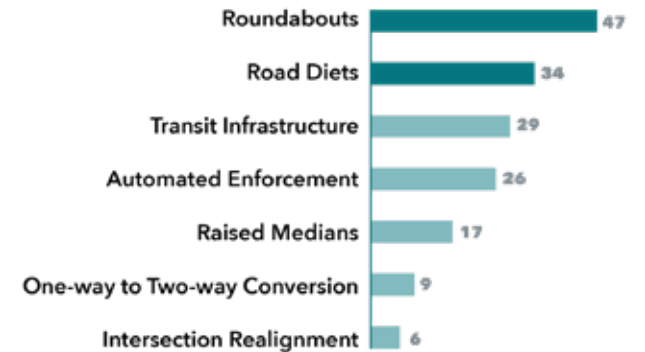
## LOW COST TOOLS



## MEDIUM COST TOOLS



## HIGH COST TOOLS



Number of votes received by safety strategy

## LOCATIONS & COMMUNITY IMPACTS

After ranking toolkit items and indicating how they would use safer Corridors of Concern, participants put the tools into action through Design-a-Street, an interactive street design activity. Reacting to this activity and others, they provided comments on where they want to see the proposed improvements and what impacts they would have on their community.

### Qualitative Feedback

In addition to the Corridors of Concern, participants highlighted school campuses, residential areas, major angled intersections, and state highway crossings as other key locations for safety improvements.

Highlighted feedback from ***How would these tools benefit communities within Milwaukee County?***

- “Designing to create behaviors is the first step. Good habits create great communities”
- “It would improve visibility to the pedestrian community; also makes our city more aesthetically pleasing”
- “At the end of the day, a complete street moves people safely!”



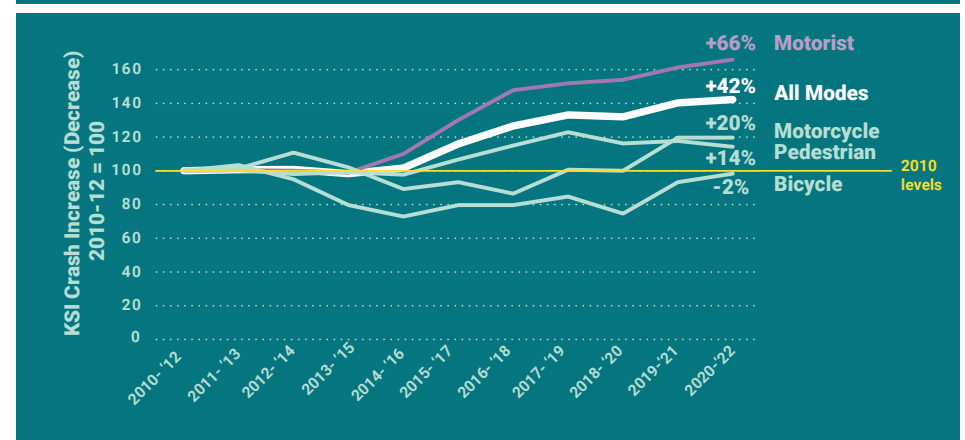
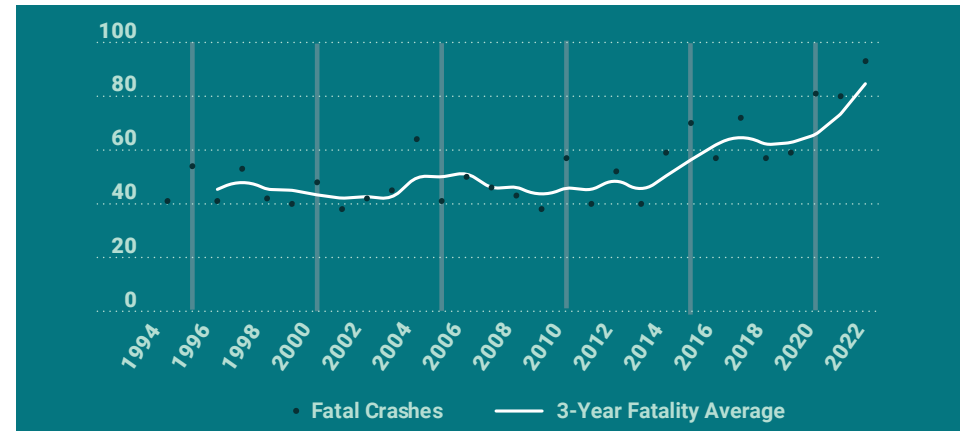
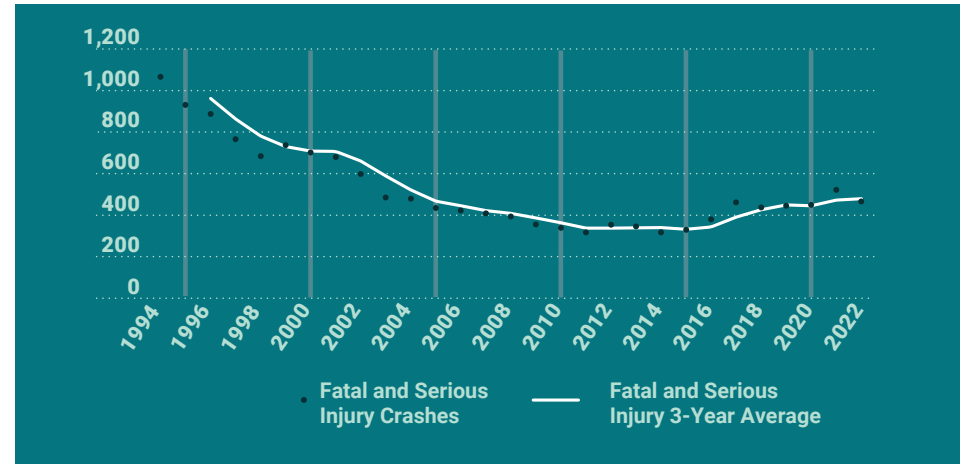
# Safety Analysis

Phase One of the Complete Communities project identified important and concerning trends within Milwaukee County. Fatal and Serious Injury crashes are on the rise, despite previous decades of progress. The Phase One analysis also developed a high risk network, which was overlaid with community feedback to identify the County's Corridors of Concern. Phase Two analysis narrows in on these Corridors of Concern, providing corridor-level crash data analysis.

### FATAL AND SERIOUS INJURY CRASHES ARE INCREASING IN MILWAUKEE COUNTY

While fatal and serious injury crashes have generally declined in the past 30 years in Milwaukee County, there has been a troubling increase in crashes in the most recent decade. Fatalities began increasing in 2014.

Fatal and Serious Injury crashes have increased for most modes (except bicyclists) in the period since 2010. Overall, fatal and serious injury crashes are up 42% from their 2010-2012 baseline.

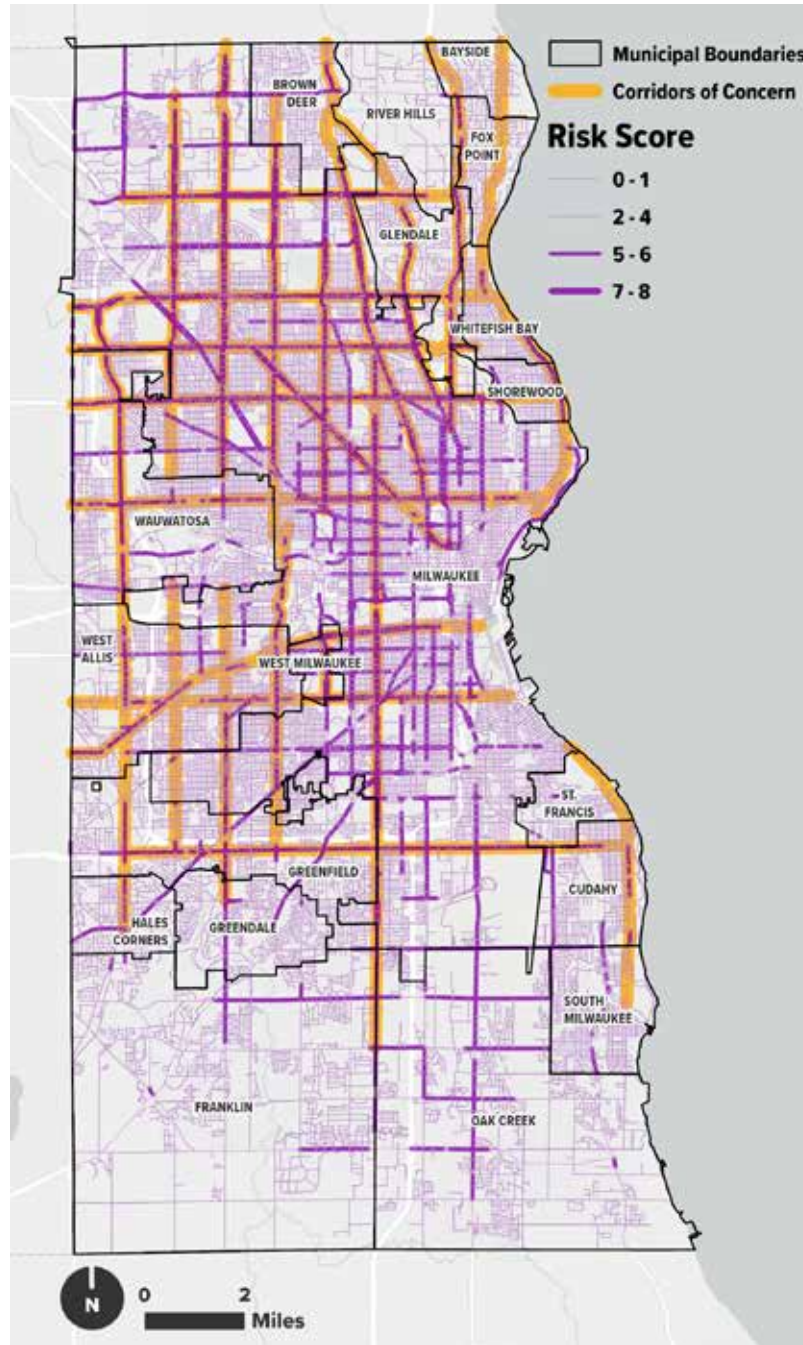




## HIGH RISK NETWORK ANALYSIS

Phase One used a systemic analysis of roadway attributes, area contexts, and operational factors to help draw conclusions about where and why crashes were happening within the County. This systemic analysis can be explored in further detail in the [Transportation Safety Assessment Report](#). The findings of this analysis were used to develop a risk score for each non-freeway street within Milwaukee County. The 25 corridors of concern that are the focus of this plan were selected based on the overall risk score and by cross-referencing safety issues identified by the community.

Attribute	Category	Pts
Social Vulnerability and Area Type	Not Vulnerable	0
	Vulnerable of Other Area Type	1
	Vulnerable Urban	2
Functional Class	Local	0
	Collector	0
	Minor Arterial	1
Lane configuration	Major Arterial	1
	Two-Way 2 lanes	0
	Two-Way 4+ Lanes	2
AADT	One-Way 2+ Lanes	1
	Under 5,000	0
	5,000-10,000	1
Observed Speeds	10,000-20,000	2
	20,000+	2
	Under 20mph	0
	20-30 mph	1
Bus Stop Proximity	30-40 mph	2
	40+ mph	1
	Not Near Bus Stop	0
Maximum Points Possible	Near Bus Stop	1
		10



### Corridors of Concern

- 27th St.-Layton Blvd.
- Capitol Dr.
- Fond du Lac Ave.
- Good Hope Rd.
- Green Bay Ave.
- Hampton Ave.
- Lake Dr. (North)
- Lake Dr. (South)
- Layton Ave.
- Lincoln Ave.
- Mayfair Rd.-N. Lovers Lane Rd.
- Miller Park Way
- N. 60th St.
- N. 76th St.
- N. 91st-N.92nd St.
- National Ave.
- North Ave.
- Port Washington Rd.
- S. 60th St.-Hawley Rd.
- S. 76th St.
- S. 92nd St.
- S. 108th St.
- Sherman Blvd.
- Silver Spring Dr.
- Teutonia Ave.



# 27TH STREET - LAYTON BOULEVARD



## CORRIDOR OVERVIEW



### 27TH STREET - LAYTON BOULEVARD

Between W. Cornell Street and W. Drexel Avenue

**CORRIDOR LENGTH:** 13.8 miles

Connects north side of Milwaukee with south side

### ADJACENT MUNICIPALITIES:

Milwaukee, Greenfield, Franklin, Oak Creek

### COUNTY SUPERVISORY DISTRICTS:

2 (Willie Johnson, Jr.), 13 (Priscilla E. Coggins-Jones), 10 (Chairwoman Marcellia Nicholson), 15 (Sky Z. Capriolo), 12 (Juan Miguel Martinez), 11 (Kathleen Vincent), 4 (Jack Eckblad), 17 (Steve F. Taylor)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, both sides of the corridor

### MCTS BUS ROUTE(S) ON

### CORRIDOR:

PurpleLine - 27th Street, 20 - S. 20th Street

### BICYCLE FACILITIES:





On-street Painted Bike Lanes (Partial)

### BUBLR BIKESHARE STATIONS:

Yes (2)

### EQUITY NEEDS:

Neighborhoods near 27th Street - Layton Boulevard experience higher than average challenges in Transportation Cost Burden and Traffic Safety

-  Priority Intersections
-  Priority Segments
-  Supervisory Districts
-  Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Minor and Principal Arterials

### MEDIAN PRESENCE:

Raised median (partial)

**NUMBER OF LANES:** 2 - 6

**POSTED SPEED:** 25-45 mph

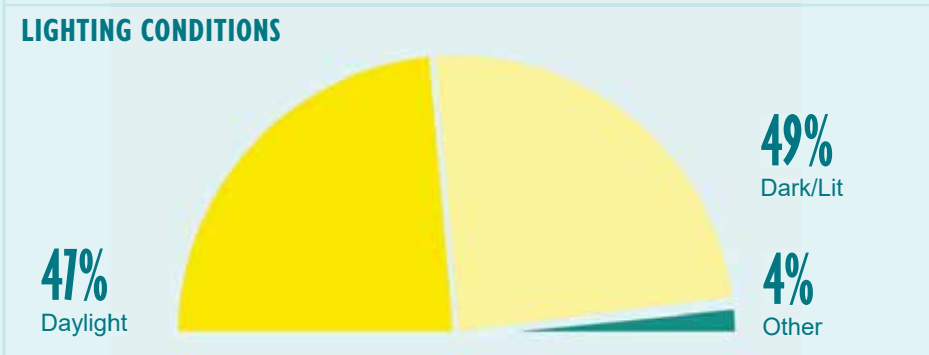
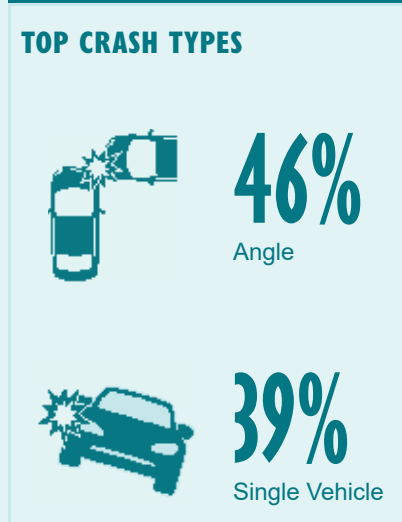
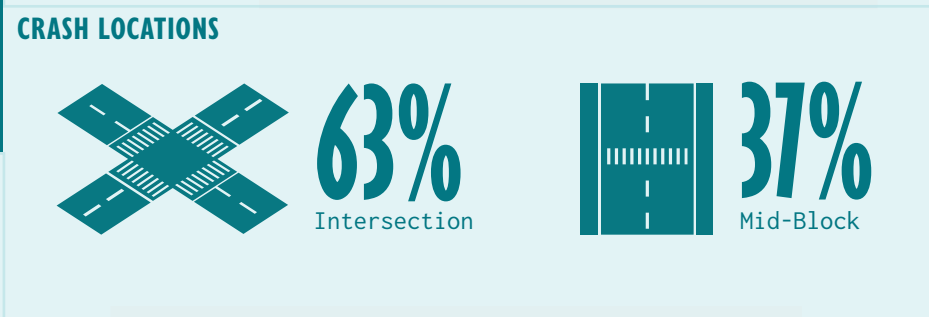
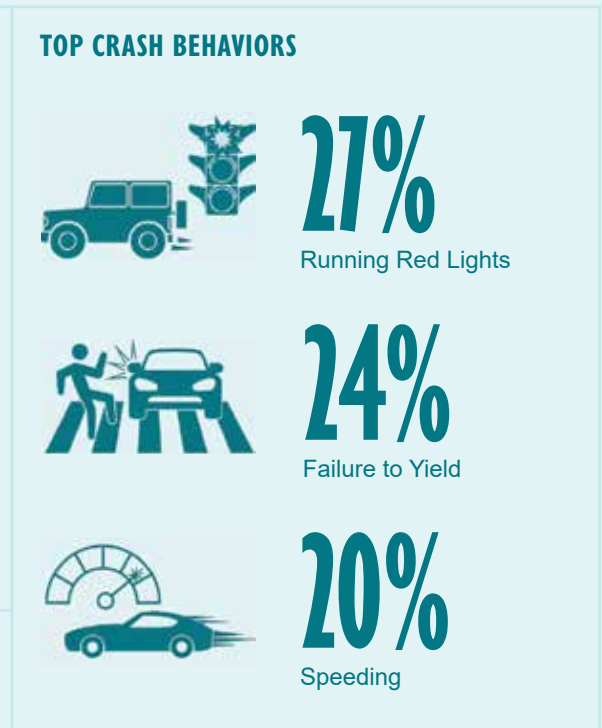
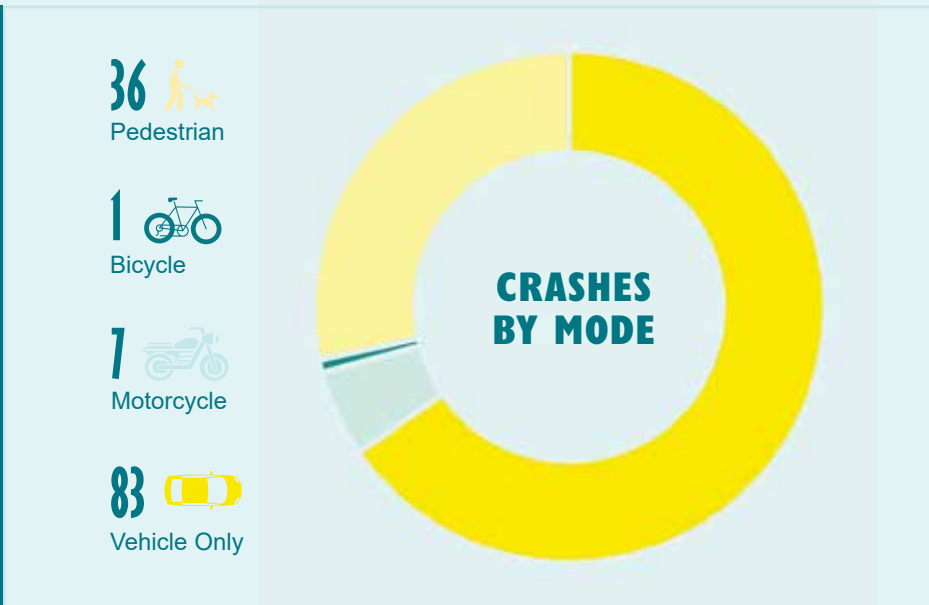
**TRAFFIC VOLUME:** 9,000-37,300 vehicles per day

**FATAL CRASHES**

# 26

**SERIOUS INJURY CRASHES**

# 101



**MOST PREVALENT RISK FACTORS**

## High Traffic Volume & Proximity to Bus Stops

# CAPITOL DRIVE



## CORRIDOR OVERVIEW



### CAPITOL DRIVE

Between N. 124th Street and N. Lake Drive

### CORRIDOR LENGTH: 9.7 miles

Connects Waukesha and Milwaukee counties on the north side of Milwaukee

### ADJACENT MUNICIPALITIES:

Milwaukee, Wauwatosa, Shorewood

### COUNTY SUPERVISORY DISTRICTS:

5 (Sequanna Taylor), 6 (Shawn Rolland), 7 (Felesia A. Martin), 10 (Chairwoman Marcelia Nicholson), 2 (Willie Johnson, Jr.), 13 (Priscilla E. Coggs-Jones), 1 (Anne O'Connor)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, both sides of the corridor

### MCTS BUS ROUTE(S) ON

### CORRIDOR:

RedLine - Capitol Drive

### BICYCLE FACILITIES:





On-street Painted Bike Lanes (Partial)

### BUBLR BIKESHARE STATIONS:

None

### EQUITY NEEDS:

Neighborhoods near Capitol Drive experience higher than average challenges in Transportation Cost Burden and Traffic Safety

-  Priority Intersections
-  Priority Segments
-  Supervisory Districts
-  Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Principal Arterial

### MEDIAN PRESENCE:

Raised median (partial)

### NUMBER OF LANES: 4 - 6

### POSTED SPEED: 30-45 mph

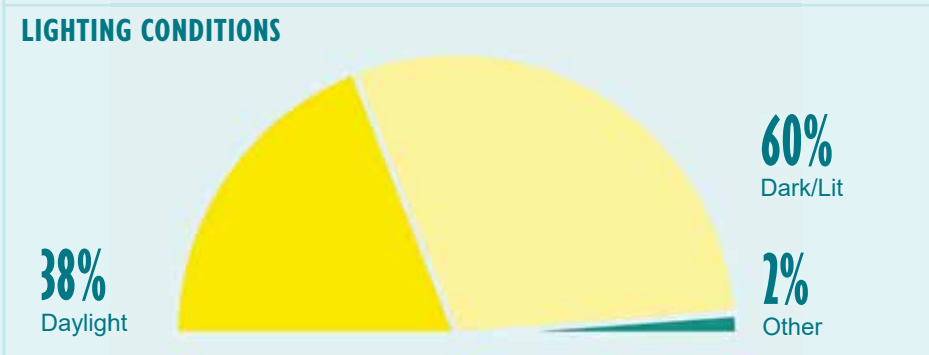
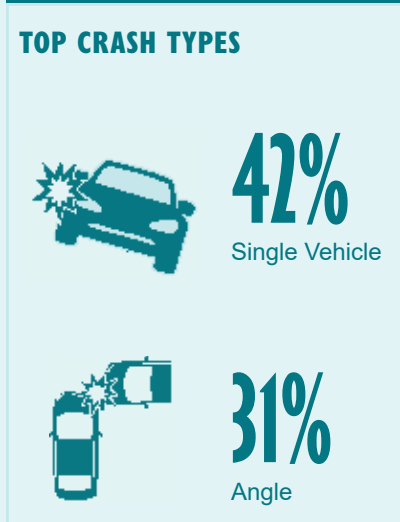
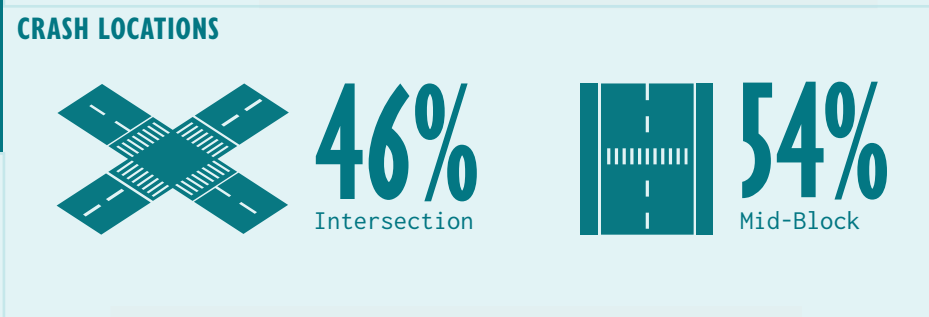
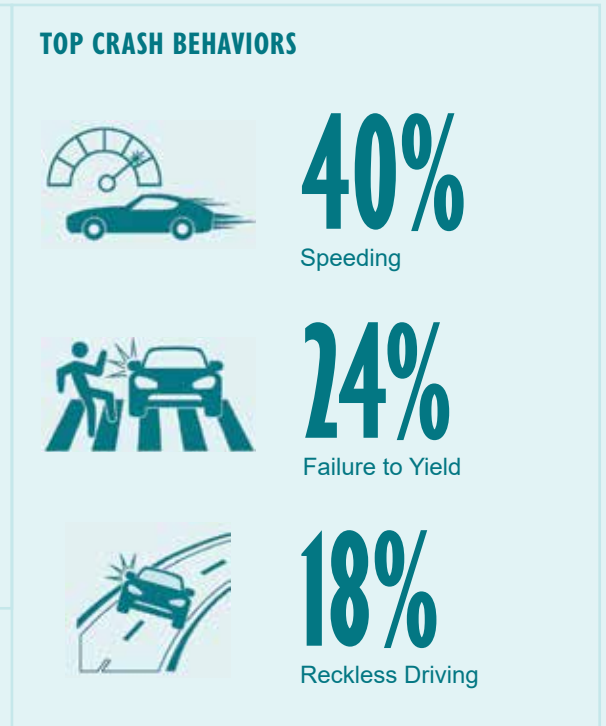
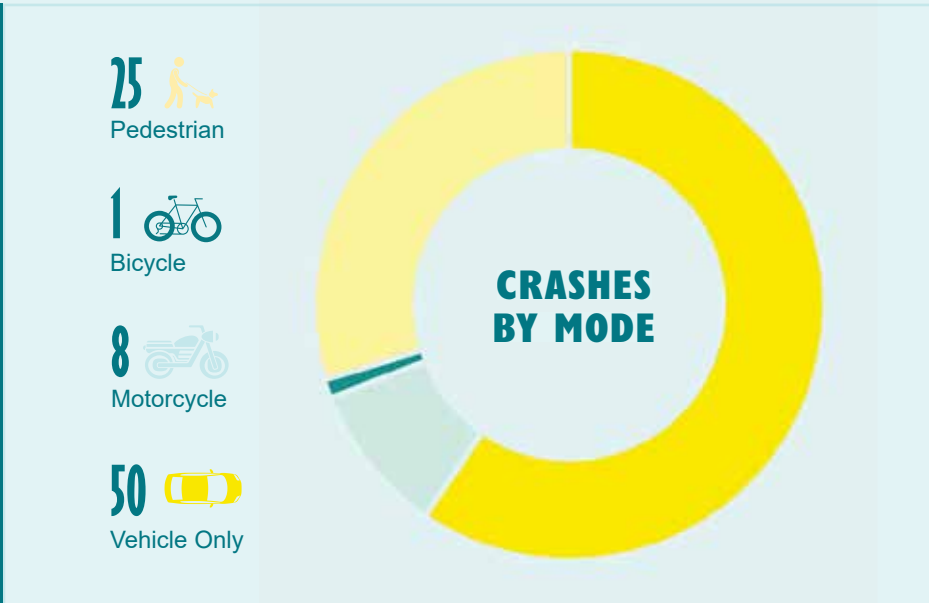
### TRAFFIC VOLUME: 4,200-49,500 vehicles per day

**FATAL CRASHES**

# 15

**SERIOUS INJURY CRASHES**

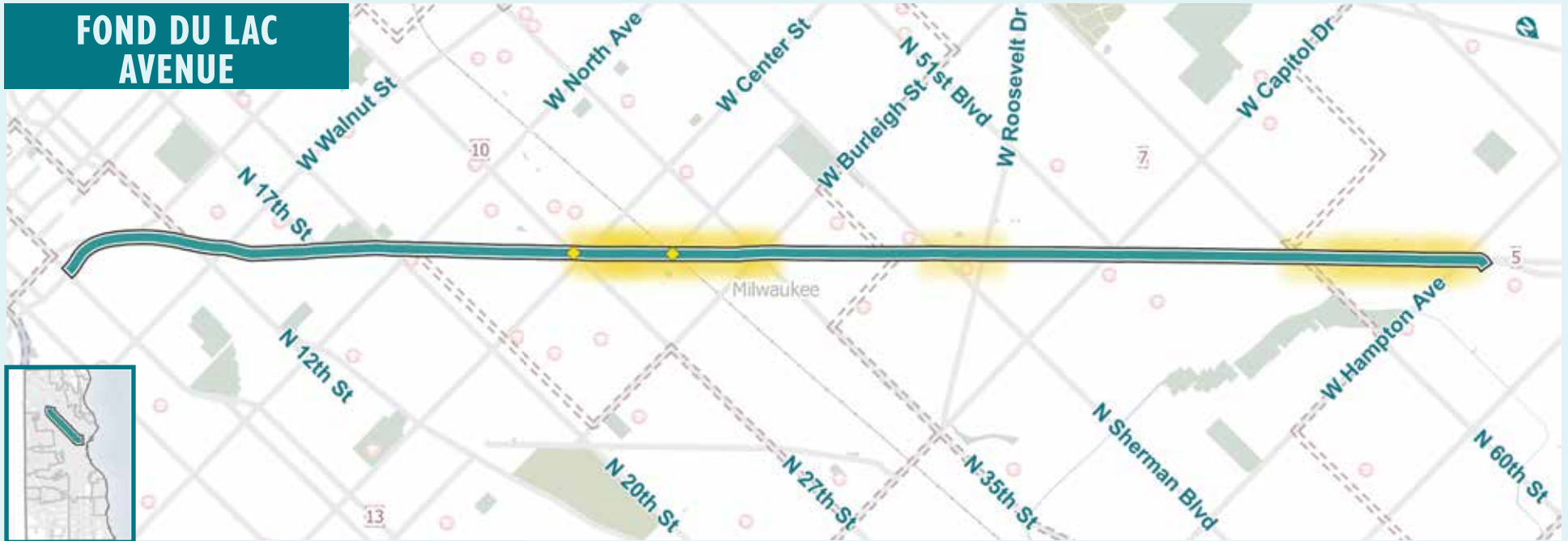
# 69



**MOST PREVALENT RISK FACTORS**

## High Traffic Volume & Proximity to Bus Stops

# FOND DU LAC AVENUE



## CORRIDOR OVERVIEW



### FOND DU LAC AVENUE

Between N. 68th Street and N. 6th Street

**CORRIDOR LENGTH:** 5.8 miles

Connects Milwaukee businesses and residents

**ADJACENT MUNICIPALITIES:**

Milwaukee

**COUNTY SUPERVISORY DISTRICTS:**

5 (Sequanna Taylor), 7 (Felesia A. Martin), 10 (Chairwoman Marcella Nicholson), 13 (Priscilla E. Coggs-Jones)

## CORRIDOR CONTEXT



**SIDEWALK PRESENCE:**

Yes, both sides of the corridor (partial)

**MCTS BUS ROUTE(S) ON**

**CORRIDOR:**

BlueLine - Fond du Lac - Mill, 81 - Amazon - Oak Creek

**BICYCLE FACILITIES:**





On-street Painted Bike Lanes (Partial)

**BUBLR BIKESHARE STATIONS:**

Yes (1)

**EQUITY NEEDS:**

Neighborhoods near Fond du Lac Avenue experience higher than average challenges in Transportation Cost Burden and Traffic Safety

-  Priority Intersections
-  Priority Segments
-  Supervisory Districts
-  Municipal Boundaries

## ROADWAY DESIGN



**FUNCTIONAL CLASS:**

Principal Arterial

**MEDIAN PRESENCE:**

Raised median (partial)

**NUMBER OF LANES:** 4

**POSTED SPEED:** 30-35 mph

**TRAFFIC VOLUME:** 25,600-29,000 vehicles per day

FATAL CRASHES

18

SERIOUS INJURY CRASHES

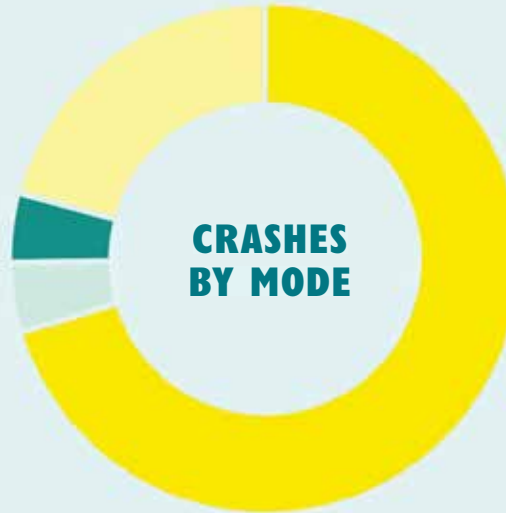
73

19  Pedestrian

4  Bicycle

4  Motorcycle

64  Vehicle Only



TOP CRASH BEHAVIORS



26%  
Speeding

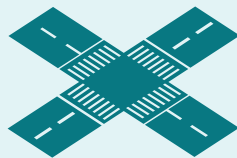


24%  
Running Red Lights

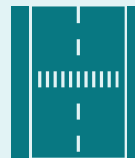


22%  
Reckless Driving

CRASH LOCATIONS



52%  
Intersection



48%  
Mid-Block

TOP CRASH TYPES



38%  
Angle



27%  
Single Vehicle

LIGHTING CONDITIONS

42%  
Daylight



52%  
Dark/Lit

6%  
Other

MOST PREVALENT RISK FACTORS

High Traffic Volume & Proximity to Bus Stops



# GOOD HOPE ROAD



## CORRIDOR OVERVIEW



### GOOD HOPE ROAD

Between N. 107th Street and N. Port Washington Road

### CORRIDOR LENGTH: 6.7 miles

Connects Waukesha and Milwaukee counties on the north side of Milwaukee

### ADJACENT MUNICIPALITIES:

Milwaukee, Glendale, River Hills, Brown Deer

### COUNTY SUPERVISORY DISTRICTS:

18 (Deanna Alexander), 2 (Willie Johnson, Jr.), 1 (Anne O'Connor)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, alternates on either side of the corridor and both sides of corridor(partial)

### MCTS BUS ROUTE(S) ON CORRIDOR:

35 - 35th Street, 80 - 6th Street

### BICYCLE FACILITIES:

None

### BUBLR BIKESHARE STATIONS:

None

### EQUITY NEEDS:

Neighborhoods near Good Hope Road experience higher than average challenges in Transportation Cost Burden and Traffic Safety

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Principal Arterial

### MEDIAN PRESENCE:

Raised median (partial)

### NUMBER OF LANES: 4 - 6

### POSTED SPEED: 40 mph

### TRAFFIC VOLUME: 20,500-30,100 vehicles per day



# GOOD HOPE ROAD

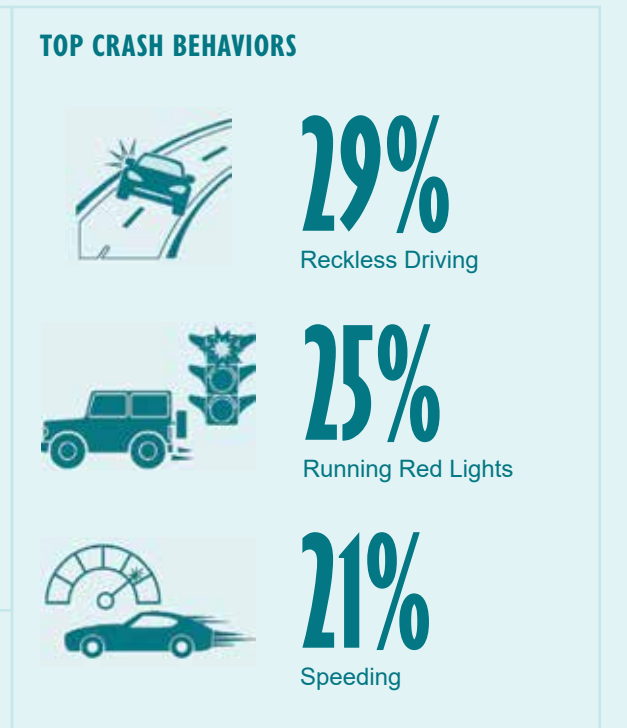
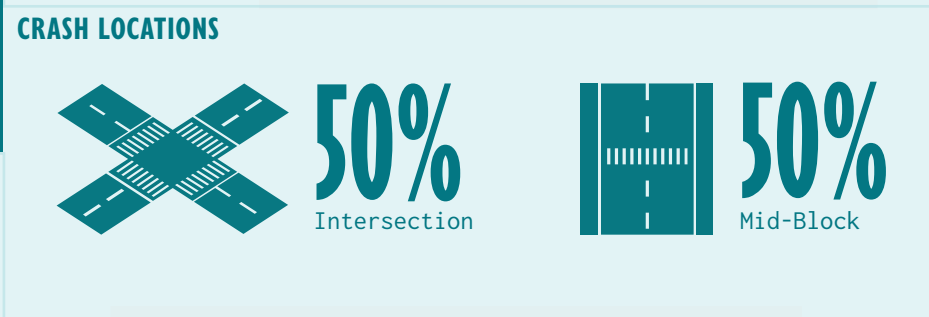
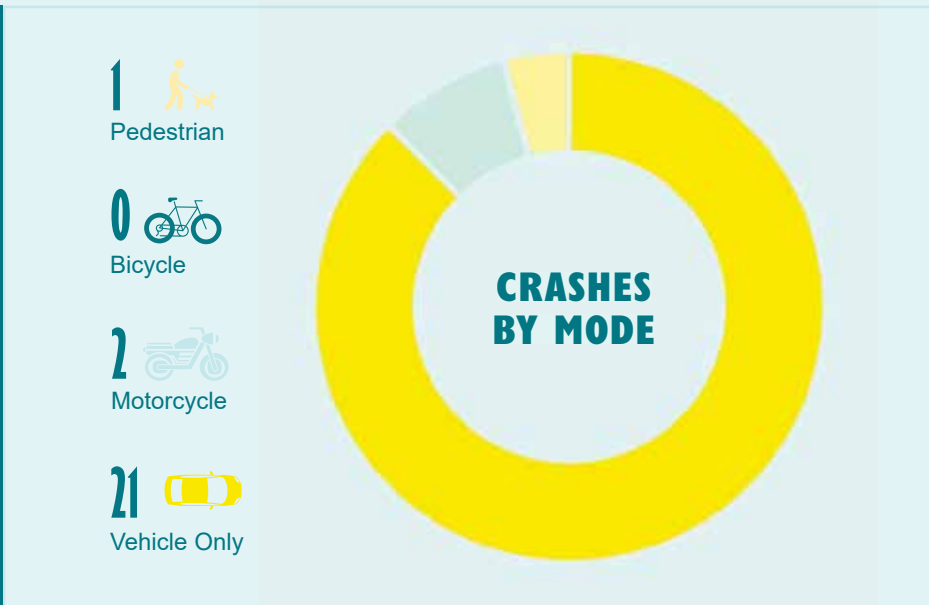
# CRASH PATTERNS (2018-2022)

**FATAL CRASHES**

# 2

**SERIOUS INJURY CRASHES**

# 22



**MOST PREVALENT RISK FACTORS**

# High Traffic Volume & High Vehicle Speed

# GREEN BAY AVENUE



## CORRIDOR OVERVIEW



### GREEN BAY AVENUE

Between W. Capitol Drive and W. County Line Road

**CORRIDOR LENGTH:** 7.8 miles

Connects north side of Milwaukee with south side

### ADJACENT MUNICIPALITIES:

Milwaukee, Glendale, Brown Deer, River Hills

### COUNTY SUPERVISORY DISTRICTS:

2 (Willie Johnson, Jr.), 1 (Anne O'Connor)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, alternates on either side of the corridor (partial)

### MCTS BUS ROUTE(S) ON

### CORRIDOR:

80 - 6th Street, 80 - 6th Street (MATC South Campus), 12 - Teutonia Avenue

### BICYCLE FACILITIES:





None

### BUBLR BIKESHARE STATIONS:

None

### EQUITY NEEDS:

Neighborhoods near Green Bay Avenue experience higher than average challenges in Transportation Cost Burden and Traffic Safety

-  Priority Intersections
-  Priority Segments
-  Supervisory Districts
-  Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Principal Arterial

### MEDIAN PRESENCE:

Raised median (partial)

**NUMBER OF LANES:** 2 - 4

**POSTED SPEED:** 30-40 mph

**TRAFFIC VOLUME:** 11,200-25,800 vehicles per day

# GREEN BAY AVENUE

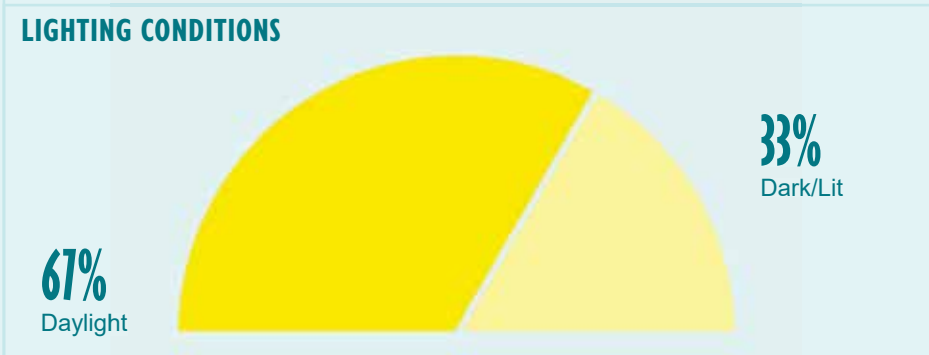
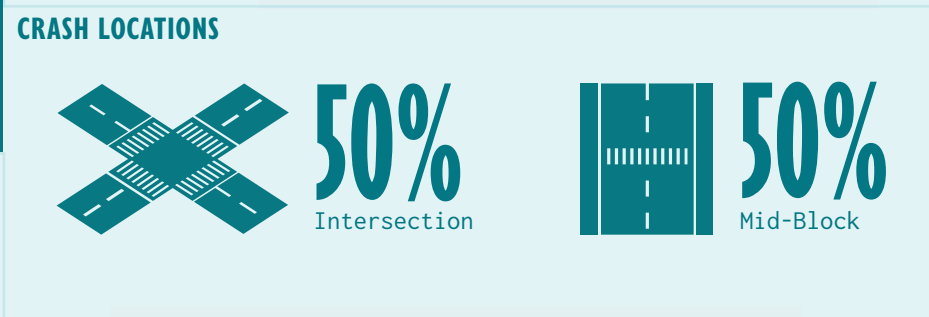
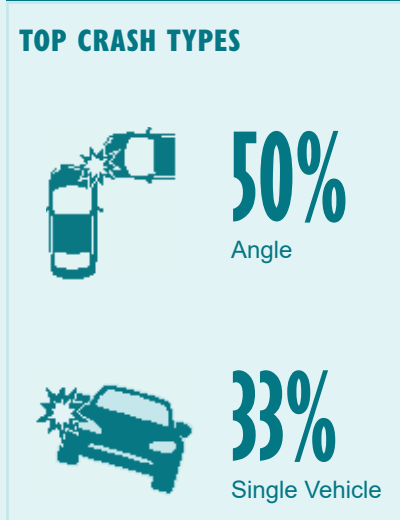
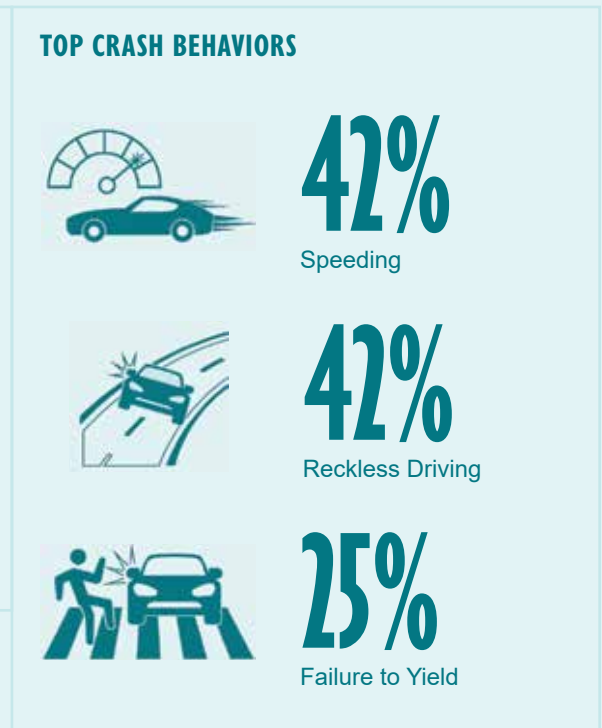
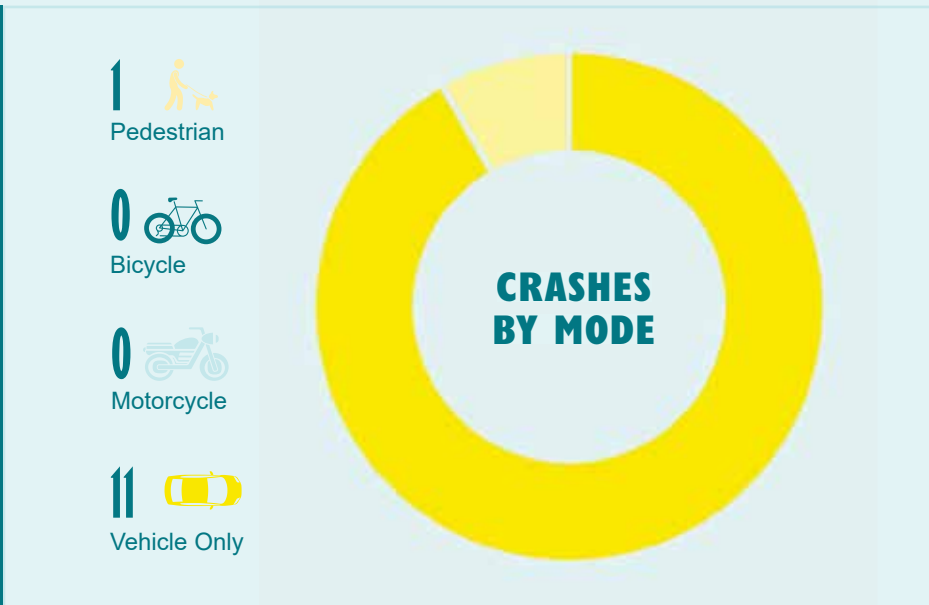
# CRASH PATTERNS (2018-2022)

**FATAL CRASHES**

**4**

**SERIOUS INJURY CRASHES**

**8**



**MOST PREVALENT RISK FACTORS**

**High Vehicle Speed & Proximity to Bus Stops**

# HAMPTON AVENUE



## CORRIDOR OVERVIEW



### HAMPTON AVENUE

Between N. 124th Street and N. Santa Monica Boulevard

### CORRIDOR LENGTH: 8.1 miles

Connects Waukesha and Milwaukee counties on the north side of Milwaukee

### ADJACENT MUNICIPALITIES:

Milwaukee, Glendale, Whitefish Bay

### COUNTY SUPERVISORY DISTRICTS:

18 (Deanna Alexander), 5 (Sequanna Taylor), 7 (Felesia A. Martin), 2 (Willie Johnson, Jr.)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, both sides of the corridor

### MCTS BUS ROUTE(S) ON

### CORRIDOR:

11 - Hampton Avenue, BlueLine - Fond Du Lac - Mill, PurpleLine - 27th Street

### BICYCLE FACILITIES:





None

### BUBLR BIKESHARE STATIONS:

None

### EQUITY NEEDS:

Neighborhoods near Hampton Avenue experience higher than average challenges in Transportation Cost Burden and Traffic Safety

-  Priority Intersections
-  Priority Segments
-  Supervisory Districts
-  Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Minor and Principal Arterials

### MEDIAN PRESENCE:

Raised median (partial)

### NUMBER OF LANES: 2 - 4

### POSTED SPEED: 25-35 mph

### TRAFFIC VOLUME: 13,900-20,400 vehicles per day

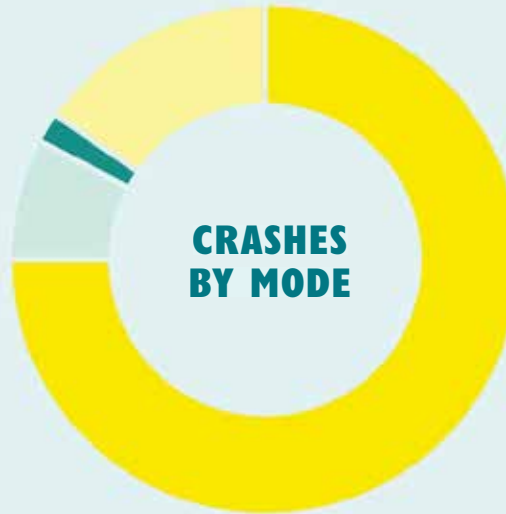
## FATAL CRASHES

# 6

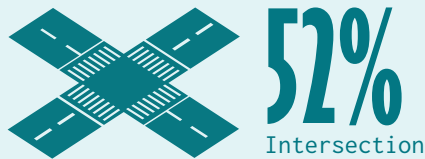
## SERIOUS INJURY CRASHES

# 46

## TOP CRASH TYPES



## CRASH LOCATIONS



## LIGHTING CONDITIONS

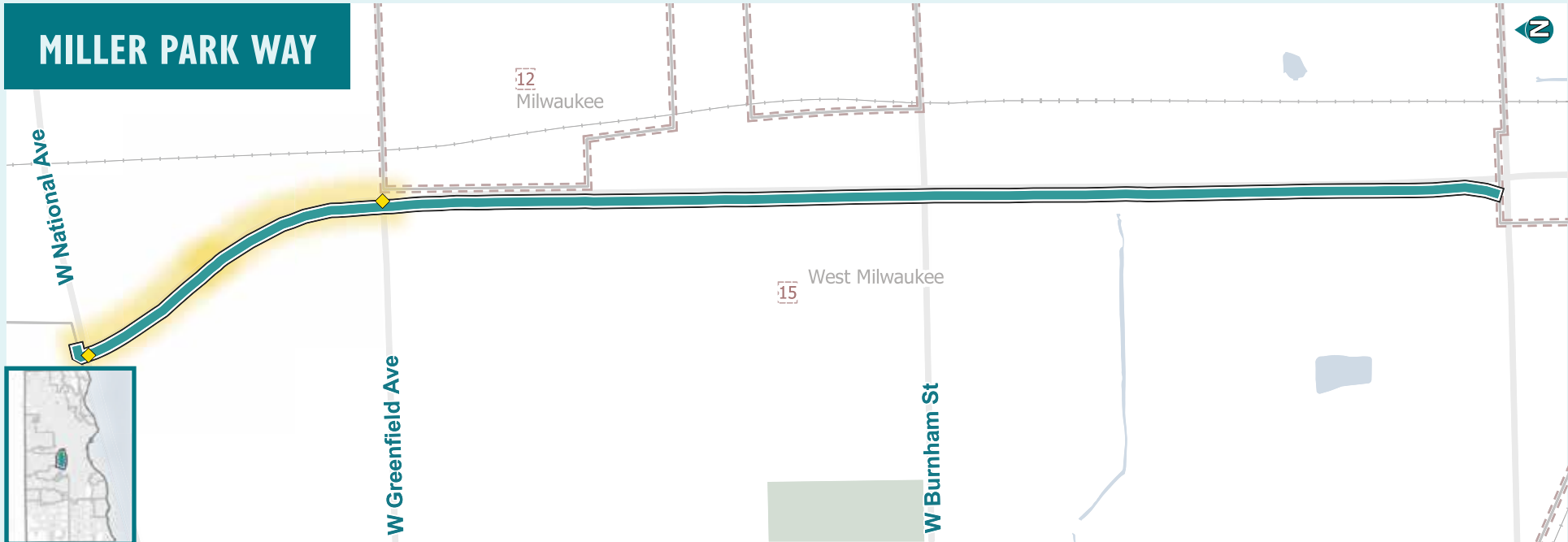


## TOP CRASH BEHAVIORS



## MOST PREVALENT RISK FACTORS

**High Traffic Volume & Proximity to Bus Stops**



## CORRIDOR OVERVIEW



### MILLER PARK WAY

Between W. National Avenue and W. Lincoln Avenue

**CORRIDOR LENGTH:** 1.3 miles

Arterial connecting I-94 to commercial properties

### ADJACENT MUNICIPALITIES:

West Milwaukee, Milwaukee

### COUNTY SUPERVISORY DISTRICTS:

15 (Sky Z. Capriolo), 12 (Juan Miguel Martinez)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, both sides of the corridor

### MCTS BUS ROUTE(S) ON

### CORRIDOR:

56 - Greenfield - S. 43rd Street

### BICYCLE FACILITIES:





No

### BUBLR BIKESHARE STATIONS:

No

### EQUITY NEEDS:

Neighborhoods near Miller Park Way experience higher than average challenges in Transportation Cost Burden

-  Priority Intersections
-  Priority Segments
-  Supervisory Districts
-  Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Principal Arterial

### MEDIAN PRESENCE:

Raised median

### NUMBER OF LANES:

6

### POSTED SPEED:

35 mph

### TRAFFIC VOLUME:

32,000 - 38,400 vehicles per day

# MILLER PARK WAY

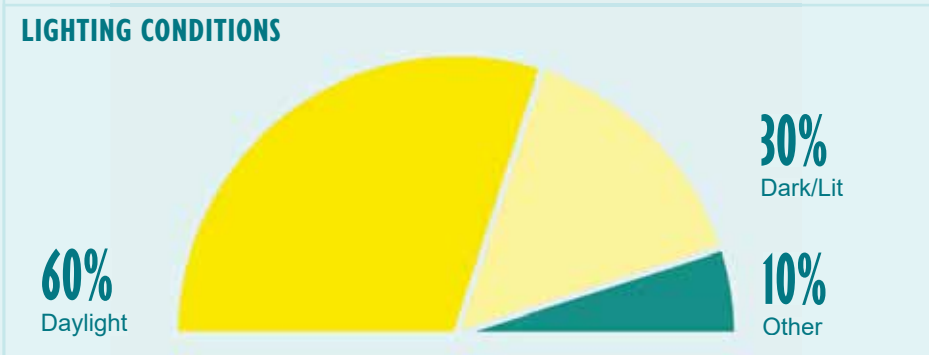
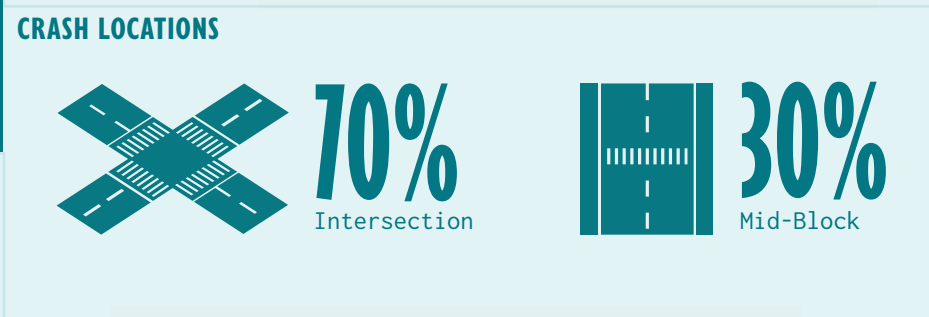
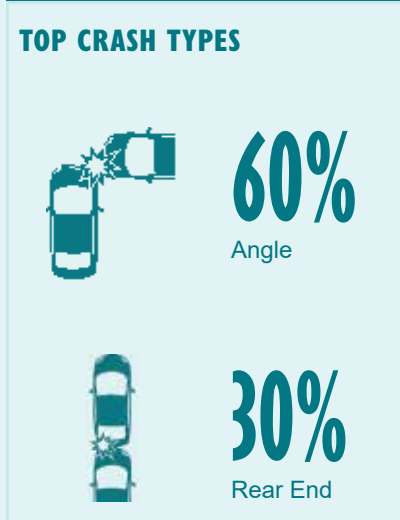
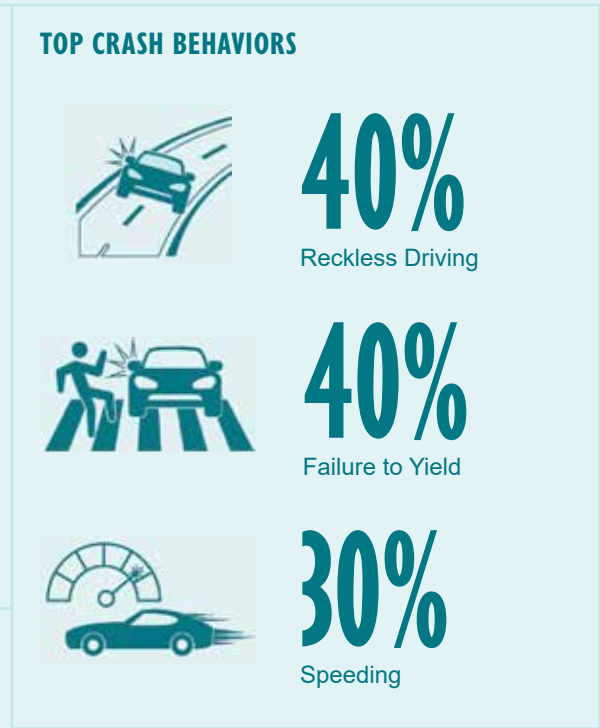
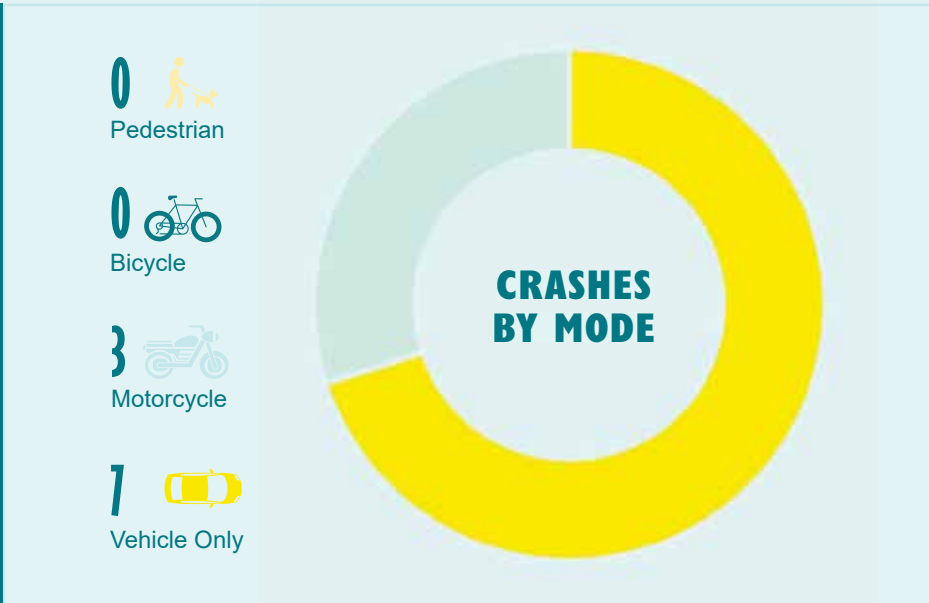
# CRASH PATTERNS (2018-2022)

**FATAL CRASHES**

**0**

**SERIOUS INJURY CRASHES**

**10**



**MOST PREVALENT RISK FACTORS**

**Equity & High Traffic Volume**



# LAKE DRIVE (NORTH)



## CORRIDOR OVERVIEW



### LAKE DRIVE (NORTH)

Between E. Donges Road and E. Lafayette Place

**CORRIDOR LENGTH:** 10.4 miles

Connects residents in north Milwaukee with downtown Milwaukee

### ADJACENT MUNICIPALITIES:

Bayside, Fox Point, Whitefish Bay, Shorewood, Milwaukee

### COUNTY SUPERVISORY DISTRICTS:

1 (Anne O'Connor), 3 (Sheldon A. Wasserman)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, alternates on either side of the corridor and both sides of corridor(partial)

### MCTS BUS ROUTE(S) ON CORRIDOR:

None

### BICYCLE FACILITIES:





On-street Painted Bike Lanes (Partial)

### BUBLR BIKESHARE STATIONS:

Yes (1)

### EQUITY NEEDS:

Neighborhoods near Lake Drive (North) does not experience significant equity needs

-  Priority Intersections
-  Priority Segments
-  Supervisory Districts
-  Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Local, Collector, Minor Arterial, and Principal Arterial

### MEDIAN PRESENCE:

None

### NUMBER OF LANES:

2

### POSTED SPEED:

25-25 mph

### TRAFFIC VOLUME:

1,900-18,200 vehicles per day



# LAKE DRIVE (NORTH)

# CRASH PATTERNS (2018-2022)

**FATAL CRASHES**

# 2

**SERIOUS INJURY CRASHES**

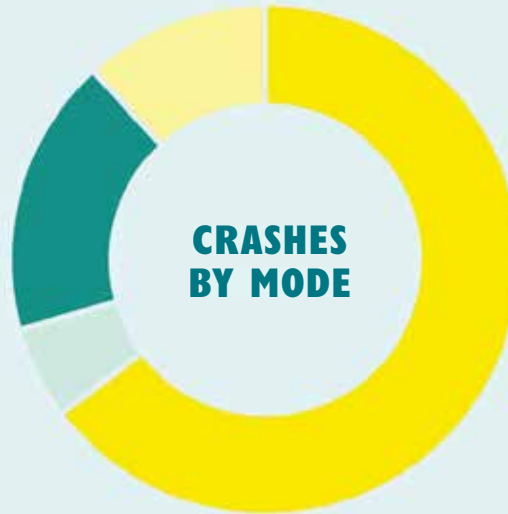
# 15

2  Pedestrian

3  Bicycle

1  Motorcycle

11  Vehicle Only



## TOP CRASH BEHAVIORS



**47%**  
Reckless Driving

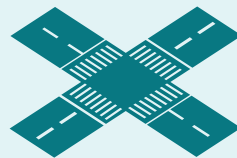


**12%**  
Speeding

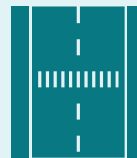


**12%**  
Running Red Lights

## CRASH LOCATIONS



**18%**  
Intersection



**82%**  
Mid-Block

## TOP CRASH TYPES



**47%**  
Single Vehicle



**24%**  
Angle

## LIGHTING CONDITIONS

**71%**  
Daylight



**24%**  
Dark/Lit

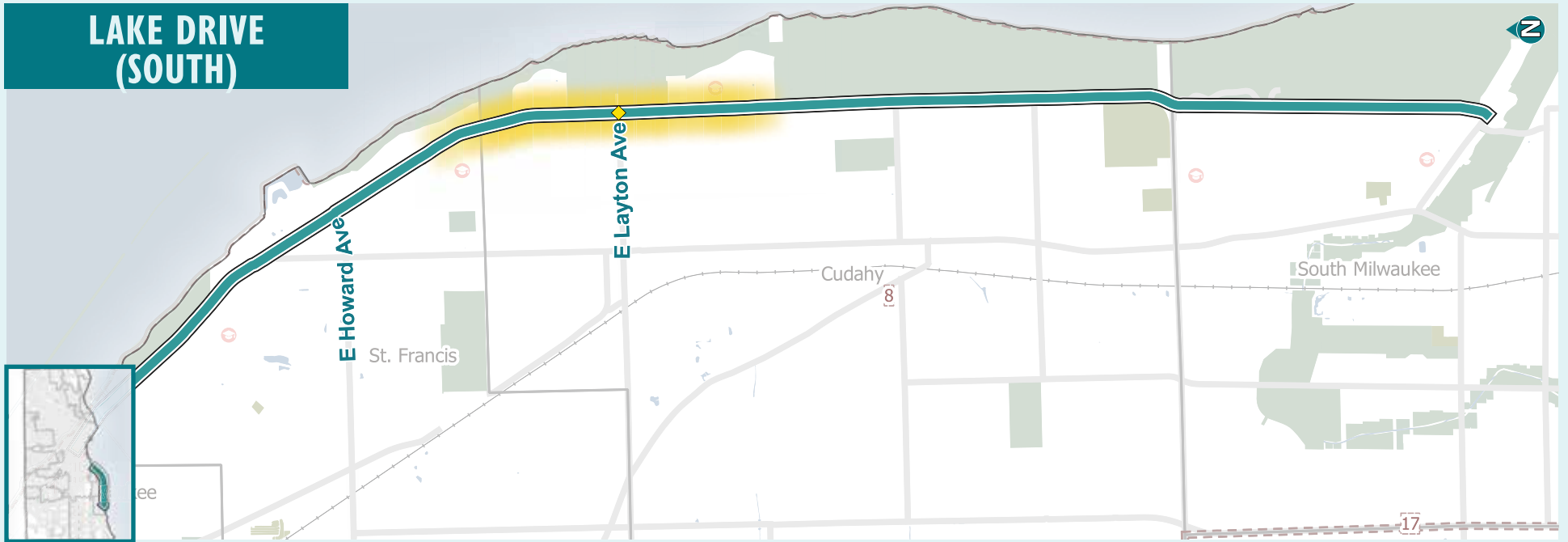
**6%**  
Other

## MOST PREVALENT RISK FACTORS

**High Vehicle Speed & High Traffic Volume**



# LAKE DRIVE (SOUTH)



## CORRIDOR OVERVIEW



### LAKE DRIVE (SOUTH)

Between Oklahoma Avenue and Hawthorne Avenue

**CORRIDOR LENGTH:** 5.6 miles

Connects residents on South Shore with Downtown Milwaukee

### ADJACENT MUNICIPALITIES:

Milwaukee, Saint Francis, Cudahy, South Milwaukee

### COUNTY SUPERVISORY DISTRICTS:

8 (Steven Shea)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, both sides of the corridor (Oklahoma Avenue to Pulaski Avenue) west side of corridor (Pulaski Avenue to Hawthorne Avenue)

### MCTS BUS ROUTE(S) ON

#### CORRIDOR:

51 - Oklahoma Avenue, 55 - Layton Avenue (Weekday Service Only), 52 - Clement - Pennsylvania

### BICYCLE FACILITIES:





No

### BUBLR BIKESHARE STATIONS:

No

### EQUITY NEEDS:

Neighborhoods near Lake Drive (South) do not experience significant equity needs.

-  Priority Intersections
-  Priority Segments
-  Supervisory Districts
-  Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Minor Arterial

### MEDIAN PRESENCE:

Raised median (partial)

**NUMBER OF LANES:** 2 to 4

**POSTED SPEED:** 25-35 mph

**TRAFFIC VOLUME:** 1,200 - 4,000 vehicles per day

# LAKE DRIVE (SOUTH)

# CRASH PATTERNS (2018-2022)

## FATAL CRASHES

0

## SERIOUS INJURY CRASHES

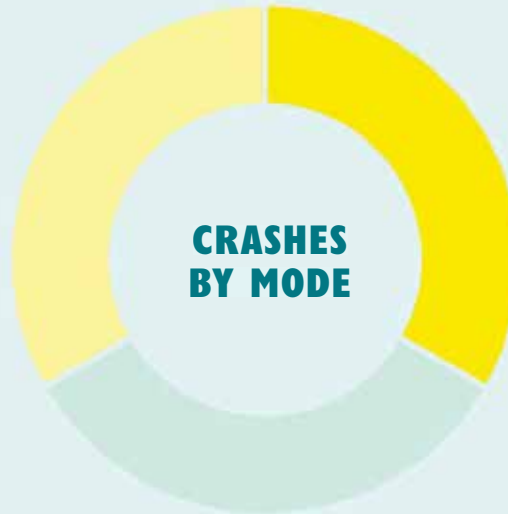
3

1  Pedestrian

0  Bicycle

1  Motorcycle

1  Vehicle Only



## TOP CRASH BEHAVIORS



**67%**  
Speeding

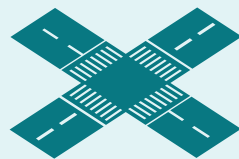


**67%**  
Failure to Yield

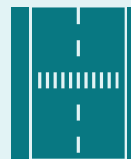


**33%**  
Distracted Driving

## CRASH LOCATIONS



**67%**  
Intersection



**33%**  
Mid-Block

## TOP CRASH TYPES



**67%**  
Single Vehicle



**33%**  
Angle

## LIGHTING CONDITIONS

**67%**  
Daylight

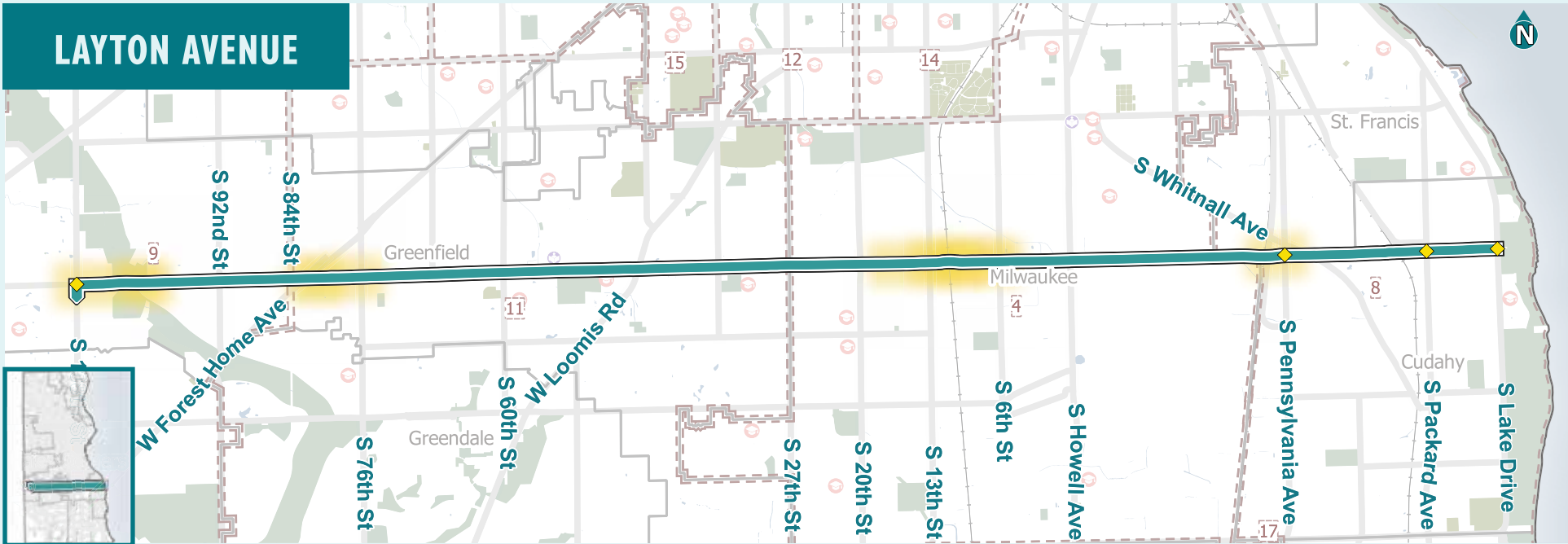


**33%**  
Other

## MOST PREVALENT RISK FACTORS

**High Vehicle Speed & Proximity to Bus Stops**





## CORRIDOR OVERVIEW



### LAYTON AVENUE

Between S. 108th Street and Lake Drive (South)

### CORRIDOR LENGTH: 10 miles

Connects residents in various municipalities on the south side of Milwaukee County

### ADJACENT MUNICIPALITIES:

Greenfield, Milwaukee, Saint Francis, Cudahy

### COUNTY SUPERVISORY DISTRICTS:

9 (Patti Logdson), 11 (Kathleen Vincent), 4 (Jack Eckblad), 8 (Steven Shea)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, both sides of the corridor

### MCTS BUS ROUTE(S) ON

### CORRIDOR:

55 - Layton Avenue, 92 - 92nd Street, 24 - Forest Home - 16th Street, 76 - 76th Street, 60 - 60th Street, 80 (HF) - 6th Street

### BICYCLE FACILITIES:

On-street Painted (Partial)

### BUBLR BIKESHARE STATIONS:

No

### EQUITY NEEDS:

Neighborhoods near Layton Avenue experience higher than average challenges in Transportation Cost Burden, Traffic Safety

- Priority Intersections
- Priority Segments
- Supervisory Districts
- Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Minor Arterial and Principal Arterial

### MEDIAN PRESENCE:

Raised median (partial)

### NUMBER OF LANES: 2 to 4

### POSTED SPEED: 35 mph

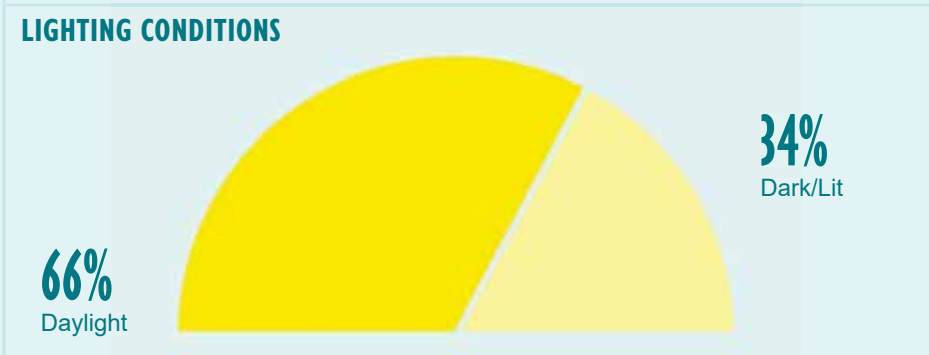
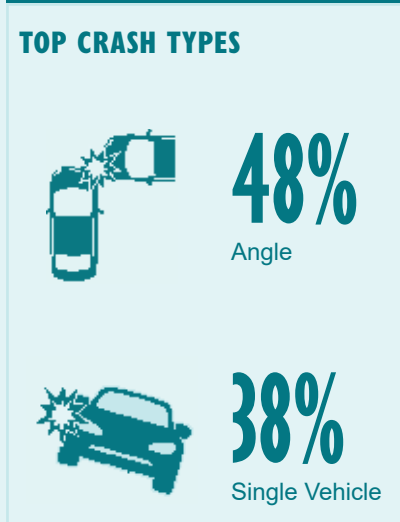
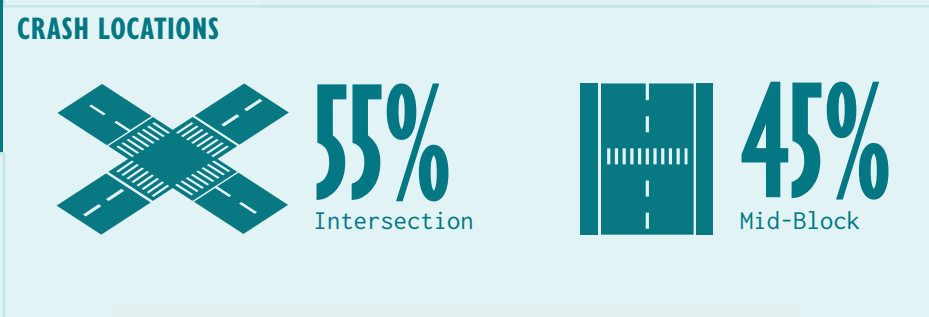
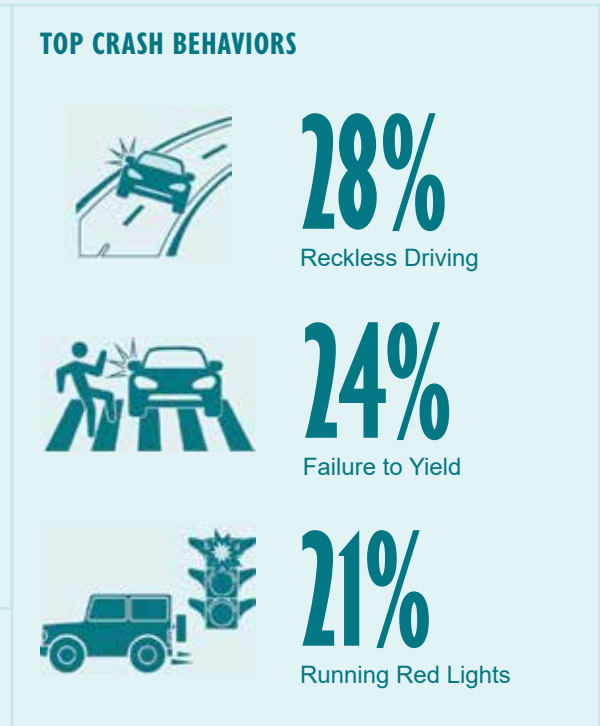
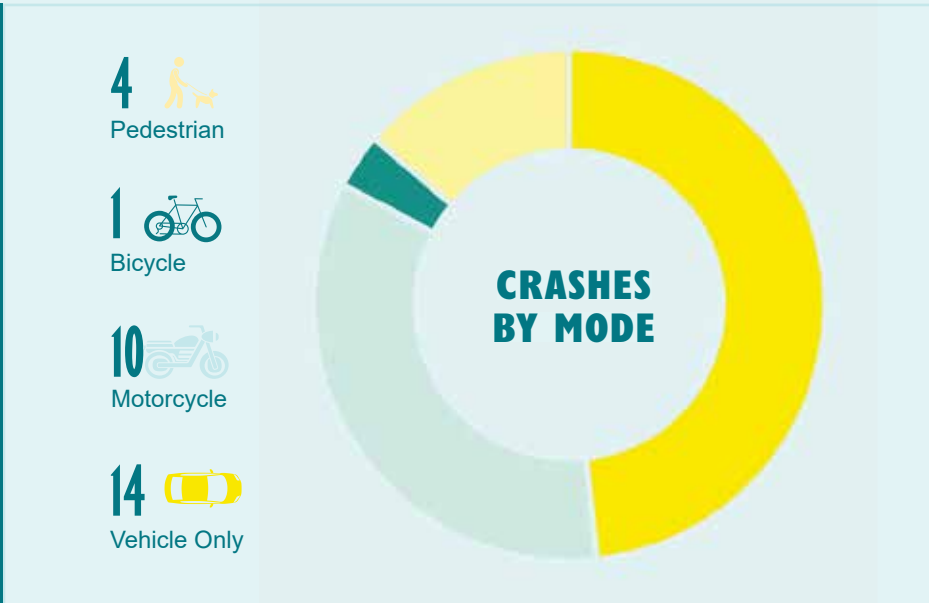
### TRAFFIC VOLUME: 5,000 - 26,700 vehicles per day

**FATAL CRASHES**

**5**

**SERIOUS INJURY CRASHES**

**24**



**MOST PREVALENT RISK FACTORS**

**High Traffic Volume & Proximity to Bus Stops**

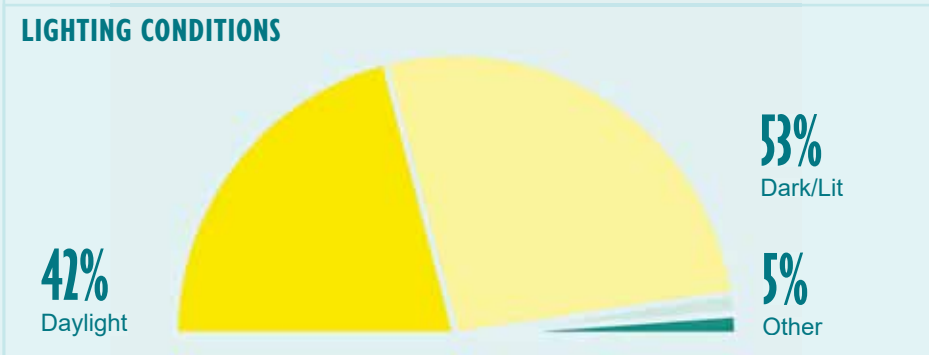
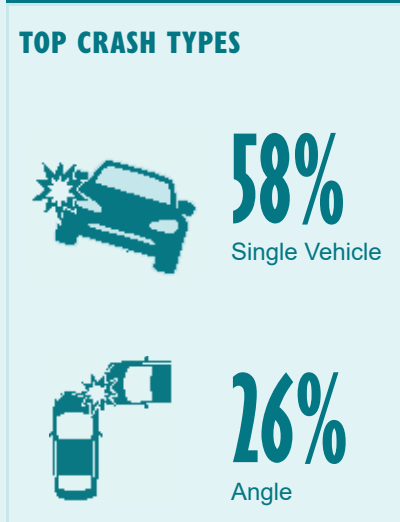
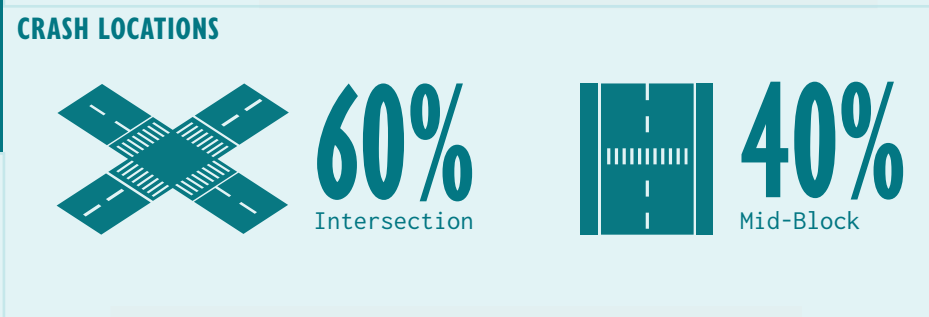
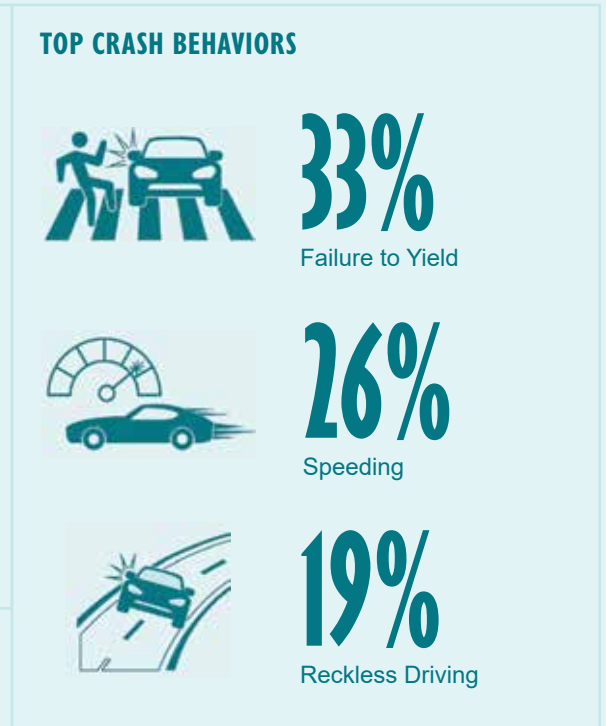
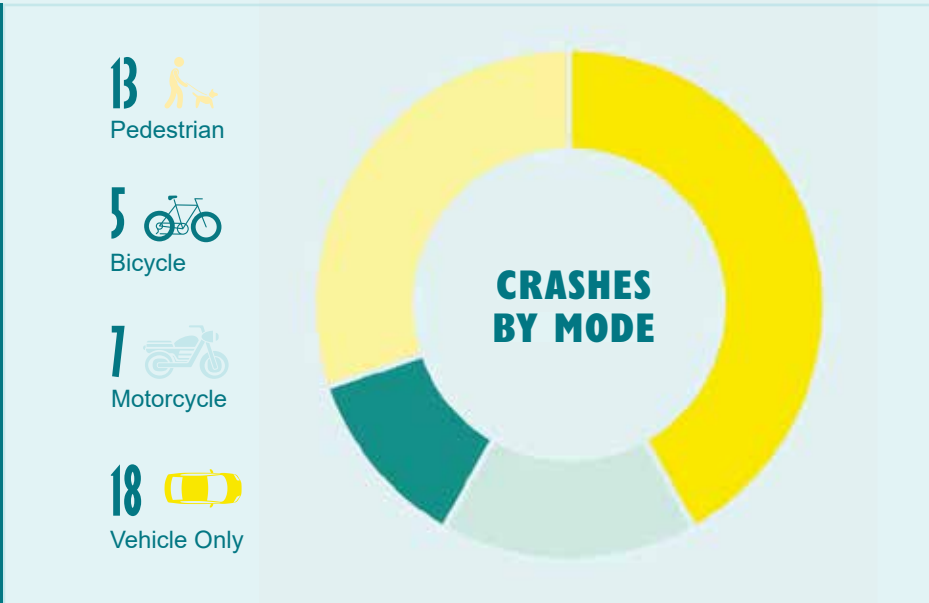


**FATAL CRASHES**

**6**

**SERIOUS INJURY CRASHES**

**37**



**MOST PREVALENT RISK FACTORS**

**Proximity to Bus Stops & High Traffic Volume**

# MAYFAIR ROAD - N LOVERS LANE ROAD



## CORRIDOR OVERVIEW



### MAYFAIR ROAD - N LOVERS LANE ROAD

Between W. Silver Spring Drive and I-94 Bridge

**CORRIDOR LENGTH:** 6.5 miles

Connects north side of Milwaukee with south side

### ADJACENT MUNICIPALITIES:

Milwaukee, Wauwatosa, West Allis

### COUNTY SUPERVISORY DISTRICTS:

18 (Deanna Alexander), 5 (Sequanna Taylor), 6 (Shawn Rolland), 16 (Justin Bielinski)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, alternates on either side of the corridor and both sides of corridor (partial)

### MCTS BUS ROUTE(S) ON

#### CORRIDOR:

28 - 108th Street

### BICYCLE FACILITIES:





None

### BUBLR BIKESHARE STATIONS:

None

### EQUITY NEEDS:

Neighborhoods near Mayfair Road - N Lovers Lane Road experience higher than average challenges in Transportation Cost Burden

-  Priority Intersections
-  Priority Segments
-  Supervisory Districts
-  Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Minor and Principal Arterials

### MEDIAN PRESENCE:

Raised median

### NUMBER OF LANES: 4 - 6

### POSTED SPEED: 40 mph

### TRAFFIC VOLUME: 10,100-36,700 vehicles per day



# MAYFAIR ROAD - N LOVERS LANE ROAD

# CRASH PATTERNS (2018-2022)

## FATAL CRASHES

1

## SERIOUS INJURY CRASHES

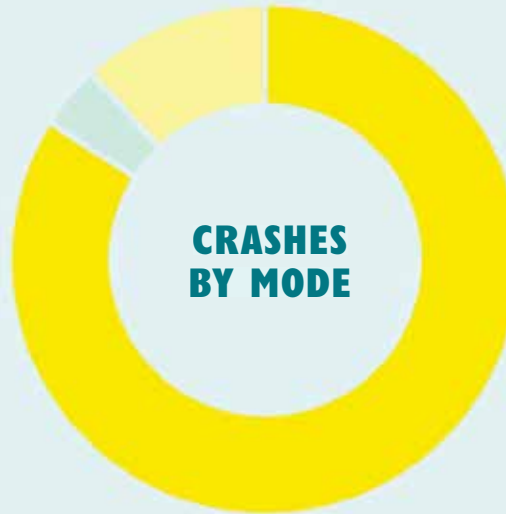
24

3 Pedestrian

0 Bicycle

1 Motorcycle

21 Vehicle Only



## TOP CRASH BEHAVIORS



40%  
Failure to Yield

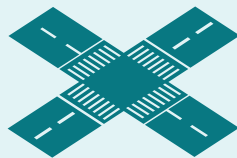


28%  
Running Red Lights

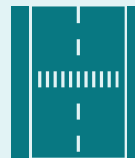


28%  
Reckless Driving

## CRASH LOCATIONS



60%  
Intersection



40%  
Mid-Block

## TOP CRASH TYPES



52%  
Angle



20%  
Rear End

## LIGHTING CONDITIONS

80%  
Daylight



20%  
Dark/Lit

## MOST PREVALENT RISK FACTORS

High Traffic Volume & High Vehicle Speed



# N 60TH STREET



## CORRIDOR OVERVIEW



### N 60TH STREET

Between W. Brown Deer Road and W. Vilet Street

**CORRIDOR LENGTH:** 8.8 miles

Connects north side of Milwaukee with south side

### ADJACENT MUNICIPALITIES:

Brown Deer, Milwaukee, Wauwatosa

### COUNTY SUPERVISORY DISTRICTS:

2 (Willie Johnson, Jr.), 5 (Sequanna Taylor), 7 (Felesia A. Martin), 6 (Shawn Rolland), 18 (Deanna Alexander)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, both sides of the corridor

### MCTS BUS ROUTE(S) ON

#### CORRIDOR:

60 - 60th Street, 57 - Walnut - Appleton, BlueLine - Fond Du Lac - Mill

### BICYCLE FACILITIES:





On-street Painted Bike Lanes (Partial)

### BUBLR BIKESHARE STATIONS:

None

### EQUITY NEEDS:

Neighborhoods near N 60th Street experience higher than average challenges in Transportation Cost Burden

-  Priority Intersections
-  Priority Segments
-  Supervisory Districts
-  Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Minor Arterial

### MEDIAN PRESENCE:

Raised median (partial)

### NUMBER OF LANES:

2 - 4

### POSTED SPEED:

25-35 mph

### TRAFFIC VOLUME:

6,000-17,900 vehicles per day

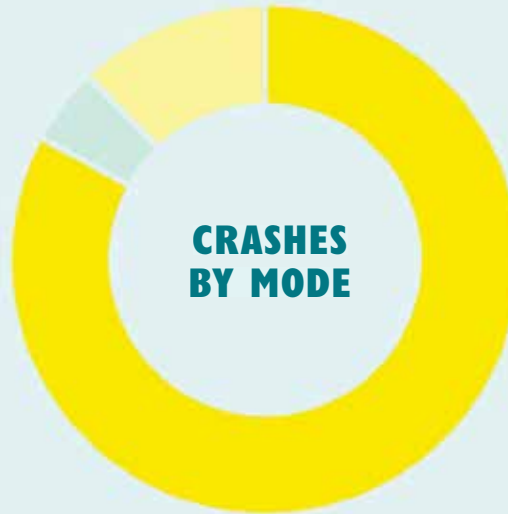
FATAL CRASHES

5

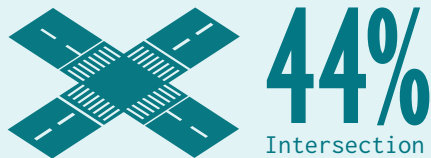
SERIOUS INJURY CRASHES

36

TOP CRASH TYPES



CRASH LOCATIONS



LIGHTING CONDITIONS



TOP CRASH BEHAVIORS



MOST PREVALENT RISK FACTORS

Proximity to Bus Stops & High Traffic Volume

# N 76TH STREET



## CORRIDOR OVERVIEW



### N 76TH STREET

Between W. County Line Road and W. Center Street

### CORRIDOR LENGTH: 9 miles

Connects north side of Milwaukee with south side

### ADJACENT MUNICIPALITIES:

Milwaukee, Wauwatosa

### COUNTY SUPERVISORY DISTRICTS:

18 (Deanna Alexander), 5 (Sequanna Taylor), 7 (Felesia A. Martin), 6 (Shawn Rolland)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, both sides of the corridor

### MCTS BUS ROUTE(S) ON

### CORRIDOR:

76 - 76th Street

### BICYCLE FACILITIES:

On-street Painted Bike Lanes (Partial)

### BUBLR BIKESHARE STATIONS:

None

### EQUITY NEEDS:

Neighborhoods near N 76th Street experience higher than average challenges in Transportation Cost Burden and Traffic Safety

- Priority Intersections
- Priority Segments
- Supervisory Districts
- Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Principal Arterial

### MEDIAN PRESENCE:

Raised median (partial)

### NUMBER OF LANES: 4 - 6

### POSTED SPEED: 35-45 mph

### TRAFFIC VOLUME: 9,000-31,300 vehicles per day

FATAL CRASHES

11

SERIOUS INJURY CRASHES

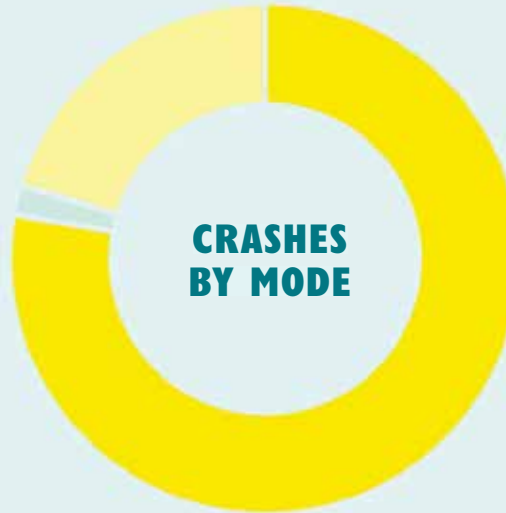
43

11  Pedestrian

0  Bicycle

1  Motorcycle

42  Vehicle Only



TOP CRASH BEHAVIORS



39%  
Speeding

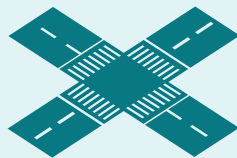


19%  
Reckless Driving

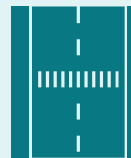


19%  
Failure to Yield

CRASH LOCATIONS



44%  
Intersection



56%  
Mid-Block

TOP CRASH TYPES



44%  
Single Vehicle



30%  
Angle

LIGHTING CONDITIONS

50%  
Daylight



46%  
Dark/Lit

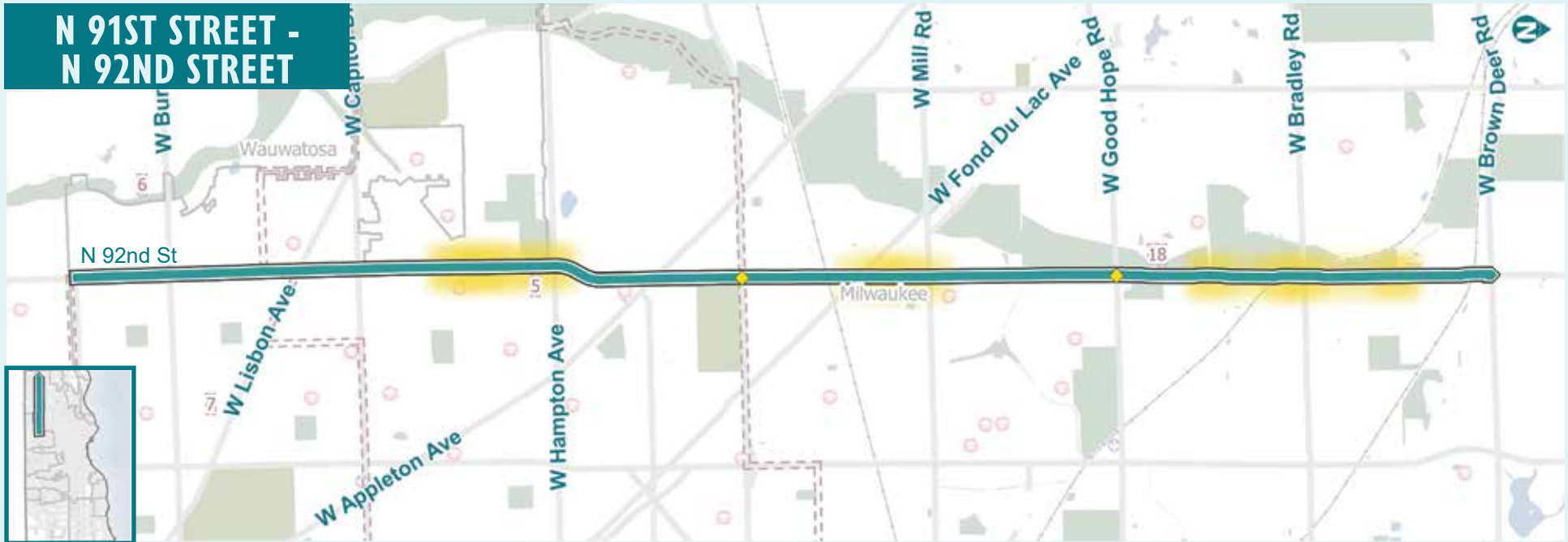
4%  
Other

MOST PREVALENT RISK FACTORS

High Traffic Volume & Proximity to Bus Stops



# N 91ST STREET - N 92ND STREET



## CORRIDOR OVERVIEW



### N 91ST STREET - N 92ND STREET

Between W. Brown Deer Road and W. Center Street

### CORRIDOR LENGTH: 8 miles

Connects north side of Milwaukee with south side

### ADJACENT MUNICIPALITIES:

Milwaukee, Wauwatosa

### COUNTY SUPERVISORY DISTRICTS:

18 (Deanna Alexander), 5 (Sequanna Taylor), 6 (Shawn Rolland), 7 (Felesia A. Martin)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, both sides of the corridor (partial)

### MCTS BUS ROUTE(S) ON

### CORRIDOR:

92 - 92nd Street

### BICYCLE FACILITIES:





On-street Painted Bike Lanes (Partial)

### BUBLR BIKESHARE STATIONS:

None

### EQUITY NEEDS:

Neighborhoods near N 91 Street - N 92nd Street experience higher than average challenges in Transportation Cost Burden and Traffic Safety

-  Priority Intersections
-  Priority Segments
-  Supervisory Districts
-  Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Minor Arterial

### MEDIAN PRESENCE:

Raised median (partial)

### NUMBER OF LANES: 4

### POSTED SPEED: 30-40 mph

### TRAFFIC VOLUME: 8,800-19,000 vehicles per day

FATAL CRASHES

1

SERIOUS INJURY CRASHES

24

TOP CRASH TYPES



39%  
Angle



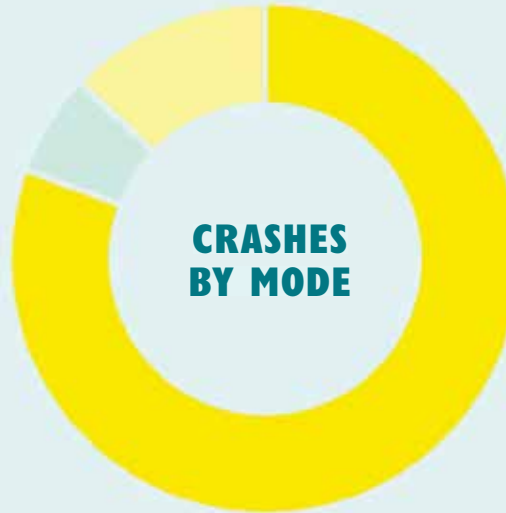
35%  
Single Vehicle

4  
Pedestrian

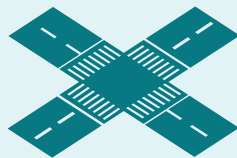
0  
Bicycle

2  
Motorcycle

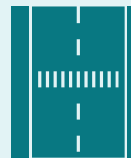
25  
Vehicle Only



CRASH LOCATIONS



48%  
Intersection



52%  
Mid-Block

LIGHTING CONDITIONS

29%  
Daylight



65%  
Dark/Lit

6%  
Other

TOP CRASH BEHAVIORS



35%  
Reckless Driving



26%  
Failure to Yield



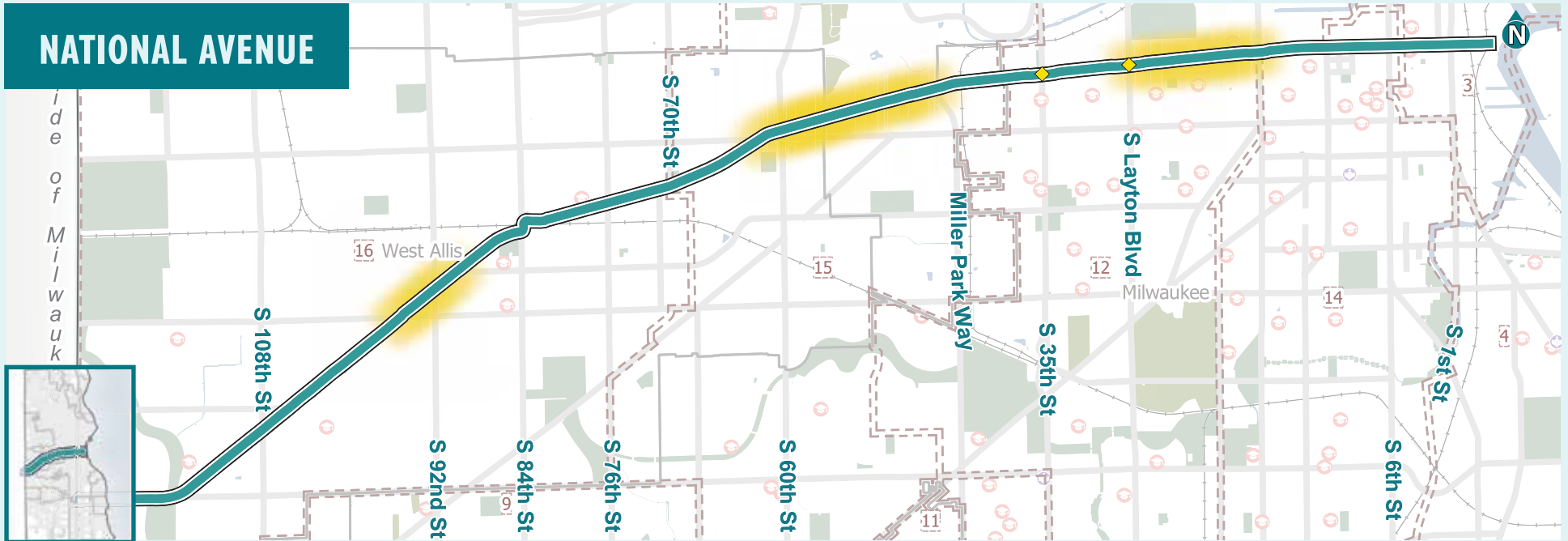
23%  
Speeding

MOST PREVALENT RISK FACTORS

Proximity to Bus Stops & High Traffic Volume



# NATIONAL AVENUE



## CORRIDOR OVERVIEW



### NATIONAL AVENUE

Between S. 124th Street and S. 1st Street

### CORRIDOR LENGTH: 8.8 miles

Connects residents in various municipalities on the near south side of Milwaukee County

### ADJACENT MUNICIPALITIES:

West Allis, West Milwaukee, Milwaukee

### COUNTY SUPERVISORY DISTRICTS:

16 (Justin Bielinski), 15 (Sky Z. Capriolo), 12 (Juan Miguel Martinez), 14 (Caroline Gomez-Tom), 3 (Sheldon A. Wasserman)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, both sides of the corridor

### MCTS BUS ROUTE(S) ON

### CORRIDOR:

51 - Oklahoma Avenue, 54 - Mitchell - Burnham, 76 - 76th Street, 18 - National - Greenfield

### BICYCLE FACILITIES:

On-street Painted (Partial)

### BUBLR BIKESHARE STATIONS:

Yes (6)

### EQUITY NEEDS:

Neighborhoods near National Avenue experience higher than average challenges in Transportation Cost Burden

- Priority Intersections
- Priority Segments
- Supervisory Districts
- Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Principal Arterial, Minor Arterial, Local

### MEDIAN PRESENCE:

Raised median (partial)

### NUMBER OF LANES: 2 to 4

### POSTED SPEED: 30-35 mph

### TRAFFIC VOLUME: 4,600 - 22,500 vehicles per day



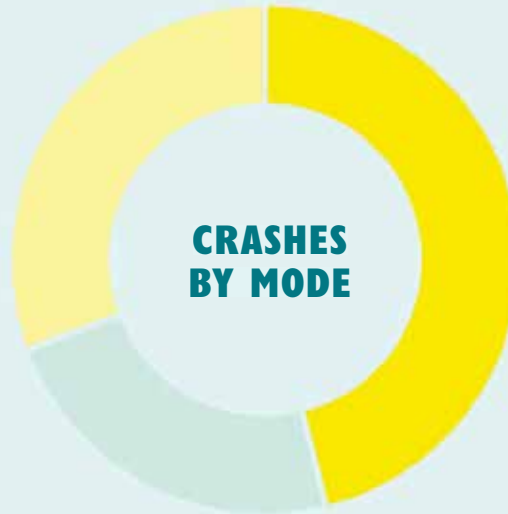
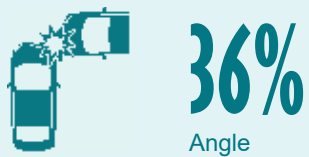
FATAL CRASHES

5

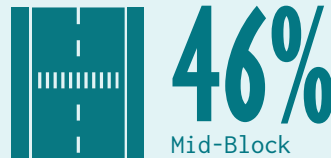
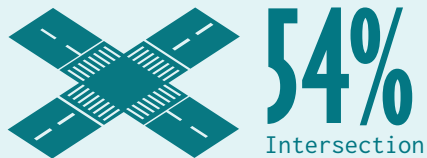
SERIOUS INJURY CRASHES

34

TOP CRASH TYPES



CRASH LOCATIONS



LIGHTING CONDITIONS



TOP CRASH BEHAVIORS



MOST PREVALENT RISK FACTORS

Proximity to Bus Stops & High Traffic Volume

# NORTH AVENUE



## CORRIDOR OVERVIEW



### NORTH AVENUE

Between N. 124th Street and N. Lake Drive

### CORRIDOR LENGTH: 9.7 miles

Connects Waukesha and Milwaukee counties on the north side of Milwaukee

### ADJACENT MUNICIPALITIES:

Wauwatosa, Milwaukee

### COUNTY SUPERVISORY DISTRICTS:

6 (Shawn Rolland), 10 (Chairwoman Marcelia Nicholson), 13 (Priscilla E. Coggs-Jones), 3 (Sheldon A. Wasserman)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, both sides of the corridor

### MCTS BUS ROUTE(S) ON

### CORRIDOR:

21 - North Avenue

### BICYCLE FACILITIES:

On-street Painted Bike Lanes (Partial)

### BUBLR BIKESHARE STATIONS:

Yes (11)

### EQUITY NEEDS:

Neighborhoods near North Avenue experience higher than average challenges in Transportation Cost Burden

- Priority Intersections
- Priority Segments
- Supervisory Districts
- Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Minor and Principal Arterials

### MEDIAN PRESENCE:

Raised median (partial)

### NUMBER OF LANES: 2 - 4

### POSTED SPEED: 25-35 mph

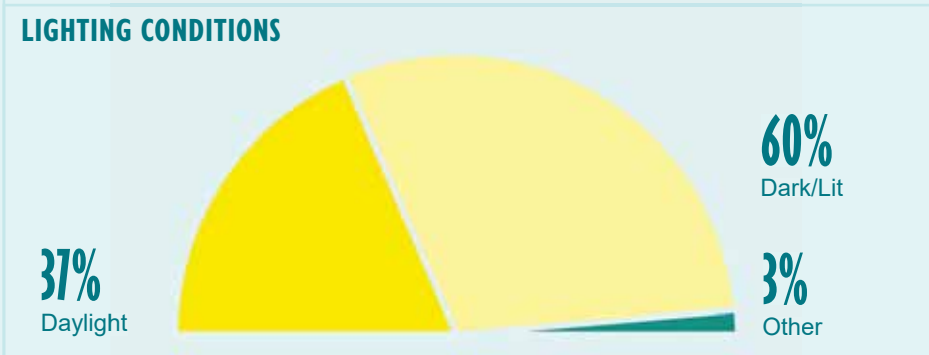
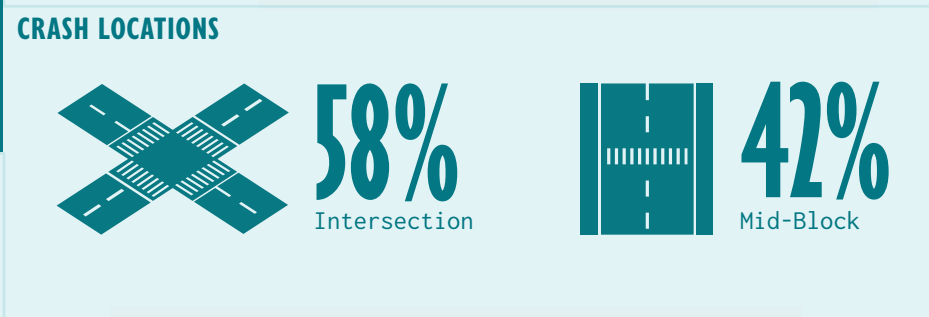
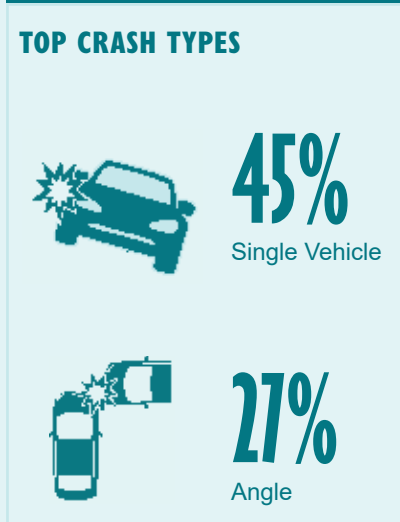
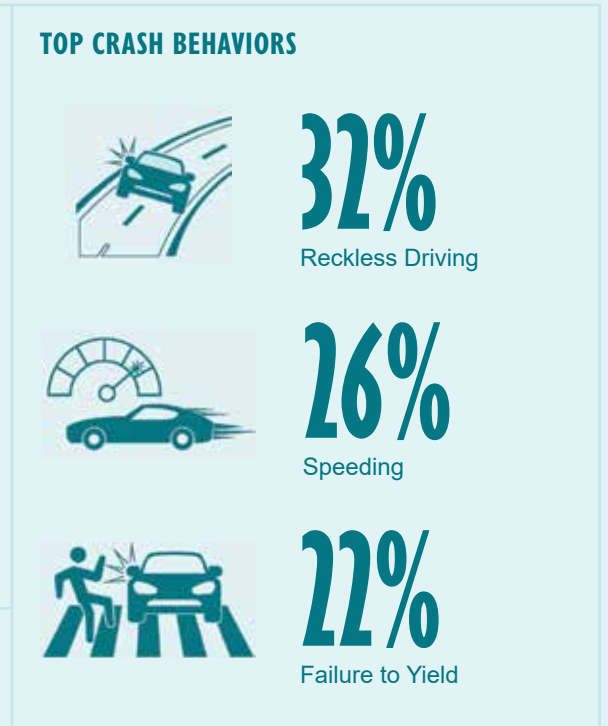
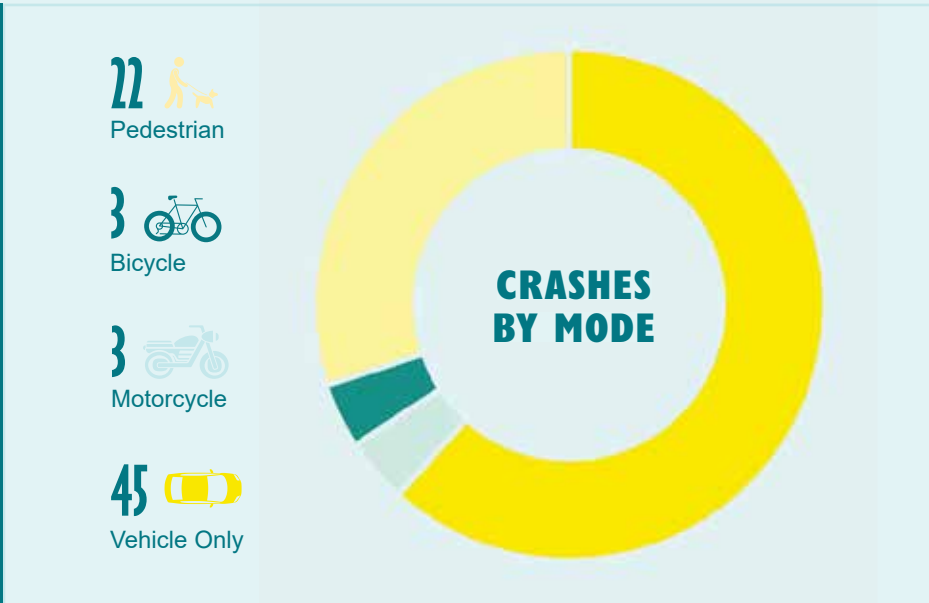
### TRAFFIC VOLUME: 8,500-27,700 vehicles per day

**FATAL CRASHES**

# 10

**SERIOUS INJURY CRASHES**

# 63



**MOST PREVALENT RISK FACTORS**

# Proximity to Bus Stops & High Traffic Volume

# PORT WASHINGTON ROAD



## CORRIDOR OVERVIEW



### PORT WASHINGTON ROAD

Between W. County Line Road and N. Dr. Martin Luther King, Jr. Drive

**CORRIDOR LENGTH:** 8 miles

Connects north side of Milwaukee with south side

### ADJACENT MUNICIPALITIES:

Bayside, Fox Point, Glendale, Milwaukee

### COUNTY SUPERVISORY DISTRICTS:

1 (Anne O'Connor), 2 (Willie Johnson Jr.), 13 (Priscilla E. Coggs-Jones)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, alternates on either side of the corridor and both sides of corridor (partial)

### MCTS BUS ROUTE(S) ON

### CORRIDOR:

68 - Port Washington Road

### BICYCLE FACILITIES:

On-street Painted Bike Lanes (Partial)

### BUBLR BIKESHARE STATIONS:

None

### EQUITY NEEDS:

Neighborhoods near Port Washington Road experience higher than average challenges in Transportation Cost Burden

- Priority Intersections
- Priority Segments
- Supervisory Districts
- Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Minor and Principal Arterials

### MEDIAN PRESENCE:

Raised median (partial)

**NUMBER OF LANES:** 2 - 4

**POSTED SPEED:** 30-35 mph

**TRAFFIC VOLUME:** 3,500-22,300 vehicles per day

# PORT WASHINGTON ROAD

# CRASH PATTERNS (2018-2022)

**FATAL CRASHES**

0

**SERIOUS INJURY CRASHES**

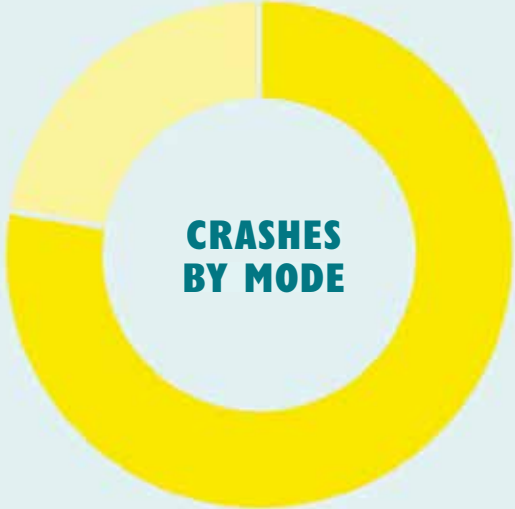
9

2  Pedestrian

0  Bicycle

0  Motorcycle

7  Vehicle Only



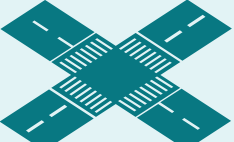
**TOP CRASH BEHAVIORS**

 **33%**  
Speeding

 **33%**  
Running Red Lights

 **33%**  
Reckless Driving

**CRASH LOCATIONS**

 **44%**  
Intersection

 **56%**  
Mid-Block

**TOP CRASH TYPES**

 **67%**  
Single Vehicle

 **11%**  
Angle

**LIGHTING CONDITIONS**

**33%**  
Daylight

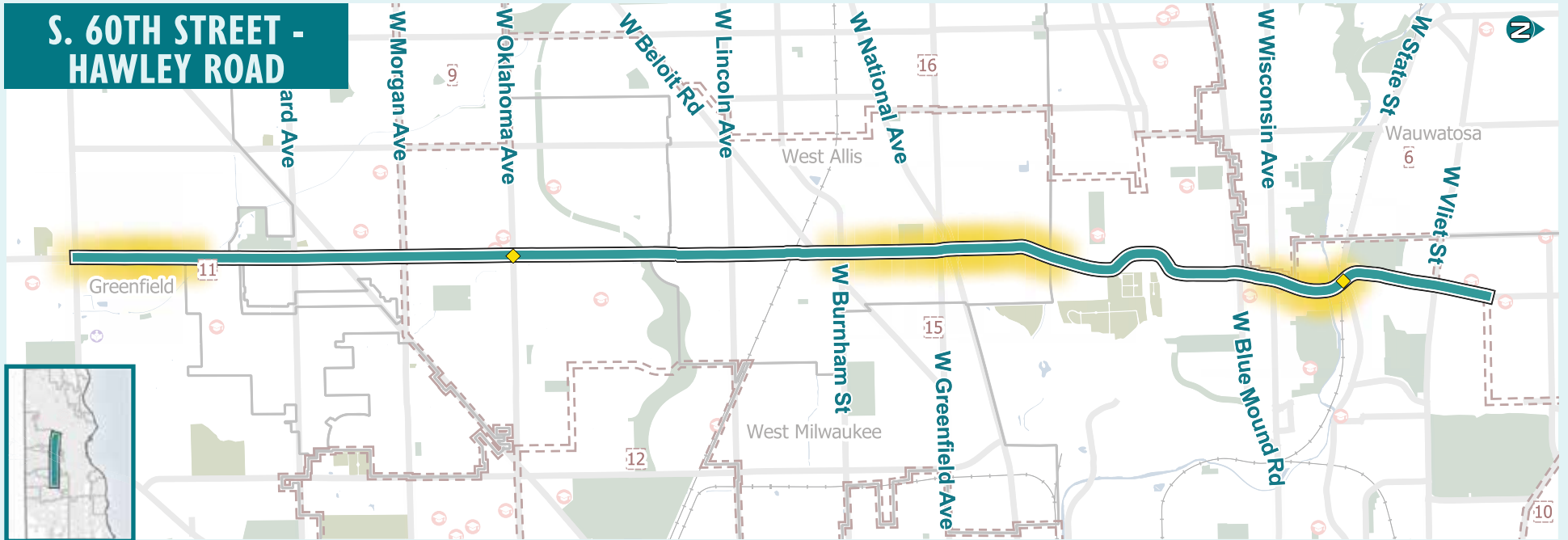


**MOST PREVALENT RISK FACTORS**

**Proximity to Bus Stops & High Traffic Volume**



# S. 60TH STREET - HAWLEY ROAD



## CORRIDOR OVERVIEW



### S. 60TH STREET - HAWLEY ROAD

Between Washington Boulevard and Layton Avenue

### CORRIDOR LENGTH: 6.6 miles

Connects near north side of Milwaukee County with the south side

### ADJACENT MUNICIPALITIES:

Milwaukee, Wauwatosa, West Allis, Greenfield

### COUNTY SUPERVISORY DISTRICTS:

6 (Shawn Rolland), 15 (Sky Z. Capriolo), 11 (Kathleen Vincent)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, both sides of the corridor

### MCTS BUS ROUTE(S) ON

**CORRIDOR:**  
60 – 60th Street, CONNECT 1 – Wisconsin Avenue BRT, 54 – Mitchell-Burnham

### BICYCLE FACILITIES:

On-street Painted (Partial), Shared Lane Markings (Partial)

### BUBLR BIKESHARE STATIONS:

No

### EQUITY NEEDS:

Neighborhoods near S. 60th Street - Hawley Road experience higher than average challenges in Transportation Cost Burden, Traffic Safety

- Priority Intersections
- Priority Segments
- Supervisory Districts
- Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Minor Arterial

### MEDIAN PRESENCE:

Raised median (partial)

### NUMBER OF LANES: 2 to 4

### POSTED SPEED: 25-30 mph

### TRAFFIC VOLUME: 8,100-15,100 vehicles per day

# S. 60TH STREET - HAWLEY ROAD

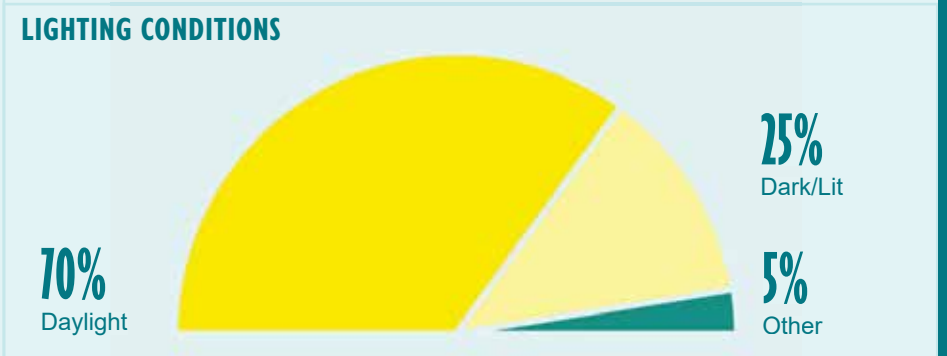
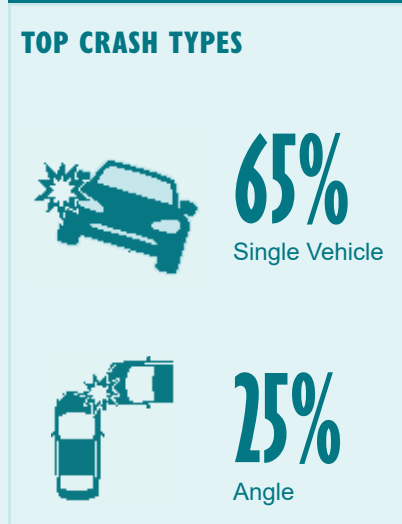
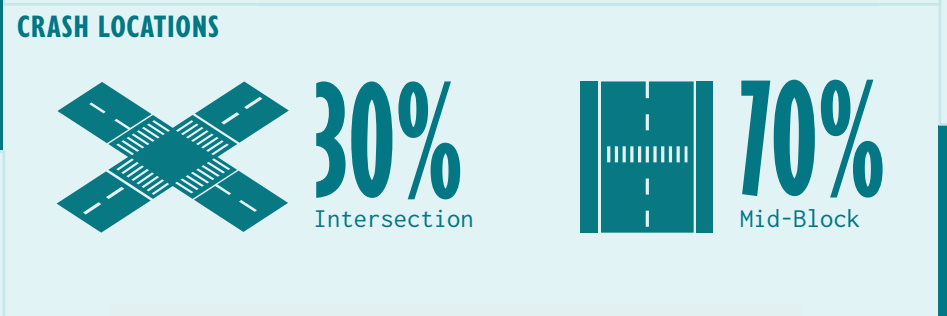
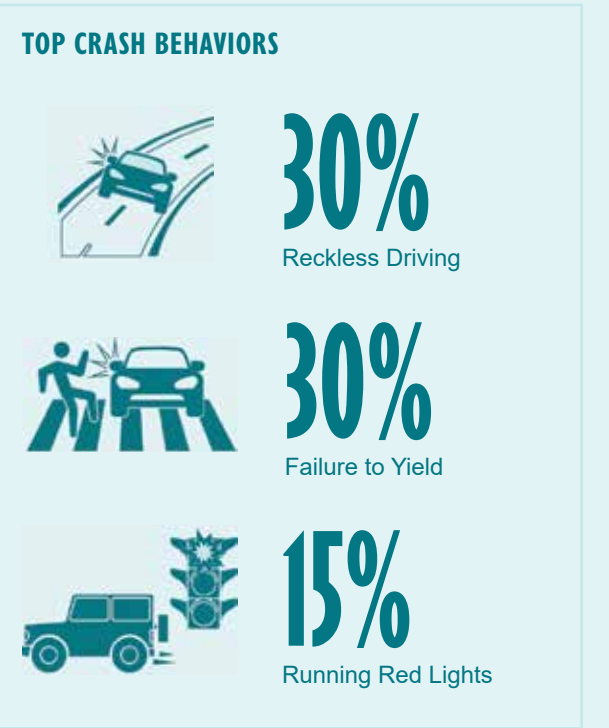
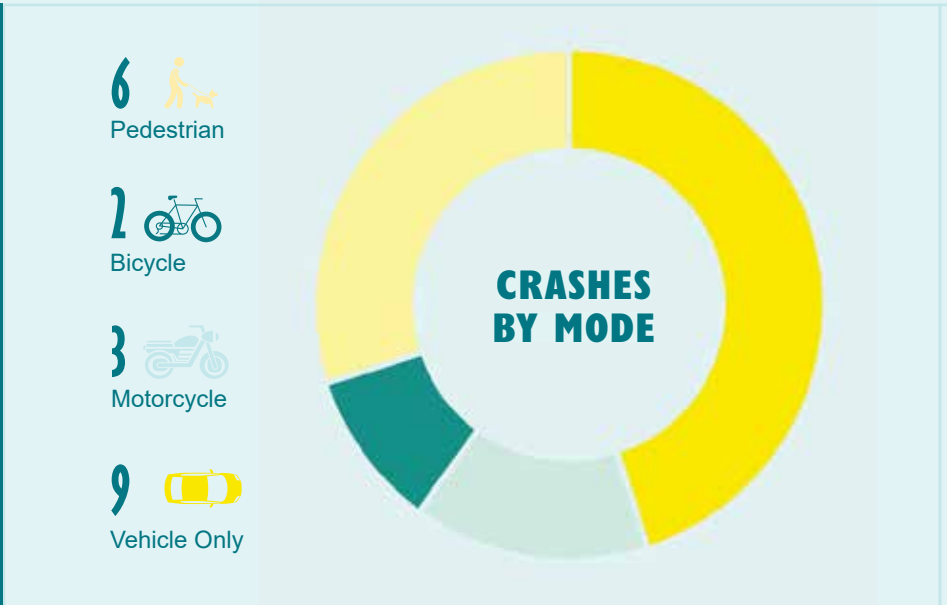
# CRASH PATTERNS (2018-2022)

**FATAL CRASHES**

# 1

**SERIOUS INJURY CRASHES**

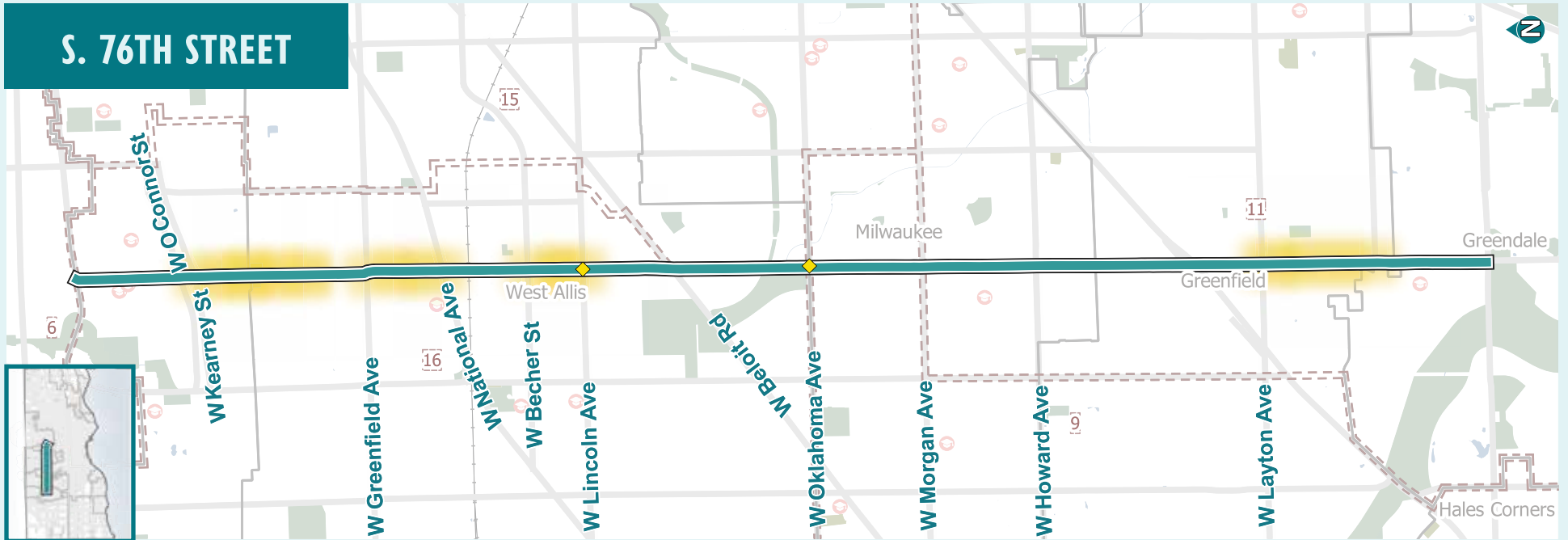
# 19



**MOST PREVALENT RISK FACTORS**

# High Traffic Volume & Proximity to Bus Stops

# S. 76TH STREET



## CORRIDOR OVERVIEW



### S. 76TH STREET

Between Bluemound Road and Grange Avenue

**CORRIDOR LENGTH:** 6.3 miles

Connects the south side of Milwaukee County

### ADJACENT MUNICIPALITIES:

Milwaukee, West Allis, Greenfield, Greendale

### COUNTY SUPERVISORY DISTRICTS:

16 (Justin Bielinski), 15 (Sky Z. Capriolo), 9 (Patti Logsdon), 11 (Kathleen Vincent)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, both sides of the corridor

### MCTS BUS ROUTE(S) ON

### CORRIDOR:

33 - Vilet - 84th Street, 76 - 76th Street, 24 - Forest Home - 16th Street

### BICYCLE FACILITIES:





Shared Lane Markings (Partial)

### BUBLR BIKESHARE STATIONS:

No

### EQUITY NEEDS:

Neighborhoods near S. 76th Street experience higher than average challenges in Transportation Cost Burden

-  Priority Intersections
-  Priority Segments
-  Supervisory Districts
-  Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Principal Arterial, Minor Arterial

### MEDIAN PRESENCE:

Raised median (partial)

**NUMBER OF LANES:** 2 to 6

**POSTED SPEED:** 25-35 mph

**TRAFFIC VOLUME:** 7,100 - 22,300 vehicles per day

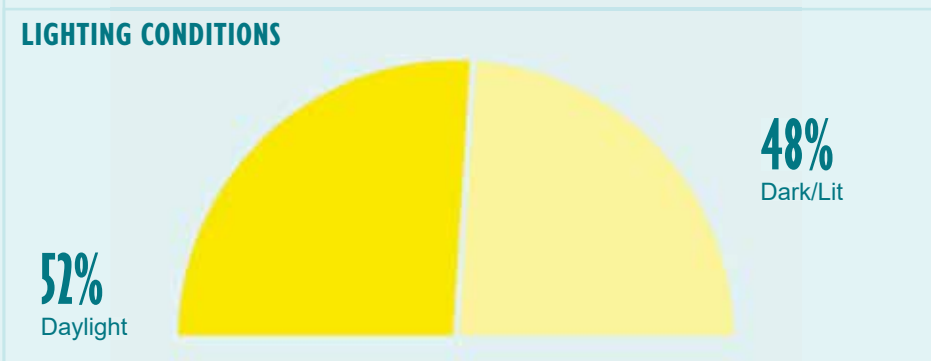
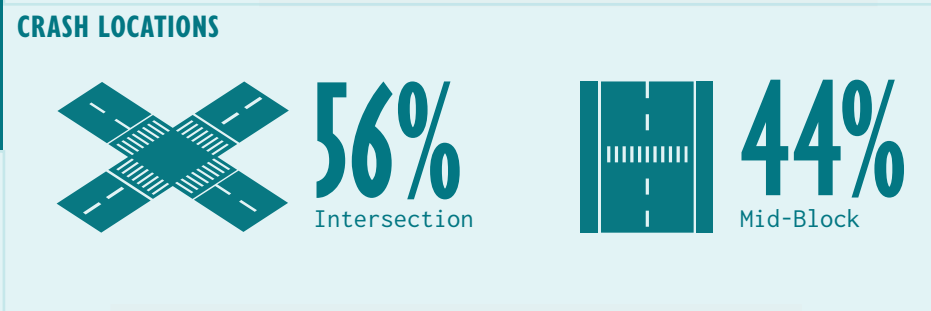
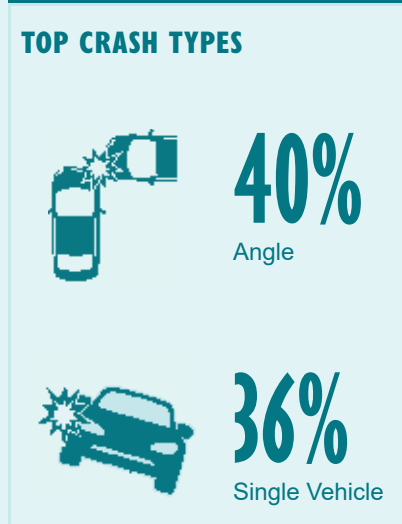
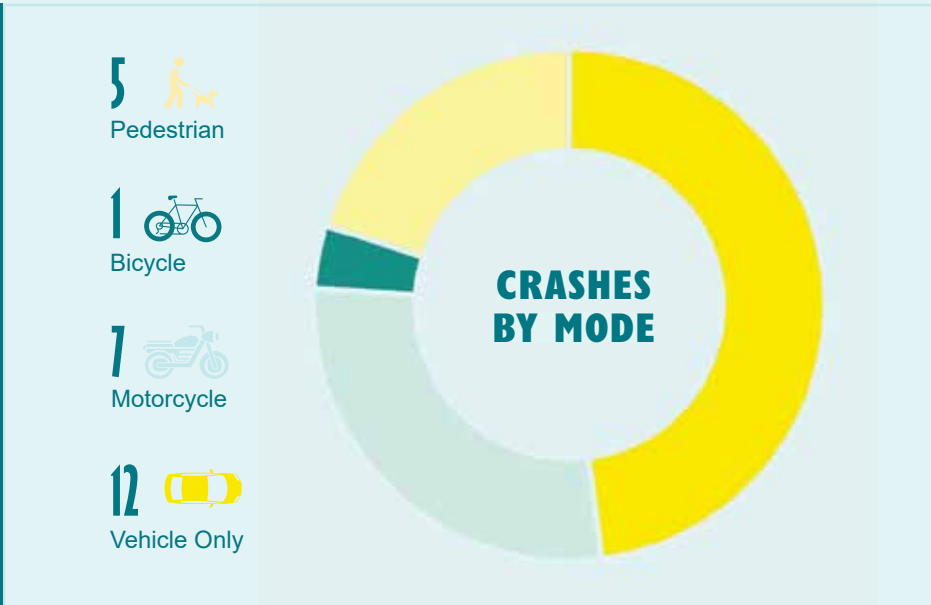


**FATAL CRASHES**

**4**

**SERIOUS INJURY CRASHES**

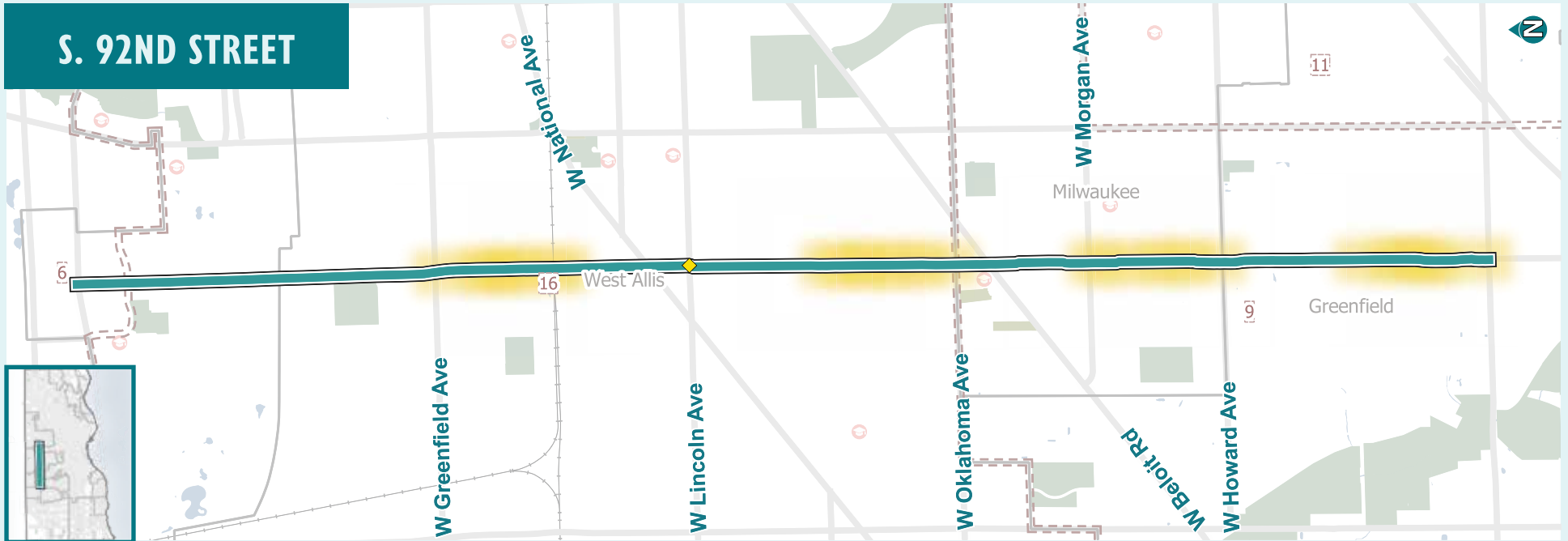
**21**



**MOST PREVALENT RISK FACTORS**

**Proximity to Bus Stops & High Traffic Volume**

# S. 92ND STREET



## CORRIDOR OVERVIEW



### S. 92ND STREET

Between Bluemound Road and Layton Avenue

### CORRIDOR LENGTH: 5.3 miles

Connects the south side of Milwaukee County

### ADJACENT MUNICIPALITIES:

Milwaukee, West Allis, Greenfield

### COUNTY SUPERVISORY DISTRICTS:

6 (Shawn Rolland), 16 (Justin Bielinski), 9 (Patti Logsdon)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, both sides of the corridor

### MCTS BUS ROUTE(S) ON

### CORRIDOR:

92 - 92nd Street

### BICYCLE FACILITIES:





No

### BUBLR BIKESHARE STATIONS:

No

### EQUITY NEEDS:

Neighborhoods near S. 92nd Street do not experience significant equity needs.

-  Priority Intersections
-  Priority Segments
-  Supervisory Districts
-  Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Minor Arterial

### MEDIAN PRESENCE:

Raised median (partial)

### NUMBER OF LANES: 2 to 4

### POSTED SPEED: 25-30 mph

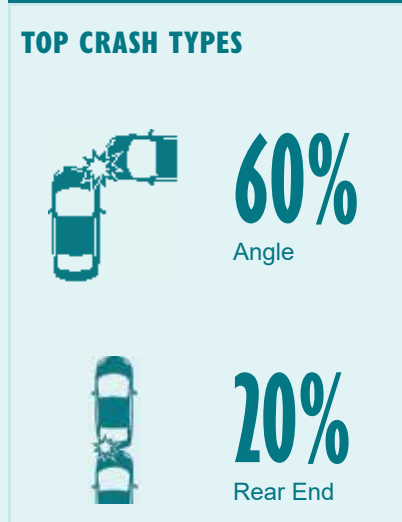
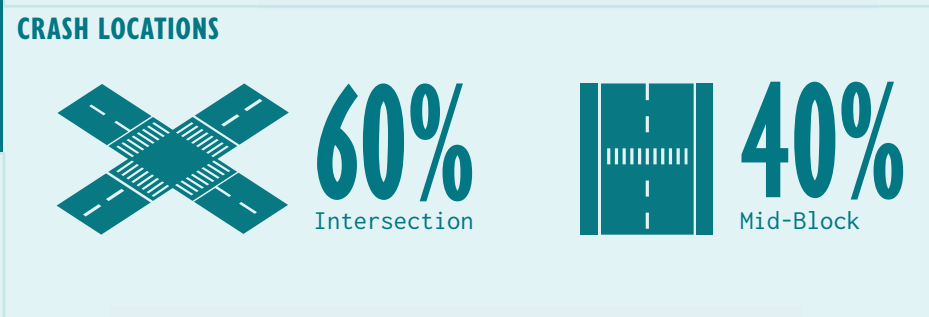
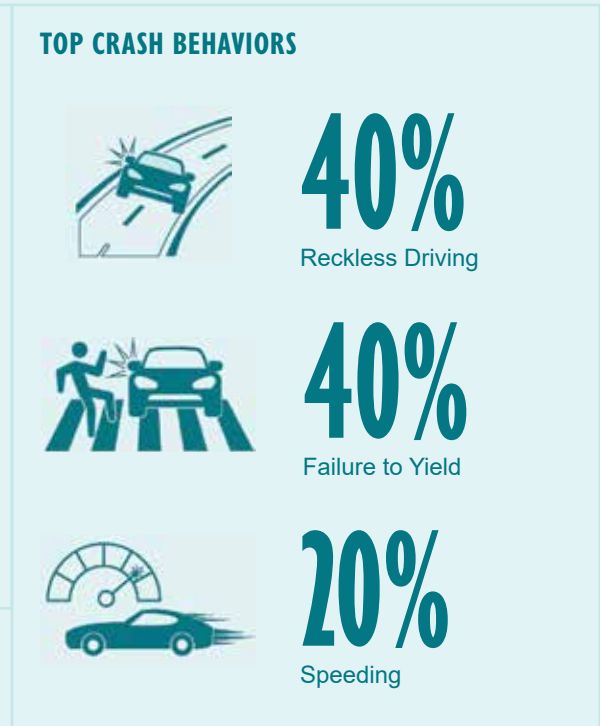
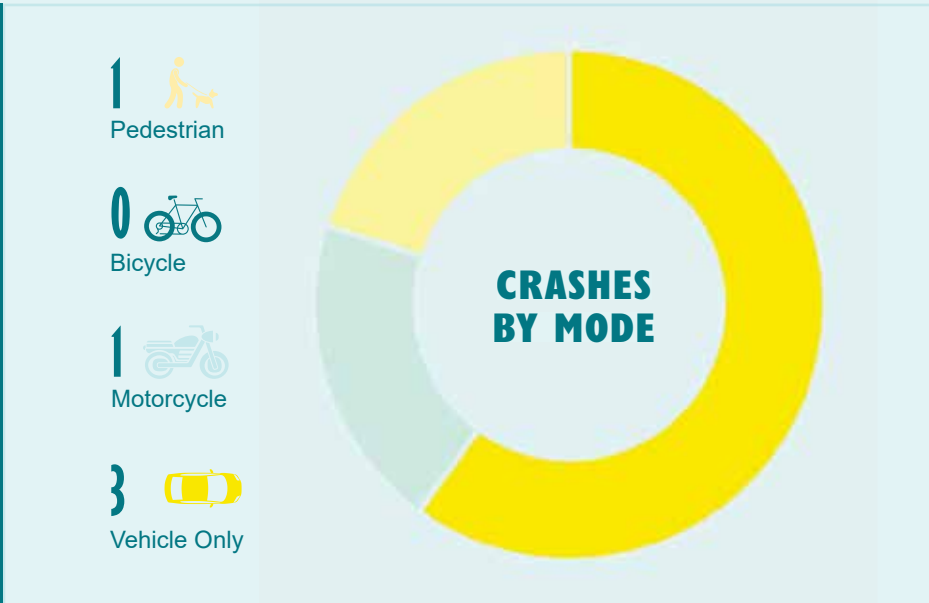
### TRAFFIC VOLUME: 5,400-8,300 vehicles per day

### FATAL CRASHES

# 1

### SERIOUS INJURY CRASHES

# 4



### MOST PREVALENT RISK FACTORS

# Proximity to Bus Stops & High Vehicle Speed

# S. 108TH STREET



## CORRIDOR OVERVIEW



### S. 108TH STREET

Between I-94 Bridge and Forest Home Avenue

**CORRIDOR LENGTH:** 6.5 miles

Connects middle of Milwaukee county with south side.

### ADJACENT MUNICIPALITIES:

West Allis, Greenfield

### COUNTY SUPERVISORY DISTRICTS:

16 (Justin Bielinski), 9 (Patti Logsdon)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, both sides of the corridor

### MCTS BUS ROUTE(S) ON

**CORRIDOR:**  
28 - 108th Street, 55 - Layton Avenue

### BICYCLE FACILITIES:



No

### BUBLR BIKESHARE STATIONS:

No

### EQUITY NEEDS:

Neighborhoods near S. 108th Street experience higher than average challenges in Traffic Safety

-  Priority Intersections
-  Priority Segments
-  Supervisory Districts
-  Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Principal Arterial

### MEDIAN PRESENCE:

Raised median

### NUMBER OF LANES:

6

### POSTED SPEED:

35-40 mph

### TRAFFIC VOLUME:

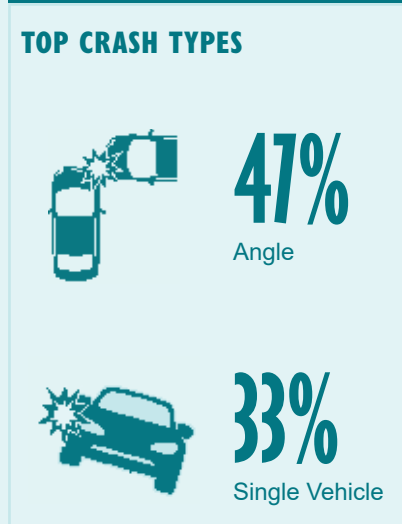
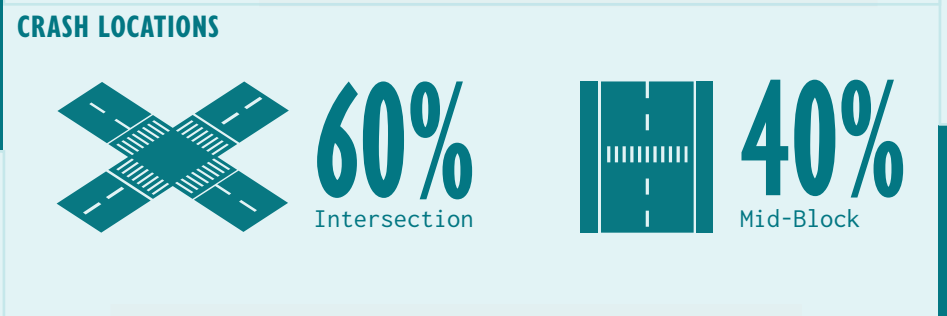
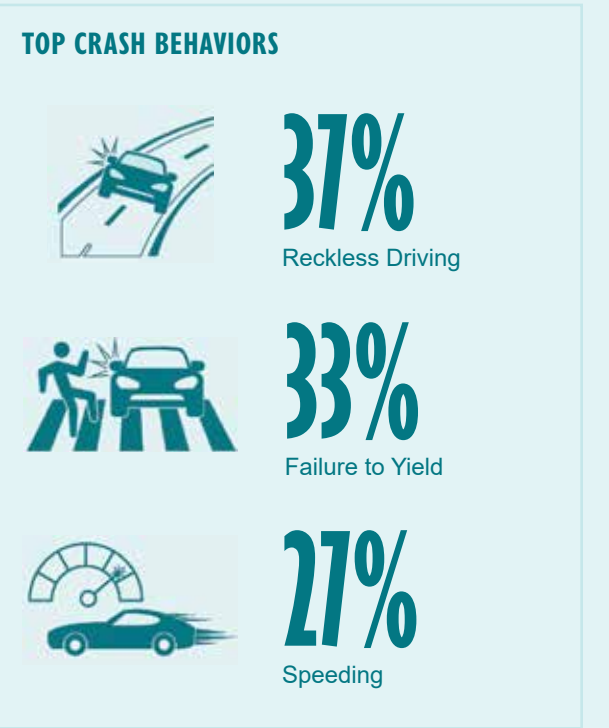
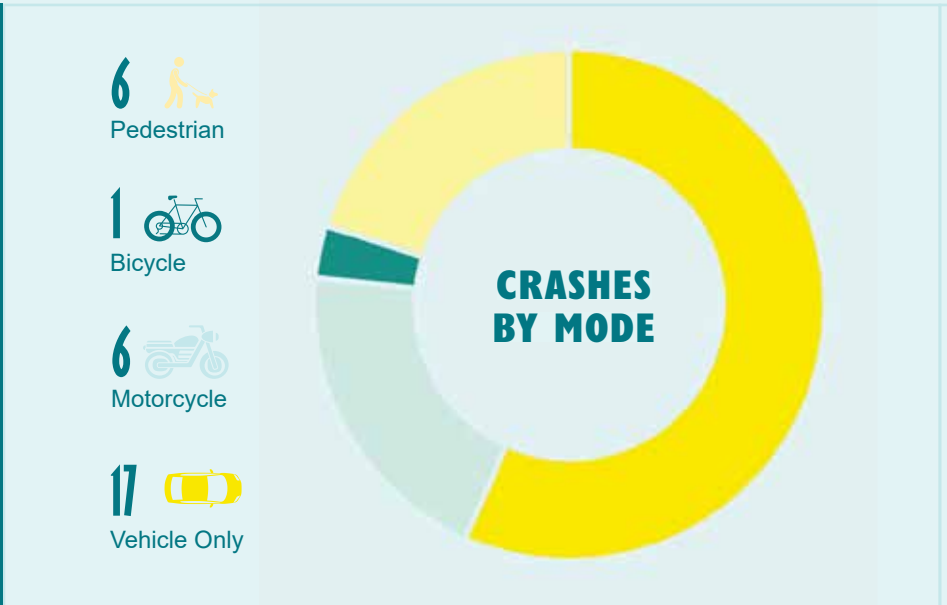
25,300-34,000 vehicles per day

**FATAL CRASHES**

**5**

**SERIOUS INJURY CRASHES**

**25**



**MOST PREVALENT RISK FACTORS**

**High Traffic Volume & Proximity to Bus Stops**

# SHERMAN BOULEVARD



## CORRIDOR OVERVIEW



### SHERMAN BOULEVARD

Between W. Mill Road and W. Lloyd Street

**CORRIDOR LENGTH:** 5.3 miles

Connects north side of Milwaukee with south side

### ADJACENT MUNICIPALITIES:

Milwaukee

### COUNTY SUPERVISORY DISTRICTS:

2 (Willie Johnson, Jr.), 7 (Felesia A. Martin), 10 (Chairwoman Marcelia Nicholson), 15 (Sky Z. Capriolo)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, both sides of the corridor

### MCTS BUS ROUTE(S) ON

### CORRIDOR:

30 - Sherman - Wisconsin

### BICYCLE FACILITIES:





None

### BUBLR BIKESHARE STATIONS:

Yes (1)

### EQUITY NEEDS:

Neighborhoods near Sherman Boulevard experience higher than average challenges in Transportation Cost Burden and Traffic Safety

-  Priority Intersections
-  Priority Segments
-  Supervisory Districts
-  Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Principal Arterial

### MEDIAN PRESENCE:

Raised median

### NUMBER OF LANES:

4

### POSTED SPEED:

30-35 mph

### TRAFFIC VOLUME:

16,900-26,000 vehicles per day

# SHERMAN BOULEVARD

# CRASH PATTERNS (2018-2022)

**FATAL CRASHES**

# 13

**SERIOUS INJURY CRASHES**

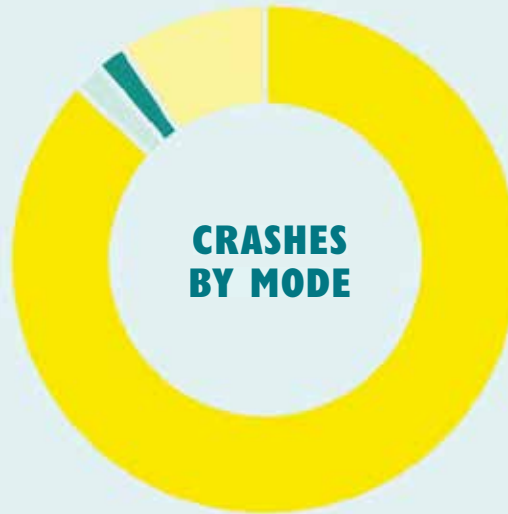
# 40

5  Pedestrian

1  Bicycle

1  Motorcycle

46  Vehicle Only



## TOP CRASH BEHAVIORS



**42%**  
Speeding



**34%**  
Reckless Driving



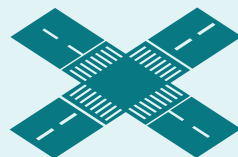
**19%**  
Failure to Yield

## TOP CRASH TYPES

 **64%**  
Single Vehicle

 **28%**  
Angle

## CRASH LOCATIONS

 **28%**  
Intersection

 **72%**  
Mid-Block

## LIGHTING CONDITIONS

**32%**  
Daylight



## MOST PREVALENT RISK FACTORS

**High Traffic Volume & Proximity to Bus Stops**



# SILVER SPRING DRIVE



## CORRIDOR OVERVIEW



### SILVER SPRING DRIVE

Between N. 124th Street and N. Lake Drive

**CORRIDOR LENGTH:** 8.3 miles

Connects Waukesha and Milwaukee counties on the north side of Milwaukee

### ADJACENT MUNICIPALITIES:

Milwaukee, Glendale, Whitefish Bay

### COUNTY SUPERVISORY DISTRICTS:

18 (Deanna Alexander), 5 (Sequanna Taylor), 7 (Felesia A. Martin), 2 (Willie Johnson, Jr.), 1 (Anne O'Connor)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, alternates on either side of the corridor and both sides of corridor(partial)

### MCTS BUS ROUTE(S) ON

#### CORRIDOR:

63 - Silver Spring Drive, GreenLine - Bayshore - Airport, 14 - Humboldt Boulevard

### BICYCLE FACILITIES:

On-street Painted Bike Lanes (Partial)

### BUBLR BIKESHARE STATIONS:

None

### EQUITY NEEDS:

Neighborhoods near Silver Spring Drive experience higher than average challenges in Transportation Cost Burden

- Priority Intersections
- Priority Segments
- Supervisory Districts
- Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Principal Arterial

### MEDIAN PRESENCE:

Raised median (partial)

**NUMBER OF LANES:** 2 - 6

**POSTED SPEED:** 25-40 mph

**TRAFFIC VOLUME:** 11,400-30,600 vehicles per day



**FATAL CRASHES**

# 12

**SERIOUS INJURY CRASHES**

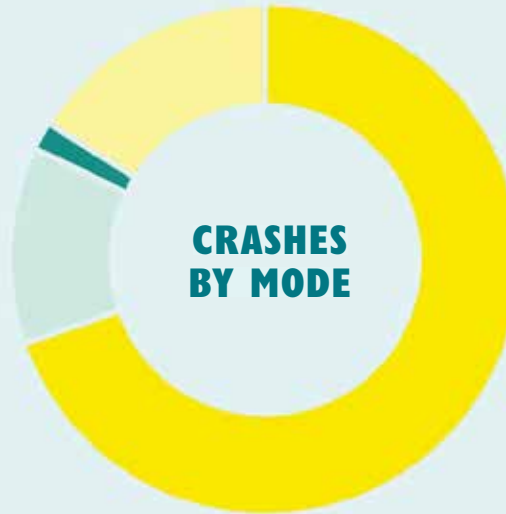
# 44

9  Pedestrian

1  Bicycle

7  Motorcycle

39  Vehicle Only



## TOP CRASH BEHAVIORS



**27%**  
Reckless Driving

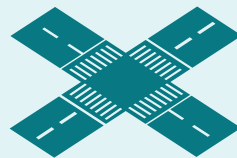


**25%**  
Speeding

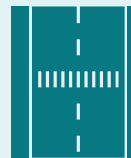


**18%**  
Running Red Lights

## CRASH LOCATIONS



**50%**  
Intersection



**50%**  
Mid-Block

## TOP CRASH TYPES



**45%**  
Single Vehicle



**30%**  
Angle

## LIGHTING CONDITIONS

**50%**  
Daylight



**43%**  
Dark/Lit

**8%**  
Other

## MOST PREVALENT RISK FACTORS

**High Traffic Volume & Proximity to Bus Stops**



# TEUTONIA AVENUE



## CORRIDOR OVERVIEW



### TEUTONIA AVENUE

Between N. Green Bay Road/I-43 and N. 12th Street

**CORRIDOR LENGTH:** 9.1 miles

Connects north side of Milwaukee with south side

**ADJACENT MUNICIPALITIES:**

Brown Deer, Milwaukee

**COUNTY SUPERVISORY DISTRICTS:**

2 (Willie Johnson, Jr.), 13 (Priscilla E. Cogg-Jones)

## CORRIDOR CONTEXT



### SIDEWALK PRESENCE:

Yes, alternates on either side of the corridor and both sides of corridor(partial)

### MCTS BUS ROUTE(S) ON

#### CORRIDOR:

12 - Teutonia Avenue

### BICYCLE FACILITIES:





On-street Painted Bike Lanes (Partial)

### BUBLR BIKESHARE STATIONS:

None

### EQUITY NEEDS:

Neighborhoods near Teutonia Avenue experience higher than average challenges in Transportation Cost Burden and Traffic Safety

-  Priority Intersections
-  Priority Segments
-  Supervisory Districts
-  Municipal Boundaries

## ROADWAY DESIGN



### FUNCTIONAL CLASS:

Minor and Principal Arterials

### MEDIAN PRESENCE:

Raised median (partial)

**NUMBER OF LANES:** 2 - 4

**POSTED SPEED:** 30-40 mph

**TRAFFIC VOLUME:** 4,900-21,200 vehicles per day

# TEUTONIA AVENUE

# CRASH PATTERNS (2018-2022)

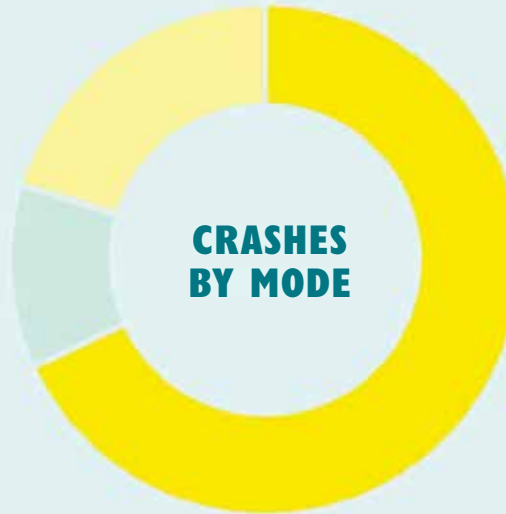
## FATAL CRASHES

# 12

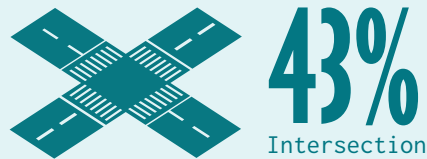
## SERIOUS INJURY CRASHES

# 57

## TOP CRASH TYPES



## CRASH LOCATIONS



## LIGHTING CONDITIONS



## TOP CRASH BEHAVIORS



## MOST PREVALENT RISK FACTORS

**Proximity to Bus Stops & High Vehicle Speed**



# **Policy and Process Changes**

Policy and process assessment and recommendations constitute one of eight action plan components required by the US Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) program. Aligning policies and processes with the Safe System approach and operationalizing the Safe System principles countywide within standards, guidance, and plans are critical steps to eliminate severe crashes. By taking these steps, Milwaukee County can grow its culture of traffic safety and its capacity to address the root causes of reckless driving through its ongoing services, programs, and investments. While some policies and processes might be outside of the County's direct control, County officials can advocate at the state level and support municipalities to create safer streets for all.

Safe System policy opportunities in Milwaukee County were identified through existing plan review and policy interviewing involving countywide stakeholders. The actions taken and proposed by peer Vision Zero counties and Vision Zero cities like the City of Milwaukee illustrate potential avenues for policy and process change. Together, these inputs suggest several clear policy directions that Milwaukee County may pursue to achieve its Vision Zero goal over the coming years.

## Policy Assessment

The intent of the Comprehensive Safety Action Plan policy assessment is to identify opportunities for future action at the state, county, and municipal levels. It is not a complete policy catalog or a scorecard. As the County and municipalities continue to grow their capacities to take a Safe System approach and learn from others nationally and internationally, new opportunities will emerge.

### STATE-LEVEL

The State of Wisconsin creates safety legislation sets policies that direct the actions of the Wisconsin Department of Transportation (WisDOT) and other departments. Policies and practices at the county and municipal levels are inherited, shaped by, and respond to those of the state. State law pertaining to home rule authorities, enabling legislation, and pre-emptions establish policy boundaries. State-level appropriations and spending priorities shape the funds available to create safe streets. Finally, design manuals and guidance issued by WisDOT influence the physical design of streets and set the expectations for how projects using state and federal funding must be developed.

State policies limit the safety toolbox that Milwaukee County can employ. The Legislature has disallowed automated speed enforcement, one of FHWA's Proven Safety Countermeasures, and has not enabled red light enforcement for use in the state. Safety practitioners in Wisconsin, however, have recommended exploring the use of camera technologies in the most recent WisDOT Strategic Highway Safety Plan (SHSP).

State-level policies inhibit the consistent and proactive development of safe streets for people walking, rolling, and biking. Wisconsin is the only state to have adopted and then repealed a Complete Streets law. The Legislature has also restricted the use of eminent domain for biking and walking improvements. Based on available data, state spending decisions result in very little funding received from the Federal Highway Administration (FHWA) going to biking and walking; based on an analysis by the League of American of American Bicyclists, Wisconsin ranks 49th out of 50 states in federal spending on biking and walking projects at \$0.85 per resident.

These circumstances present opportunities for Milwaukee County to collaborate with its legislative delegation, the Governor, and bipartisan lawmakers representing communities who share a vision that crashes shouldn't result in deaths or serious injuries, inclusive of all roadway users.



## COUNTY-LEVEL

Milwaukee County government has significant responsibilities in administering a safe system across the county. MCDOT operates and maintains bridges, major streets, and traffic signals, oversees the county's chief transit provider, the Milwaukee County Transit System (MCTS), and convenes the multidisciplinary Transportation Safety Committee (TSC), a.k.a Traffic Safety Commission, and the Bus and Bike Priority Collective. Other county departments including the Sherriff's Office, Children, Youth, and Family Services, Parks are critical to achieving zero deaths and serious injuries.

Through the Comprehensive Safety Action Plan, Milwaukee County government is building up its formal safety program. Safety is MCDOT's stated number one priority, embedded in its strategic plan. To grow its safety program, the most important actions that Milwaukee County may consider are enhancements and additions to policies, processes, and standards, especially as they relate to systemically implementing safety infrastructure.

Foundational policies that strengthen the County's ability to make targeted safety improvements and position safety explicitly and regularly as a primary goal of County investments and mobility programs are of the greatest priority. Milwaukee County currently lacks a Complete Streets policy to institutionalize considerations of all roadway users in County projects, operations, and maintenance.

MCDOT follows design guidance found in WisDOT's Facilities Development Manual (FDM). County peers have begun to move away from their state's design manuals in favor of guidance that better fits

their comprehensive needs, from racial equity and public health to climate change mitigation. Direction is needed to show where guidance in the FDM (like vehicular level of service thresholds) can be superseded by other goals. Similarly, supplemental guidance for safety treatments not in the FDM are needed to demonstrate how to responsibly and proactively deploy designs that might not yet be widespread in the County or in Wisconsin.

## MUNICIPAL TECHNICAL ASSISTANCE

Municipalities are on the front lines of safety, intimately attuned to where the most severe crashes occur and where reckless driving and dangerous driving behaviors are most prevalent. As public feedback overwhelmingly confirms, residents throughout Milwaukee County are deeply concerned about traffic safety. It is not surprising, therefore, that members of the Safety Working Group (SWG) who responded to the Comprehensive Safety Action Plan policy survey unanimously agreed that transportation safety was at least somewhat of a priority in their communities.

Local engineers and planners most frequently cited improved collaboration with WisDOT as a policy need. Many Corridors of Concern are under state ownership, but opaque processes and lack of progress on identified safety issues are a pain point for local agencies responding to their residents' requests for safer streets.

Several common threads cut across the state of municipal safety policy and process in Milwaukee County. Most respondents are using crash data to identify safety improvements and applying for grant funding to implement projects. Significantly fewer,

however, have developed active transportation plans or adopted local-level Complete Streets policies. Grant writing and administration were the most often cited technical assistance needs, followed by community engagement. Many municipalities have small staffs supplemented by consultants; taking on policy development or handling grant reporting in addition to ongoing responsibilities may exceed available capacity.

## Policy Recommendations

Policy and process recommendations for Milwaukee County are based on the opportunities identified in the policy assessment and Vision Zero and Safe System best practices from across the country. Recommendations cover the three levels in the assessment: state, county, and municipal.

### STATE-LEVEL

Milwaukee County should adopt an agenda to enable safe streets at the state level, led by the County Executive's Office. The agenda should focus on unlocking a more complete range of safety tools and provide adequate funding to make streets safer for all users. To complement this legislative agenda, Milwaukee County and WisDOT should collaborate on programs and projects of shared priority.

#### Advance a legislative agenda for Safe Streets

- Enable speed and red-light cameras with revenues lock-boxed for programs and projects that improve and self-enforce safe driver behavior
- Reintroduce a statewide Complete Streets law that encompasses design, construction, maintenance, and operations and requires the creation of an action plan for implementers including WisDOT
- Restore the power of municipalities to use eminent domain for bicycle and pedestrian facilities by repealing applicable sections of Act 59 of 2017
- Pass a distracted driving law that bans the use of cell phones outright while driving, not just in work zones
- Adopt and monitor a funding target to increase

the portion of overall FHWA funds going towards walking and biking to 2 percent, at minimum

- Develop a bill to adequately fund public transit operations and to provide safe first- and last-mile connections

#### Coordinate with WisDOT

- Work with the Division of Motor Vehicles to update drivers' education curricula, materials, and tests to enhance information and focus on people walking, rolling, and biking
- Re-establish regular coordination meetings with WisDOT to better spot opportunities to improve safety through programmed projects and at multi-jurisdictional intersections
- Develop a multi-jurisdictional fatal crash audit team to investigate opportunities to mitigate severe crashes through street design

### COUNTY-LEVEL

MCDOT and other County departments should lead by example, inspiring and cultivating a culture of safety and institutionalizing the Safe System approach and principles within safety programs and everyday operations.

#### Embed and prioritize safe street design in County plans and investments

- Integrate Milwaukee County's Vision Zero goal as a pillar in other County plans and as a standing item on the County Executive's agenda
- Adopt a Complete Streets policy in line with Smart Growth America's ten elements of a Complete Streets policy including adoption of National Association of City Transportation Officials (NACTO) design guidance
- Formalize existing MCDOT practices reducing lane widths and implementing safety improvements during reconstruction and resurfacing projects
- Evaluate opportunities to lower posted limits when redesigning County roadways

#### Codify and expand safety countermeasure guidance for consistency across the county

- Develop and adopt design guidance for streets that self-enforce appropriate speeds applicable to the diverse contexts throughout Milwaukee County
- Collaborate with municipalities to identify typical designs and details for safety countermeasures to create consistency across the county, supplementing WisDOT guidance where there are gaps in the FDM
- Identify areas in the WisDOT FDM and federal guidance that highlight design flexibility



### **Focus available resources on the most dangerous driving behaviors**

- Explore adopting a driving equality law to shift in-person enforcement away from low-level violations that could lead to negative interactions between police and the public to the dangerous driving behaviors like speeding and red light running that result in deaths and serious injuries
- Pilot a dangerous driver abatement program to retrain and retest people who accrue multiple dangerous driving violations

### **Foster a culture of safety for County staff who drive on official business**

- Increase safe driver training and retraining for all County drivers with emphases on speed and safe operations around people walking, rolling, and biking
- Develop a County's Safest Driver program and driver scorecard, backed by in-vehicle technology

### **MUNICIPAL TECHNICAL ASSISTANCE**

Milwaukee County should leverage the Complete Communities program to support the nineteen municipalities in areas where they most need technical assistance to update policies and processes to take a Safe System approach. The County's partnership can bolster and coordinate resources, allowing municipalities to do more with existing staff.

#### **Coordinate grant efforts**

- Continue to develop a coordinated countywide grant strategy to best identify and leverage federal funding sources
- Identify opportunities to provide mutual aid by sharing administrative responsibilities associated with federal funding

#### **Model the way to address safety systemically**

- Create a model municipal-level Complete Streets policy and checklist in partnership with municipalities to provide a starting point for local adoption
- Develop a resource illustrating how to fund safety improvements through rehabilitation projects and new developments
- Publish a crash dashboard that links crash and hospital data and provides tools for municipalities to take a data-driven approach to developing projects and targeting enforcement efforts

### **Improve multi-jurisdictional collaboration**

- Pilot a technical assistance program for planning, designing, and constructing safety projects with an emphasis on projects that involve multiple jurisdictions and municipalities
- Develop a resource identifying key WisDOT project development decision points such as scoping, TIP amendments, and state-municipal agreements to illustrate where municipalities can effectively make their safety needs heard on state-led projects



# Strategy and Project Selection

## SAFER STREETS TOOLKIT

The Safer Streets Toolkit is composed of several engineering countermeasures that are proven to reduce crashes in a variety of contexts and roadway types. These evidence-backed strategies can be layered to develop redundant safety for a broad variety of road users. Jurisdictions can select from these and other countermeasures to begin to design safer streets at high crash locations.

### COUNTERMEASURE CATEGORY

**Low-cost, systemic countermeasures** are strategies that are relatively cheap to implement but can be quickly deployed to an entire district or jurisdiction. While they have a small impact individually, they can lead to significant crash reductions when applied area-wide.

**Quick-build countermeasures** are designed to be implemented in a lower-cost manner at a specific location, often using paint, flexposts, and other temporary materials. Quick-build countermeasures can be adjusted and later upgraded to include more permanent roadway infrastructure.

**Major capital countermeasures** are large investments in physical, permanent infrastructure. While they cost more and take more time to build, they can be very effective at reducing crashes.

### CRASH REDUCTION POTENTIAL

Crash Reduction Potential refers to the statistically valid measurement of a countermeasure's safety impact. This is expressed as a "Crash Reduction Factor", or a percentage reduction in crashes attributable to that countermeasure. Scientific studies estimate the crash reduction factor. The Crash Modification Factor Clearinghouse is a major repository of this research.

### AREA TYPES

The appropriateness of a countermeasure can vary depending on whether it is an urban, suburban, or rural context. While many countermeasures are broadly applicable to all area types, some are better suited to either more urban or rural areas.

### TRAFFIC VOLUMES

Some countermeasures are only recommended under certain traffic conditions due to operational and design considerations. If applicable, the range of appropriate traffic volumes is listed in the countermeasure description.

### COSTS

The costs described in this guide range from low (one dollar sign [\$]) to very high (four dollar signs [\$\$\$]). Costs can vary significantly depending on the location and constraints of a project site. Some countermeasures can be implemented as either a quick build project or as a major capital project, so a range of costs is shown.

### DESIGN GUIDANCE

Various design manuals, including WisDOT's Facilities Design Manual (FDM), Traffic Engineering and Operations (TeOps) manual, the Manual of Uniform Traffic Control Devices (MUTCD), and NACTO provide design guidance that may be relevant in certain locations or situations.

Countermeasure	Category	Description	CRF	Cost
<b>Road Diets</b>	Quick Build, Major Capital	The number of travel lanes is reduced, often replaced with a median, turn lanes, or bicycle facilities.	47%	\$\$
<b>Slow Zones and Reduced Speed Limits</b>	Low-Cost Systemic	Speed limits are reduced on key corridors or within larger zones	26%	\$
<b>High Visibility Crosswalk</b>	Low-Cost Systemic	Ladder or continental-style crosswalks with wide, visible striping	40%	\$
<b>Lane Narrowing</b>	Low-Cost Systemic	Reductions in the width of a travel lane to encourage a slower speed of travel	42%	\$
<b>Leading Pedestrian Interval</b>	Low-Cost Systemic	Pedestrians receive a walk signal prior to vehicles receiving a green light to increase pedestrian visibility	13%	\$
<b>Left-turning Traffic Calming</b>	Quick Build	Devices used to slow down left-turning vehicles at intersection locations	24%	\$
<b>Pedestrian Gateway Treatment</b>	Low-Cost Systemic	Geometric narrowing and strategically placed signs used to slow vehicles and communicate vehicle priority.		\$
<b>Restrict Right-Turn-on-Red</b>	Low-Cost Systemic	Restrict right turning during a red phase of a traffic signal cycle to slow traffic and reduce potentially conflicting movements between vehicles and pedestrians, bicyclists, or other oncoming traffic.		\$
<b>Left-turning Lanes</b>	Low-Cost Systemic	Dedicated left turn lanes, positive-offset left turn lanes, and protected left-turn phases that reduce left-turning conflicts and crashes		\$

Countermeasure	Category	Description	CRF	Cost
<b>Protected Bike Lanes and Intersections</b>	Quick Build, Major Capital	Offers physical separation between automobile travel lanes and bicycle facilities.	23%	\$\$
<b>Residential Traffic Calming</b>	Quick Build, Major Capital	Devices such as speed humps, traffic circles, chicanes, and traffic diverters used to slow traffic primarily on residential streets.	28-71%	\$\$
<b>Mid-Block Crossings</b>	Quick Build, Major Capital	Signs, flashing beacons, and hybrid beacons that provide safer crossings for pedestrians at mid-block locations	18-47%	\$\$-\$
<b>Intersection Daylighting and Bump-Outs</b>	Quick Build, Major Capital	Flex posts or concrete that improves visibility at intersection locations and shortens crossing distances	49%	\$\$-\$
<b>Raised Crossings and Intersections</b>	Major Capital	Either a single pedestrian crossing or an entire intersection is elevated vertically to automobile traffic	35%	\$\$-\$\$\$
<b>Automated Enforcement</b>	Low-Cost Systemic	Camera-based enforcement for speeding and red-light running	10%	\$\$
<b>Edge Lines and Parking Lanes</b>	Low-Cost Systemic	Painted lines to emphasize narrower travel lanes and delineate them from the curb/gutter or parking lane	52%	\$
<b>Intersection Realignment</b>	Quick Build, Major Capital	Redesign of complex or irregular intersections to reduce the skew of the intersection and reduce conflict points		\$\$ - \$\$\$\$
<b>One-Way to Two-Way Conversion</b>	Major Capital	Streets are converted from one-way to two-way operations.		\$\$\$
<b>Raised Medians and Access Management</b>	Major Capital	Barriers are added to the center of a roadway to reduce roadway conflicts in key locations	71%	\$\$\$
<b>Roundabouts</b>	Major Capital	An intersection with a circular configuration that reduce vehicle speeds and conflict points.	82%	\$\$\$
<b>Transit Infrastructure</b>	Major Capital	Dedicated transit lanes, transit signal priority, and bus rapid transit routes	14-19%	\$\$-\$\$\$

# Road Diet

**CATEGORY**  
Quick-Build or  
Major Capital Project

## DESCRIPTION

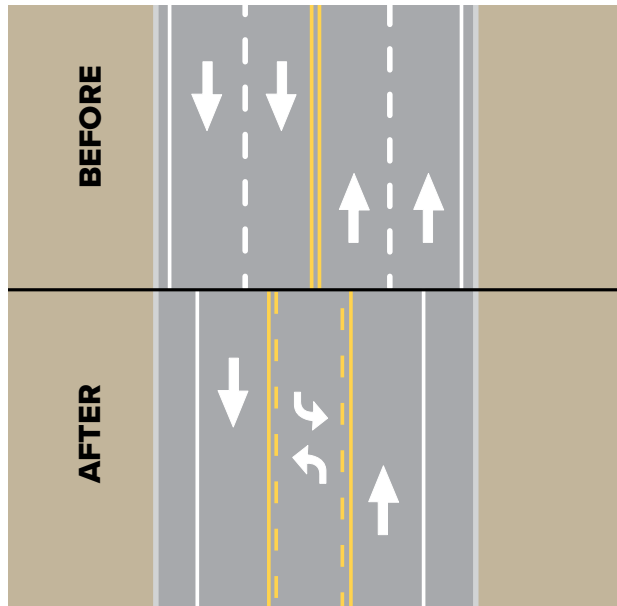
Road diets are a context-sensitive strategy that reduces the number of lanes (and occasionally the width of lanes), most typically by converting a four-lane undivided roadway to a three-lane roadway (two through lanes divided by a center two-way turn left-lane). The remaining space can be repurposed for safety infrastructure, such as facilities for pedestrians or cyclists.

## WHY IT WORKS

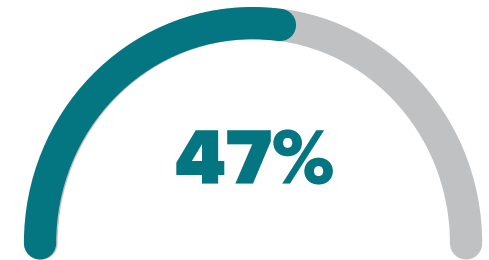
Road diets have the potential to reduce the number of potential conflict points, contribute to slower and safer operating speeds for motor vehicles, and even decrease crossing distances by either eliminating a lane or introducing pedestrian median islands.

## EXAMPLE

 **W. Highland Ave.**  
Milwaukee, WI



## CRASH REDUCTION POTENTIAL

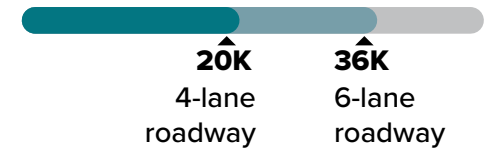


SOURCE: [CMF 2841](#)

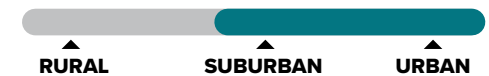
## COST



## TRAFFIC VOLUMES



## AREA TYPES



## DESIGN GUIDANCE NOTES

- FDM 11-25-5.4.2.1 (Road Diet)
- FDM 11-25-5.4.2 (TWLTL) minimum widths (12'); design year AADT references



# Slow Zones / Reduced Speed Limits

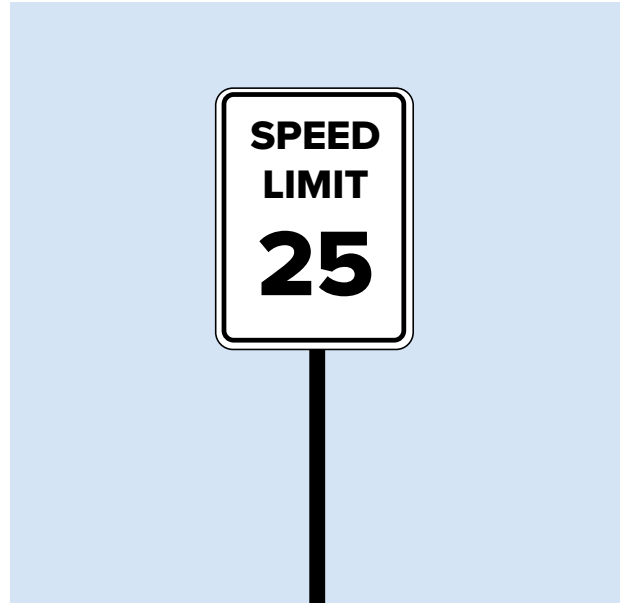
**CATEGORY**  
Low-Cost Systemic/Policy

## DESCRIPTION

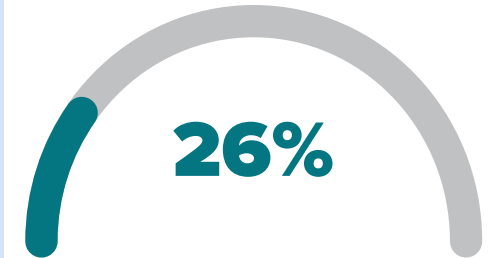
Slow Zones are areas that designate lower speeds than other areas nearby to create safe spaces for vulnerable populations (e.g., children, seniors, pedestrians, and bicyclists) that frequent them, such as parks, school zones, work zones, senior areas, neighborhoods, and downtowns. These areas typically are signed for 15 or 20 miles per hour.

## WHY IT WORKS

A driver traveling at 30 miles per hour who hits a pedestrian has a 45 percent chance of killing or seriously injuring them. At 20 miles per hour, that percentage drops to 5 percent. Cities like New York, Washington, Seattle and Minneapolis, have reduced their local speed limits in recent years in an effort to reduce fatalities and serious injuries.



## CRASH REDUCTION POTENTIAL



SOURCE: [NACTO 2012](#)

## COST



## TRAFFIC VOLUMES

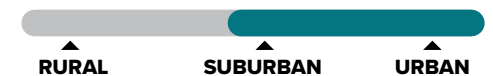


## EXAMPLE

 **N. Berkeley Blvd.**  
Whitefish Bay, WI



## AREA TYPES



# High Visibility Crosswalk

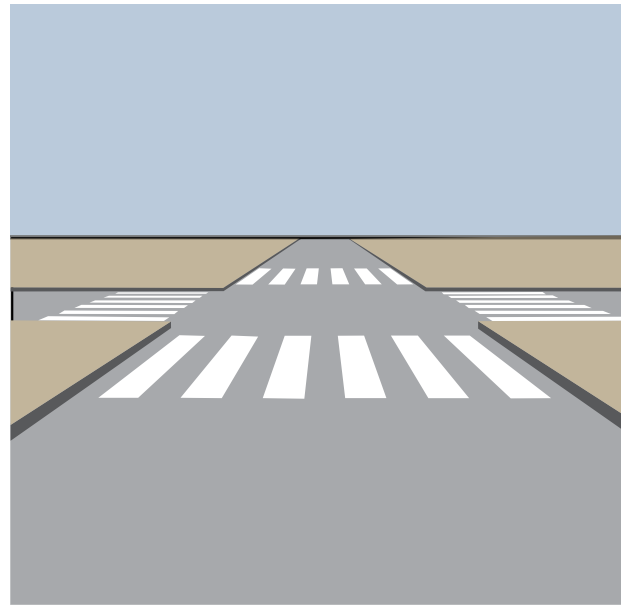
**CATEGORY**  
Low-Cost Systemic

## DESCRIPTION

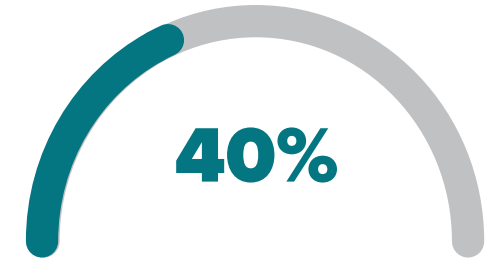
High-visibility crosswalks feature bold, retroreflective markings and supplemental signage to make them more visible to pedestrians and drivers in all conditions, thereby reducing the risk of pedestrian-vehicle conflicts and enhancing pedestrian access and mobility.

## WHY IT WORKS

Crosswalk patterns, such as continental or ladder markings, are visible to drivers and pedestrians from farther away than traditional transverse crosswalks. Retroreflective markings and signs increase the visibility of the crosswalk in dark conditions and during inclement weather. Together, these enhancements increase the likelihood of drivers seeing people in entering the crosswalk and provide guidance to pedestrians, mobility device users, and bicyclists on how to share and navigate the roadway.



## CRASH REDUCTION POTENTIAL



SOURCE: [CMF 4123](#); [CMF 2697](#)


## COST



## TRAFFIC VOLUMES



## EXAMPLE

 **W State St. and N 74th St.**  
Milwaukee, WI



## AREA TYPES



## DESIGN GUIDANCE NOTES

TEOPs info. for state highways. Local jurisdiction can use higher visibility crossings if they maintain them.



# Lane Narrowing

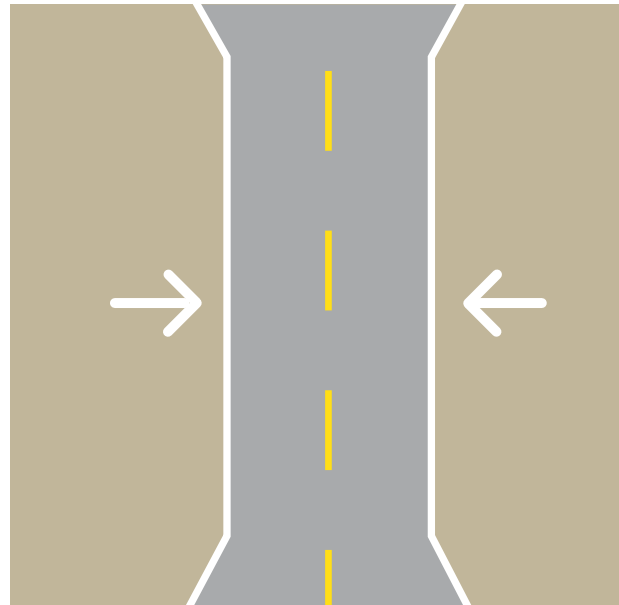
**CATEGORY**  
Low-Cost Systemic

## DESCRIPTION

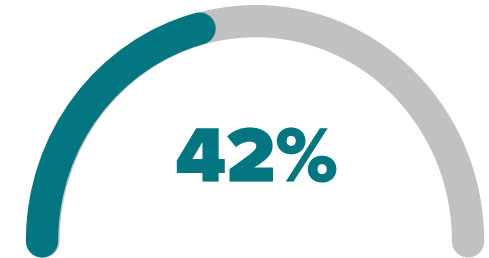
Lane narrowing refers to reducing the width of lanes on a roadway. The roadway narrowing can be achieved through several methods; reducing lane widths to 9-11 feet, removing travel lanes, and physically narrowing the street by extending the sidewalk/landscaped area or adding on-street parking.

## WHY IT WORKS

Lane narrowing improves roadway safety by naturally reducing vehicle speeds, as drivers tend to be more cautious in narrow spaces. Narrowed space increases driver awareness, requiring more precise driving, which in turn lowers the risk of collisions. The space gained from lane narrowing can also be reallocated for multimodal use by adding bike lanes, sidewalks, or transit lanes.



## CRASH REDUCTION POTENTIAL



SOURCE: [CMF 7827](#); [CMF 2932](#)

## COST



## EXAMPLE

 **Wilson Dr.**  
Whitefish Bay, WI



## AREA TYPES

RURAL

SUBURBAN

URBAN

## DESIGN GUIDANCE NOTES

Wisconsin Guide to Pedestrian Best Practices, Chapter 5 (P. 5-4) & NACTO.org: <https://nacto.org/publication/urban-street-design-guide/streets/>



# Leading Pedestrian Interval

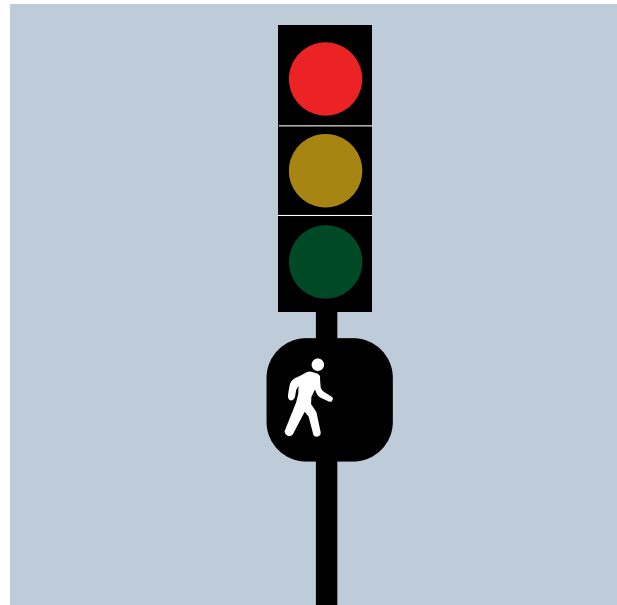
CATEGORY  
Low-Cost Systemic

## DESCRIPTION

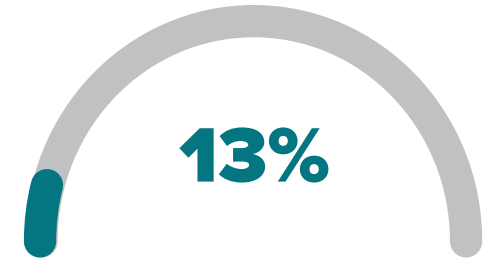
Leading Pedestrian Intervals (LPIs) is a strategy implemented at traffic signals to initiate the pedestrian crossing phase a couple of seconds prior to vehicular traffic receiving a green light. This allows pedestrians to enter the intersection before vehicle which establishes the pedestrian's presence, allowing for a safer crossing.

## WHY IT WORKS

LPIs increase the safety of pedestrians as drivers are more likely to yield to pedestrians as they have entered the crosswalk before vehicles were allowed to move through the intersection. This also provides more time within a pedestrian phase allowing for slower moving pedestrians to cross the intersection safely. Additionally, this reduces the conflict turning vehicles and pedestrians as pedestrians will have either completed or nearly completed crossing the intersection.



## CRASH REDUCTION POTENTIAL



SOURCE: [CMF 9916](#)

## COST



## TRAFFIC VOLUMES

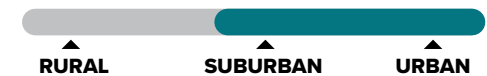


## EXAMPLE

 **N Santa Monica Blvd. and E Silver Spring Dr.**  
Whitefish, WI



## AREA TYPES



## DESIGN GUIDANCE NOTES

WMUTCD; Section 4E.06; paragraphs 19-23



# Left-turn Traffic Calming

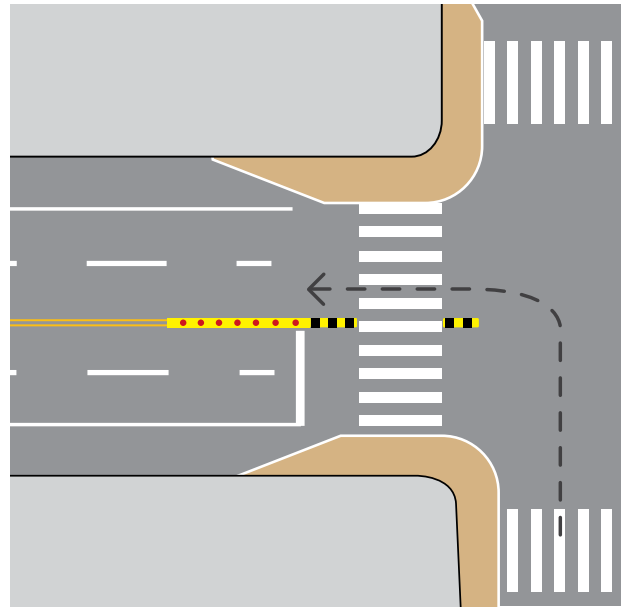
CATEGORY  
Quick-Build

## DESCRIPTION

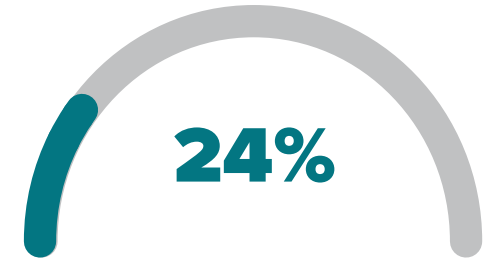
Left turn traffic calming (LTTC) are measures implemented to slow down vehicles making left turns at intersections and increase rates of drivers yielding to pedestrians. These measures “harden” centerlines using modular curbs, vertical delineators, and striping designed to reduce turning speeds, prevent encroachment over the centerline, and improve the visibility of pedestrians in crosswalks to motorists. Slow turn wedges, use pavement markings and flexible posts to tighten left turn radii and slow vehicle speeds where one-way roads meet.

## WHY IT WORKS

LTTC interventions guide drivers to choose angles closer to 90 degrees for safer and more predictable turns. By doing so, LTTC increase driver visibility of pedestrians in the crosswalk by reducing front blind spots created by A-pillar, the column on either side of the windshield that joins the roof of a vehicle to its hood.



## CRASH REDUCTION POTENTIAL



SOURCE: [Chicago DOT](#)

## COST



## TRAFFIC VOLUMES



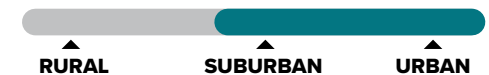
## EXAMPLE

**Ontario St. and State St.**  
Chicago, IL

**SE 102nd Ave. & Stark St.**  
Portland, OR



## AREA TYPES



# Pedestrian Gateway

**CATEGORY**  
Low-Cost Systemic

## DESCRIPTION

Gateway treatments use strategically placed signage and/or geometric narrowing to slow vehicles and communicate pedestrian priority at uncontrolled crossings. Most gateways employ in-street pedestrian crossing signs, traffic control devices placed within the roadway to alert drivers to pedestrian crossings. These signs may be accompanied by curb extensions, pavement markings, or flashing beacons to increase their visibility and effectiveness in prompting drivers to yield to pedestrians, particularly at mid-block crossings or locations with high pedestrian activity.

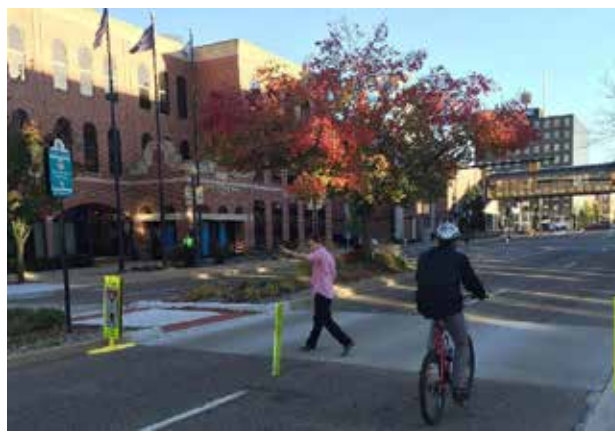
## WHY IT WORKS

Pedestrian Gateway Treatments alert drivers that a crosswalk is present and that yielding to pedestrians in the crosswalk is required by law. Roadway narrowing and soft-hit posts encourage drivers to reduce speeds, increasing their field of vision and reaction time. The treatment has been shown to increase driver yielding compliance and slow vehicle speeds regardless of whether pedestrians are present.

## EXAMPLE

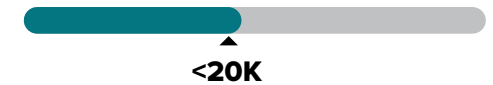
 **Grand St.**  
Allegan, MI

 **N. Rose St.**  
Kalamazoo, MI

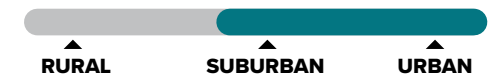


**COST**  
\$\$\$\$

**TRAFFIC VOLUMES**



**AREA TYPES**



# Restrict Right-Turn-On-Red

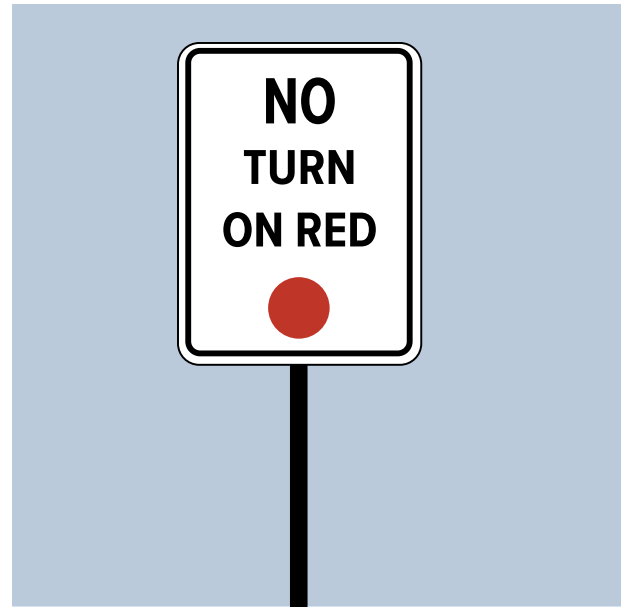
CATEGORY  
Low-Cost Systemic

## DESCRIPTION

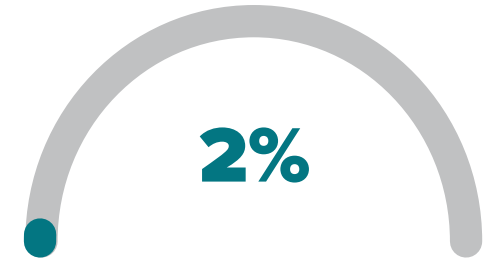
Policy/regulation that requires motorists to come to a full stop and yield to cross street traffic and pedestrians prior to turning right on red.

## WHY IT WORKS

Motorists are so intent on looking for traffic approaching on their left that they may not be alert to pedestrians on their right. In addition motorists usually pull up into the crosswalk to wait for a gap in traffic, blocking pedestrian crossing movements.



## CRASH REDUCTION POTENTIAL



SOURCE: [CMF 5194](#)

## COST



## EXAMPLE

 **Milwaukee Ave & Wauwatosa Ave**  
Wauwatosa, WI



## AREA TYPES



# Left Turn Lanes

**CATEGORY**  
Low-Cost Systemic

## DESCRIPTION

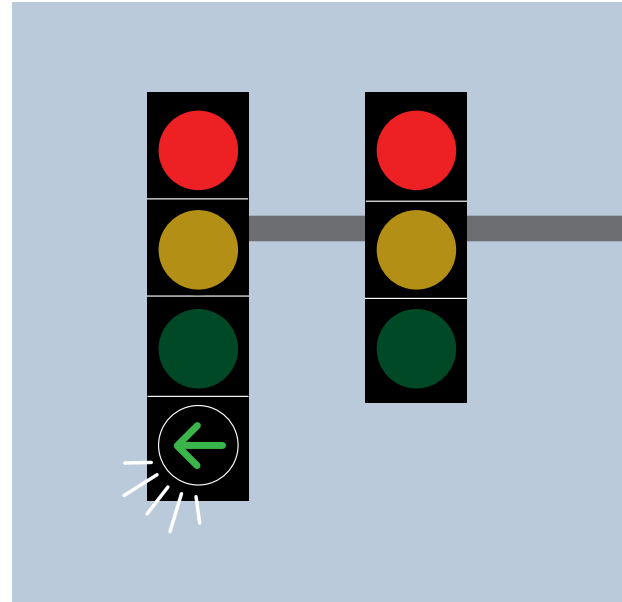
Left-turn lanes include multiple countermeasures: adding a dedicated turn lane, implementing protected or Flashing Yellow Arrow (FYA) phasing, and introducing a positive offset. A dedicated left-only turn lane separates turning vehicles from through traffic. Protected or FYA phasing create signal phases that reduce or eliminate conflicting intersection movements. Positive offsets position left-turning vehicles further to the left, increasing visibility of left-turning drivers and oncoming traffic.

## WHY IT WORKS

Left turning countermeasures provide dedicated space and timing for left-turning movements, reducing the number of conflicts. Left-turn crashes are more likely to result in a fatal or serious injury.

## EXAMPLE

 **Bluemound Road at Pointer Financial Group Driveway**  
Brookfield, WI



## CRASH REDUCTION POTENTIAL



## COST



## TRAFFIC VOLUMES



## AREA TYPES



# Protected Bike Lanes

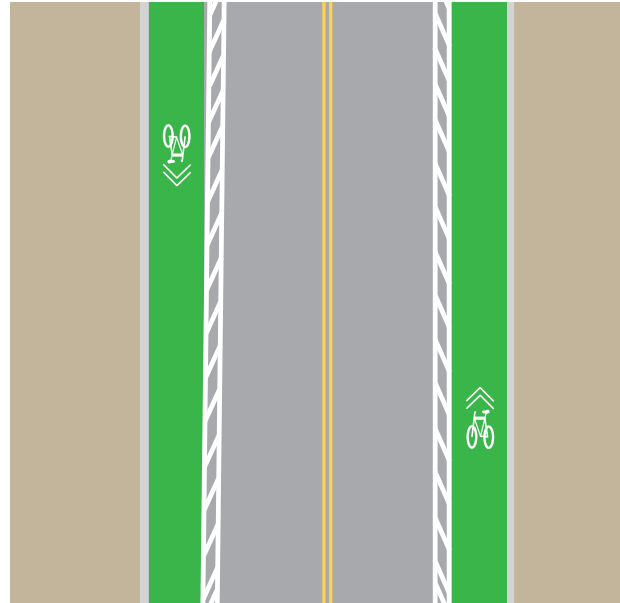
**CATEGORY**  
Quick Build, Major Capital

## DESCRIPTION

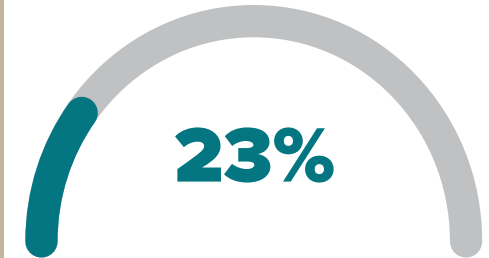
Protected bike lanes, or buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bike lane from adjacent motor vehicle travel lane and/or parking lane.

## WHY IT WORKS

Protected bike lane provides greater passing distance for cyclists. While conventional bike lanes provide roughly 2.8' in passing distance, protected bike lanes offer additional 1 to 1.5 feet passing distance to make biking safer. With protected bike lanes, bicyclists have opportunities to pass another bicyclist without encroaching into motor vehicle lanes.



## CRASH REDUCTION POTENTIAL



SOURCE: [CMF 11297](#); [CMF 11299](#)

## COST



## TRAFFIC VOLUMES



## EXAMPLE

**E. Pleasant St.**  
Milwaukee, WI



## AREA TYPES



## DESIGN GUIDANCE NOTES

Wisconsin Bicycle Facility Design Handbook

# Residential Traffic Calming

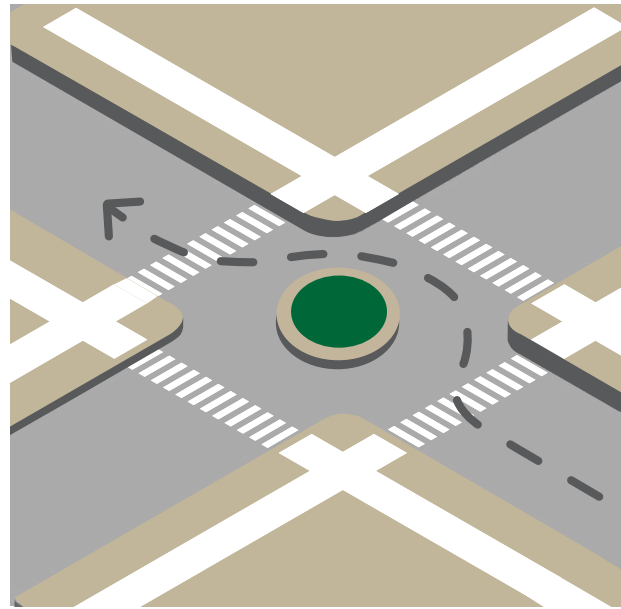
**CATEGORY**  
Quick-Build or  
Low-Cost Systemic

## DESCRIPTION

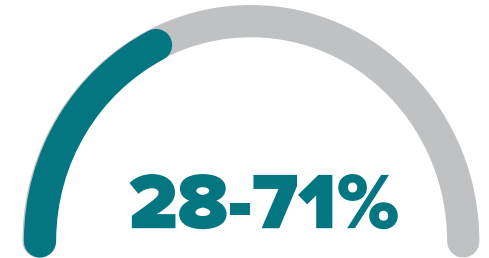
Residential traffic calming tools make low-volume local streets safer by reducing opportunities for speeding and aggressive driving. They can also enhance comfort for people walking and biking and contribute to complete networks. Traffic calming describes a diverse and growing toolbox which may include speed bumps, traffic circles, chicanes/chokers, and traffic diverters.

## WHY IT WORKS

Residential traffic calming tools use vertical and horizontal deflection to slow vehicle speeds and raise driver awareness of other users and the surrounding environment. Speed humps, traffic circles, and chicanes require motorists to align with a target speed, and negotiate a path of travel, before proceeding. Traffic diverters prevent or minimize traffic volumes by redirecting routes.



## CRASH REDUCTION POTENTIAL

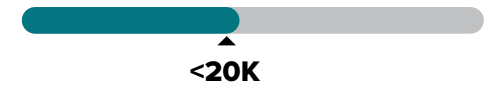


SOURCE: [CMF 132; FHWA & ITE, 1999](#)

## COST



## TRAFFIC VOLUMES

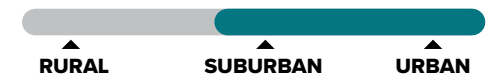


## EXAMPLE

**E Linnwood Ave. and N Bartlett Ave.**  
Milwaukee, WI



## AREA TYPES



# Mid-Block Crossings

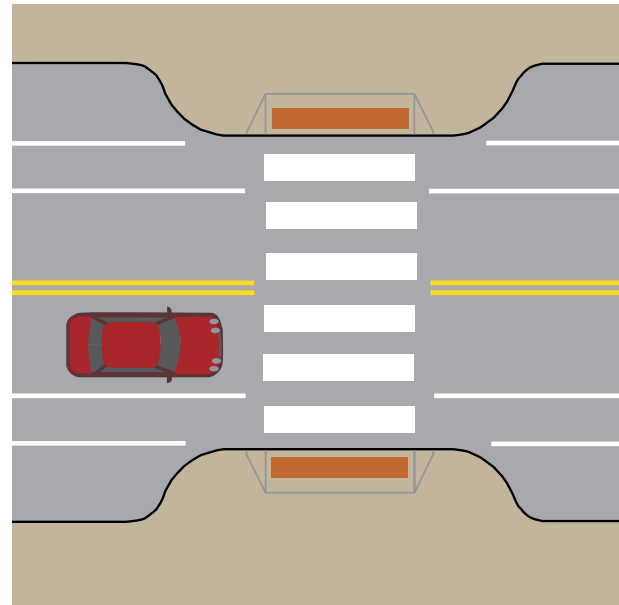
**CATEGORY**  
Quick-Build or  
Major Capital

## DESCRIPTION

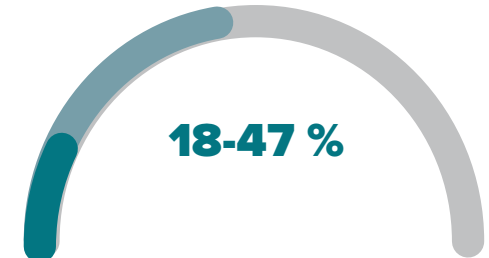
A mid-block crossing is a type of curb extension which is a strategy that reduces the time a pedestrian is within the roadway by extending the sidewalk/curb into a parking lane or excess large travel lane. This added pedestrian space allows vehicles to see pedestrians before they are in the roadway and encourages slower vehicle speeds.

## WHY IT WORKS

Mid-block crossings reduce the length and time a pedestrian experiences when crossing a roadway. Based on the reduction of the width of the roadway, motorists are encouraged to reduce speeds and be more observant to pedestrians at the crossing.



## CRASH REDUCTION POTENTIAL



SOURCE: [CMF 11181](#)

## COST



## TRAFFIC VOLUMES

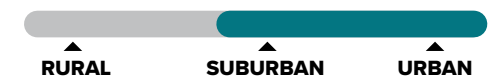


## EXAMPLE

 **N Lincoln Memorial Dr. (Near South Lighthouse Ravine Trail)**  
Milwaukee, WI



## AREA TYPES



## DESIGN GUIDANCE NOTES

Wisconsin Guide to Pedestrian Best Practices, Chapter 5 (P. 5-38) (<https://wisconsindot.gov/Documents/projects/multimodal/ped/guide-chap5.pdf>)



# Intersection Daylighting / Bump-outs

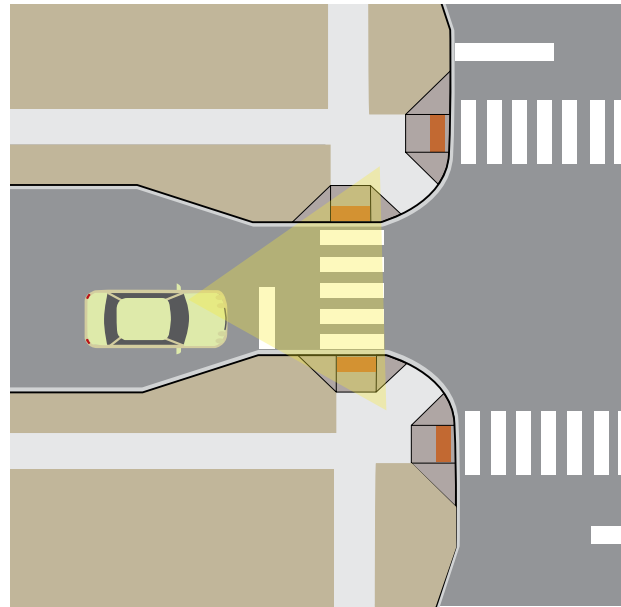
CATEGORY  
Quick-Build

## DESCRIPTION

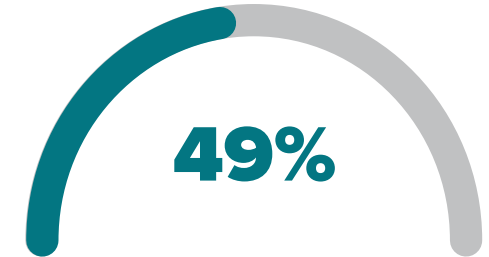
Daylighting typically restricts parking within 20–30' of the intersection to enhance sight lines and visibility for drivers, cyclists, and pedestrians, reducing the potential for collisions and improving overall safety at road junctions. Daylighting installations can include different combinations of pavement markings, curb paint, signage, flexible posts, and/or concrete structures to either communicate or physically prevent parking in the daylit areas.

## WHY IT WORKS

Intersection daylighting provides pedestrians a clearer view of oncoming vehicles and improves visibility of both pedestrians and traffic control devices for motorists, allowing them more time to see people crossing.



## CRASH REDUCTION POTENTIAL



SOURCE: [FHWA](#)


## COST


\$\$\$\$

## TRAFFIC VOLUMES



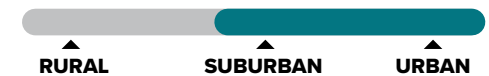
## EXAMPLE

 **6th St**  
Hoboken, New Jersey

 Lancaster, PA



## AREA TYPES

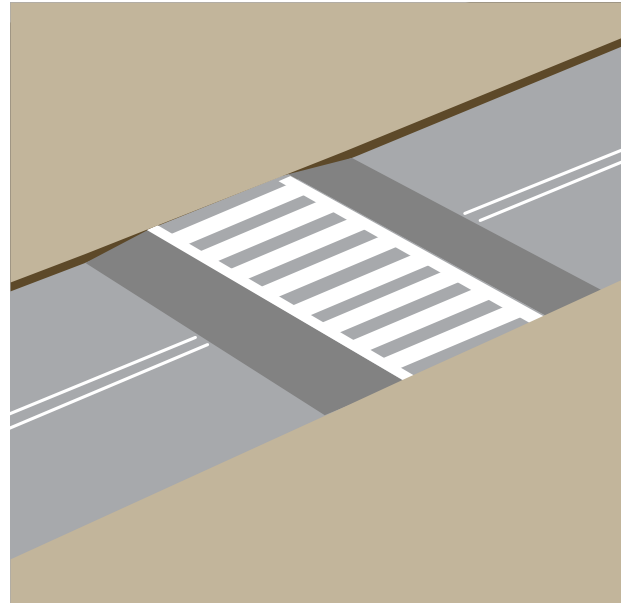


# Raised Crossings and Intersections

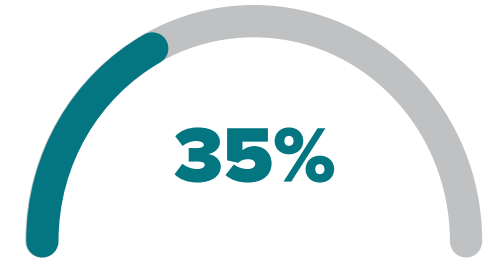
CATEGORY  
Major Capital

## DESCRIPTION

A raised Intersection or crossing, also known as a speed table, is near or at the same height of the sidewalks. This type of traffic calming is effective for two-lane roadways as vehicles must slow down when approaching the table.



## CRASH REDUCTION POTENTIAL



SOURCE: [CMF 135](#); [CMF 137](#)

## COST



## TRAFFIC VOLUMES



## WHY IT WORKS

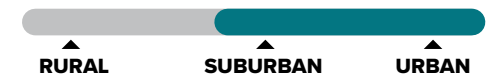
Raised intersections allow pedestrians to cross at/near the same height of the sidewalks which makes pedestrians more visible. Raised intersections also slow vehicles down which reduces crash severity and potentially making drivers more attentive.

## EXAMPLE

 **Blanchard St.**  
Wauwatosa, WI



## AREA TYPES



## DESIGN GUIDANCE NOTES

NACTO: <https://nacto.org/publication/urban-street-design-guide/intersections/minor-intersections/raised-intersections/>

# Automated Enforcement

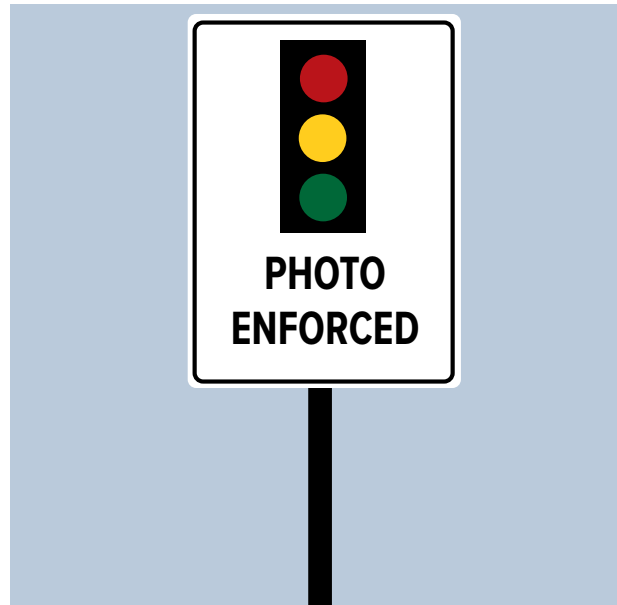
**CATEGORY**  
Low-Cost Systemic

## DESCRIPTION

Automated enforcement detects and documents traffic violations, most commonly red light running and speed enforcement, through photographic evidence. Cameras used for red-light running are typically installed above a traffic light or mounted on a street facing pole; for speed enforcement, speed safety cameras are deployed either as a fixed unit, point-to-point units or a mobile unit.

## WHY IT WORKS

Automated enforcement establishes and monitors safe, responsible driving behaviors by people while removing law enforcement interaction with traffic infractors. The result is an enduring sense of enforcement, without the expenditure of public safety resources.



## CRASH REDUCTION POTENTIAL



SOURCE: [CMF 47](#); [CMF 473](#); [CMF 5538](#); [CMF 11488](#); [CMF 10657](#); [CMF 10655](#);

## COST



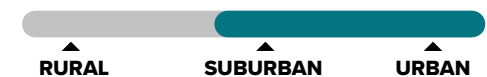
## EXAMPLE

 **Kent Des Moines Rd**  
Kent, Washington

 **School Zone**  
Sugar Hill, Georgia



## AREA TYPES



# Edge Lines and Parking Lanes

**CATEGORY**  
Low-Cost Systemic

## DESCRIPTION

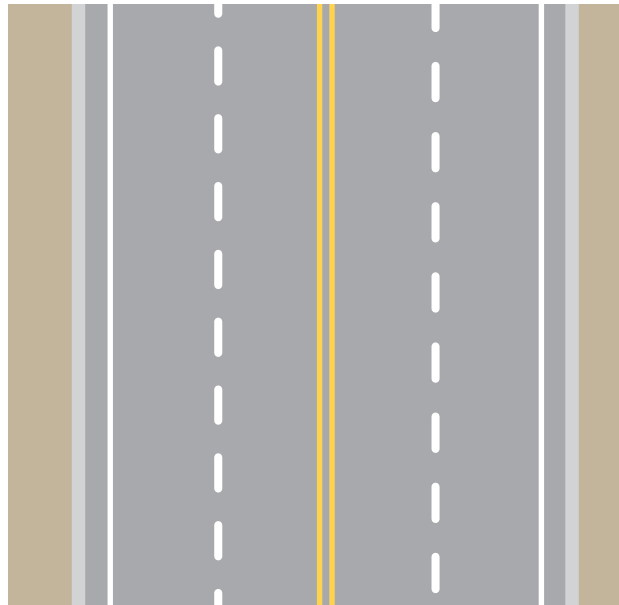
As a traffic calming measure, marked on-street parking reduces travel lane width and increases side friction to traffic flow, resulting in slower speeds. Markings can be applied to one or both sides of the roadway where parking is allowed and can be combined with daylighting and other traffic calming measures, such as chicanes and curb extensions. This installation is most suited to long, straight, and wide streets where drivers feel unconstrained.

## WHY IT WORKS

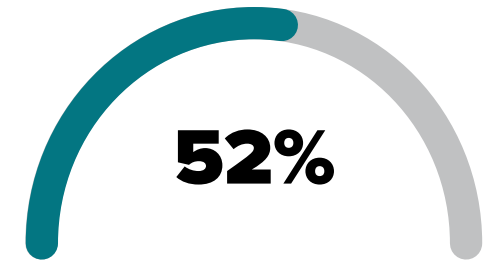
Drivers perceive streets where parking is allowed, but is not marked, as having more through lanes than are intended. Marking the parking lane with an edge line communicates that drivers should not cross into the parking area and use the space as a through lane or to pass. As a traffic calming measure, parking and edge line striping can be positioned to narrow oversize travel lane widths, making drivers feel more restricted and thereby inducing them to lower their speeds.

## EXAMPLE

 **N. Lake Dr. (WI-32)**  
Whitefish Bay, WI



## CRASH REDUCTION POTENTIAL



SOURCE: [CMF 9253](#)

## COST



## TRAFFIC VOLUMES



## AREA TYPES



## DESIGN GUIDANCE NOTES

- Should only be considered a traffic calming measure when parking is utilized consistently throughout the day. Can be combined with curb extensions where parking is less consistently utilized to prevent people from driving in the parking lane.
- Where present, peak hour parking restrictions should be removed before striping parking lane lines.
- Daylighting should be considered with all parking lane line projects.
- Regular maintenance is required to maintain visibility and effectiveness.

# Intersection Realignment

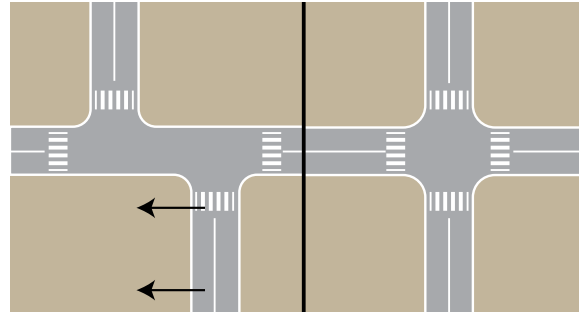
**CATEGORY**  
Quick Build/Major Capital

## DESCRIPTION

Intersection realignment prioritizes safety for all users by converting skewed intersection legs to right angles, improving visibility and reducing vehicle turning speeds. Skewed legs of T-intersections, channelized slip lanes, and low volume minor streets or driveways are the most common candidates for realignment. This tool is appropriate at complex intersections with more than four legs or skewed signalized and unsignalized t-intersections intersections with a high frequency of crashes resulting from insufficient sight distance.

## WHY IT WORKS

Irregular and complicated intersections can have higher turning speeds, lower visibility, longer crossing distances, and more complexity than typical intersections. Realignment makes the intersection less confusing and more intuitive to navigate for all users. Where intersection legs can be fully removed or relocated to an adjacent intersection, there are fewer potential conflicts between all users.



**COST**  
\$\$\$\$

## EXAMPLE

 **Capitol and N. 100th (Before and After)**  
Milwaukee, WI



## AREA TYPES

**RURAL**      **SUBURBAN**      **URBAN**

## DESIGN GUIDANCE NOTES

Realignments at signalized intersections must consider the placement and visibility of traffic signal equipment. Major realignments are costly and time consuming because as they may require right-of-way acquisition, reconstruction, and utility coordination. Measures should be taken to alert drivers to the changes in conditions before, during, and after construction.



# One-Way Street Conversion

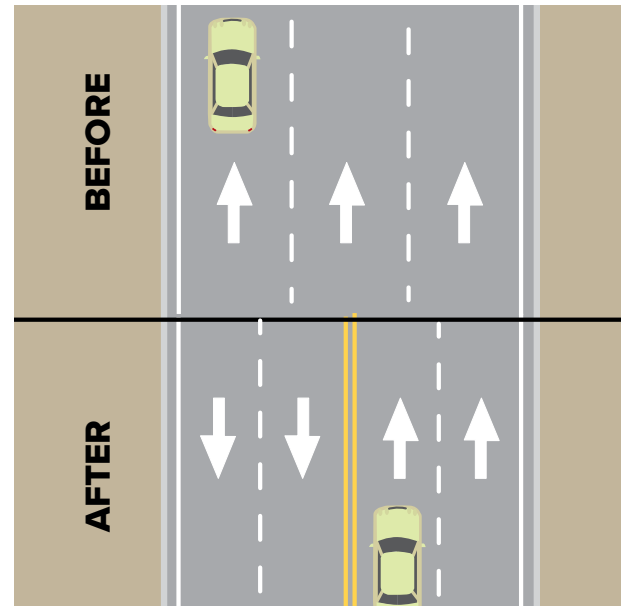
**CATEGORY**  
Major Capital

## DESCRIPTION

One-way to two-way street conversion allows for vehicles to travel in both directions on a roadway. One-way streets tend to be underutilized with multiple lanes which can increase the perceived safety of traveling beyond the speed limit. Conversion slows vehicles down by removing uni-directional lanes of traffic, and improves system performance, by reducing unused roadway capacity.

## WHY IT WORKS

Converting a one-way road to a two-way road can reduce vehicle speeds and vehicle mile traveled (VMT)<sup>5</sup>. This reduces vehicle emissions and time spent traveling. There is also “friction” with vehicles traveling in opposing directions, which can help reduce vehicle speeds<sup>6</sup>. Two-way streets also encourage drivers to be more observant in multiple directions at intersections, increasing the safety of pedestrians.



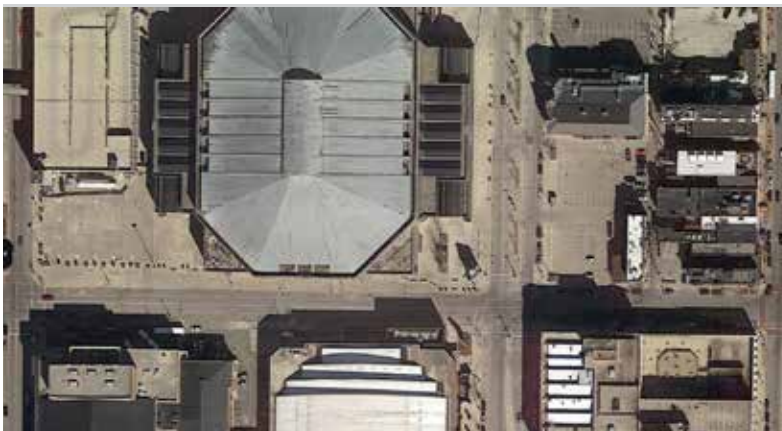
**COST**  
\$\$\$\$

**TRAFFIC VOLUMES**

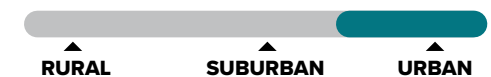


## EXAMPLE

 **State Street from N. Market St. to N. 6th St.**  
Milwaukee, WI



**AREA TYPES**



**DESIGN GUIDANCE NOTES**

One-way roads are typically done in pairs, thus there may need to be consideration of converting two roadways to improve efficiency.

# Raised Medians/Access Management

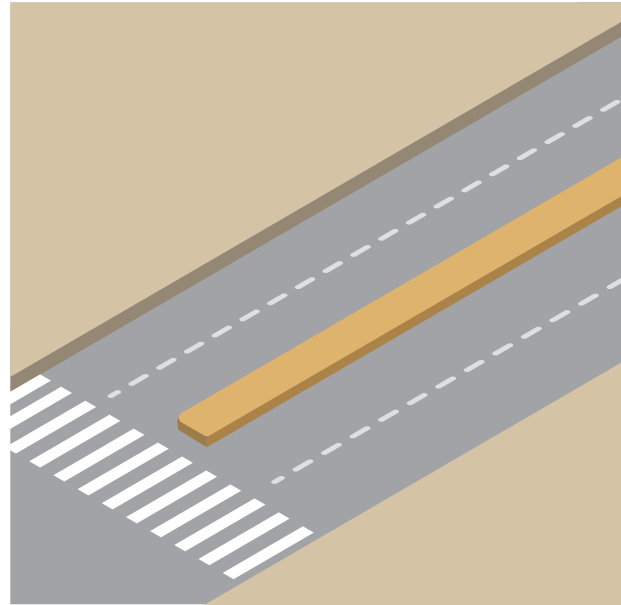
CATEGORY  
Major Capital

## DESCRIPTION

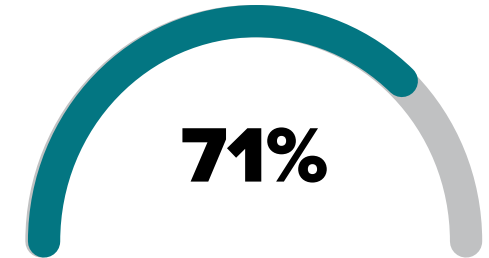
Raised medians—medians built higher than the road level—separate opposing streams of traffic and serve as a way managing access to the roadway by certain modes of transportation. These types of medians are applicable at intersections, along blocks, and at midblock crossings for pedestrians and bicyclists. Raised medians can be implemented as a median island, a continuous median, or as a long median with intermittent breaks.

## WHY IT WORKS

Raised medians reduce crashes for motorists by separating opposing streams of traffic and managing roadway access, minimizing potential conflict areas and reducing head-on, cross median crashes and left turn crashes. For vulnerable road users, raised medians act as a refuge islands; they shorten the crossing distance, improve the visibility of pedestrians and cyclists to other road users, and provide them a safe space to wait to cross.



## CRASH REDUCTION POTENTIAL



SOURCE: [CMF 2219](#)

## COST



## EXAMPLE

 **Miller Park Way**  
West Milwaukee, WI



## AREA TYPES



## DESIGN GUIDANCE NOTES

- [WISCONSIN DOT ACCESS MANAGEMENT](#)



# Roundabouts

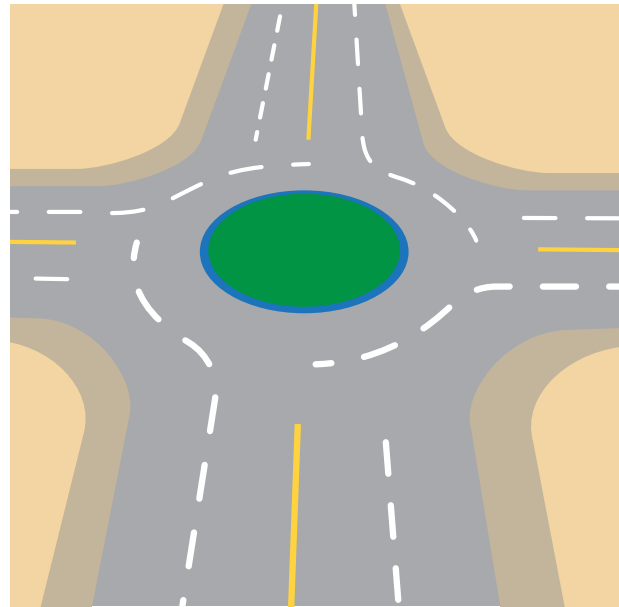
CATEGORY  
Major Capital

## DESCRIPTION

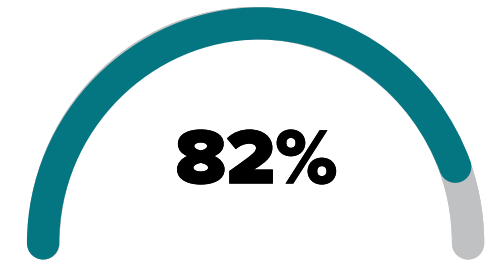
The modern roundabout is an intersection with a circular configuration that safely and efficiently moves traffic. Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points. The net result of lower speeds and reduced conflicts at roundabouts is an environment where crashes that cause injury or fatality are substantially reduced.

## WHY IT WORKS

Roundabouts are a safer type of intersections efficient in terms of keeping people moving. They calm traffic while reducing traffic delays and queuing. Vehicles travel through roundabouts with lower speeds and reduced conflict, thus creating a more suitable environment for walking and bicycling.



## CRASH REDUCTION POTENTIAL




SOURCE: [CMF 211](#); [CMF 226](#)

## COST



## EXAMPLE

 **S 6th St and W Florida St**  
Milwaukee, WI



## AREA TYPES



## DESIGN GUIDANCE NOTES

- FDM, SECTION 11-26



# Transit Infrastructure

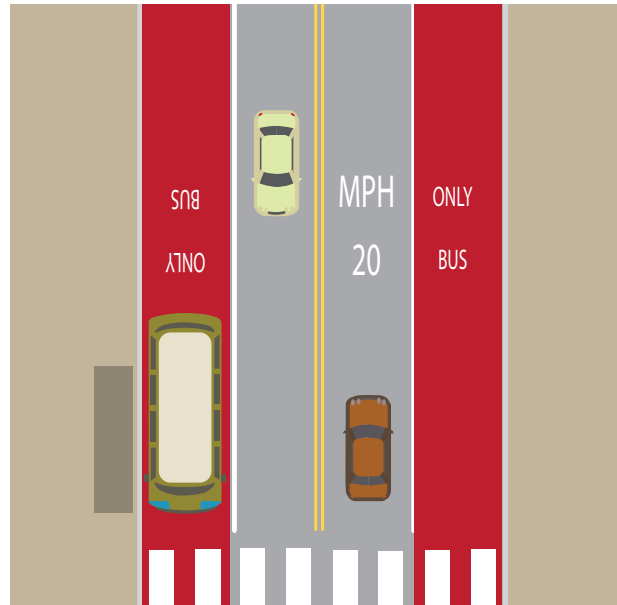
**CATEGORY**  
Major Capital

## DESCRIPTION

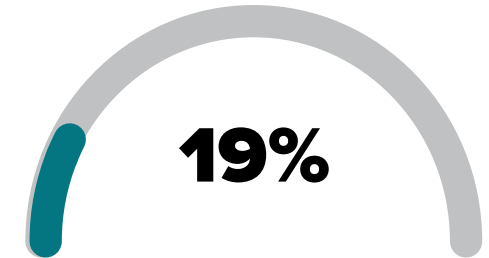
Transit infrastructure are roadway interventions that dedicate lanes of traffic for fixed route transit services. These lanes can be configured in a multitude of ways, including bus-only, mixed, and hybrid lanes. Transit infrastructure allow for a higher volume of transit riders on a bus and for less interrupted bus service.

## WHY IT WORKS

Transit infrastructure improve safety primarily through dedicated lanes that reduce traffic conflicts and minimize interactions with other vehicles. These lanes help to lower the risk of collisions, especially in congested urban areas. Transit infrastructure also enhances pedestrian safety by providing controlled crossings and calming traffic, which reduces vehicle speeds and the likelihood of accidents.



## CRASH REDUCTION POTENTIAL



SOURCE: [CMF 7274](#)

## COST



## TRAFFIC VOLUMES

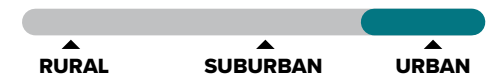


## EXAMPLE

**MCTS Connect 1**  
Milwaukee, WI



## AREA TYPES



# Safety Project Opportunities

Planning and implementing roadway projects takes time, resources, collaboration, and public trust. This plan aims to help establish a framework for identifying, developing, and prioritizing safety projects in Milwaukee County.

No single government jurisdiction is responsible for all roadways within Milwaukee County. The State of Wisconsin, Milwaukee County, and 19 individual cities and villages all own and maintain roadways and intersections.

It is not the intent of this plan to dictate the future design of any roadway. Rather, it hopes to identify opportunities to initiate safety project planning and implementation at several key sites around Milwaukee County.

The various roadway segments and intersections that make up the 25 Corridors of Concern are the primary source of project opportunities highlighted in this report, although there are some opportunities located elsewhere.

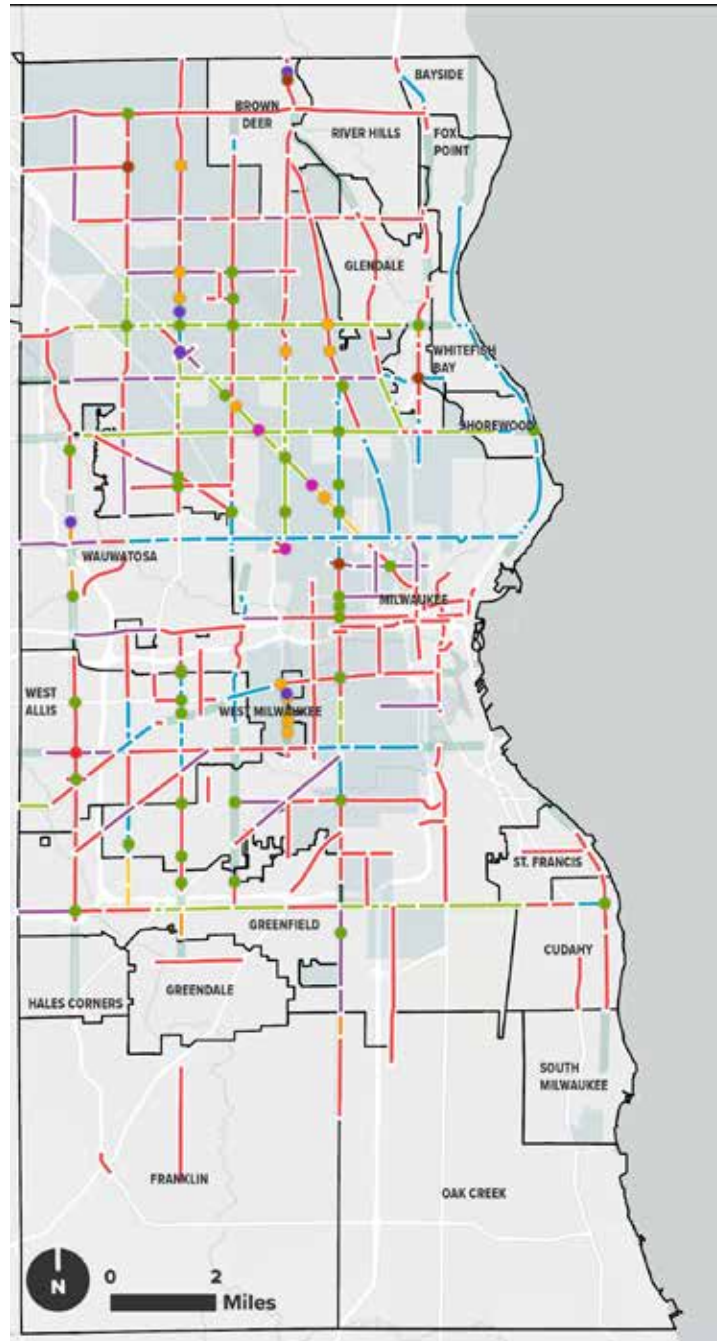
Rather than propose specific countermeasures for all of Milwaukee County, a subset of flexible strategies has been identified for intersections and segment locations, depending on the operational and land use characteristics at each site. These strategies are further described by the table to the right.

	Strategy	Description	Crash Reduction Factor	Cost (Full-Build)	Cost (Quick-Build)
Segments	Road Diet	Reduce the number of lanes on the roadway and repurpose the remaining space	40%	\$ 800k/mi.	\$ 400k/mi.
	Road Diet and Access Management	Reduce the number of lanes on the roadway; add medians or other access control devices	50%	\$ 1.3M/mi.	
	Median and Access Management	Maintain the number of lanes but construct a raised median and reduce access along the corridor	45%	\$ 2M/mi.	
	Traffic Calming / VRU Improvements	Introduce traffic calming measures and pedestrian and bicyclist improvements while maintaining the number of lanes	30%	\$ 500k/mi.	\$ 100k/mi.
	VRU Improvements and Access Management	Introduce traffic calming measures and pedestrian and bicyclist improvements and manage access	40%	\$ 1 M/mi.	
	RSA and Improvements	Conduct a Road Safety Audit and plan and develop improvements based on these findings	25%	\$ 2 M/mi.	
Intersections	Single-Lane Roundabout	Construct a single-lane roundabout	80%	\$ 1.5 M	\$ 500k
	Multi-Lane Roundabout	Construct a multi-lane roundabout	20%	\$ 3 M	
	Systemic Traffic Signal Improvements	Invest in safer signal equipment and timing	40%	\$ 200k	
	Traffic Calming / VRU Improvements	Introduce traffic calming and bike/ped improvements at intersection	30%	\$ 250k	\$ 50k
	Reduced Left-Turn Conflict Intersection	Design an RCUT/Michigan U-Turn intersection	55%	\$ 1 M	
	Geometric Realignment	Redesign the roadway to create right angle, eliminate access points, and calm traffic	50%	\$ 3 M	\$ 750k
	Road Safety Audit & Improvements	Conduct a Road Safety Audit and plan and develop improvements based on these findings	40%	\$ 1.5 M	

## County-wide Projects

**522 projects have been identified County-wide. Together, these could reduce fatal and serious injury crashes by 38% on average at the locations where they are implemented and 18% in the County overall. The 20-year comprehensive economic savings of this level of crash reduction would amount to \$9.4 billion.**

The projects identified in this list are meant to be a starting point. These projects are meant to be suggestions for responsible jurisdictions, and Milwaukee County hopes to play a supportive and coordinating role in helping to implement these projects. Furthermore, more safety projects will be identified beyond this initial list and as other priorities arise. Milwaukee County will be working with 19 municipal governments to help identify and develop project opportunities in additional locations through the development of municipal action plans.



### Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

### Intersection Projects

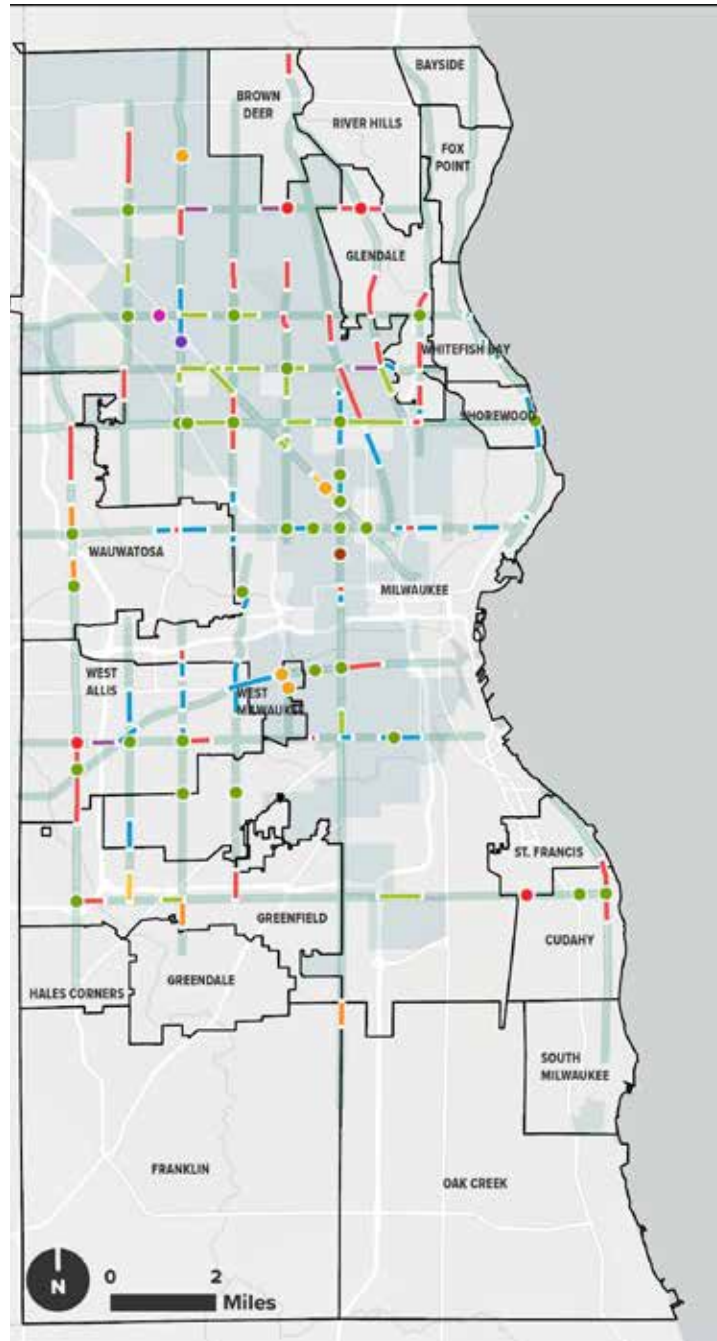
- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

### Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

# Top Priority Projects

There are 142 top priority locations of the original list of 522 projects, shown in the map to the right. These projects are located at the intersections and segments that have the highest fatal and serious injury crash rates within the County. A variety of jurisdictions and project types are represented within this list of projects.



## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

# S. 108<sup>TH</sup> ST.



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	I-94	Lincoln Ave.	Road Diet	53.5	1.84	\$ 1.5 M	11	126	WisDOT	
2*	Lincoln Ave.	Cleveland Ave.	Road Diet	35.3	0.50	\$ 400.5 K	8	62	WisDOT	
3	Cleveland Ave.	National Ave.	Road Diet	71.7	0.11	\$ 90 K	4	60	WisDOT	
4*	National Ave.	Morgan Ave.	Road Diet	116.1	0.89	\$ 709.4 K	6	110	WisDOT	
5	Morgan Ave.	Layton Ave.	Road Diet	17.2	1.50	\$ 1.2 M	6	73	WisDOT	
6	Layton Ave.	I-43	Road Diet	11.7	0.20	\$ 161.8 K	2	11	WisDOT	

## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1	Greenfield Ave.	Traffic Calming / VRU Improvements	1.5	\$ 250 K	0	4	WisDOT
2*	Lincoln Ave.	Multi-Lane Roundabout	0.3	\$ 3 M	2	19	West Allis, WisDOT
3*	Cleveland Ave.	Traffic Calming / VRU Improvements	7.8	\$ 250 K	3	22	West Allis, WisDOT
4*	Layton Ave.	Traffic Calming / VRU Improvements	3.3	\$ 250 K	2	8	Milwaukee County, WisDOT

\*indicates priority location

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements



# 27<sup>TH</sup> - S. LAYTON



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	Cornell St. / Teutonia Ave.	Atkinson Ave.	Traffic Calming / VRU Improvements	36.3	0.40	\$ 197.9 K	2	33	City of Milwaukee	
2*	Atkinson Ave.	Capitol Dr.	Traffic Calming / VRU Improvements	171.0	0.50	\$ 250.7 K	13	76	City of Milwaukee	
3*	Capitol Dr.	Hopkins St.	Traffic Calming / VRU Improvements	166.8	0.43	\$ 217.1 K	17	93	City of Milwaukee	
4	Hopkins St.	Burleigh St.	Traffic Calming / VRU Improvements	191.3	0.57	\$ 285.6 K	10	98	City of Milwaukee	
5*	Burleigh St.	Center St.	Traffic Calming / VRU Improvements	367.7	0.51	\$ 252.7 K	19	206	City of Milwaukee	
6	Fond Du Lac Ave.	Meinecke Ave.	Traffic Calming / VRU Improvements	69.0	0.34	\$ 171.5 K	6	85	City of Milwaukee	
7	Garfield Ave.	Lisbon Ave.	Traffic Calming / VRU Improvements	77.6	0.40	\$ 199.1 K	9	71	City of Milwaukee	
8	Lisbon Ave.	Highland Ave. / Highland Blvd.	Road Diet	54.9	0.62	\$ 495 K	9	114	City of Milwaukee	

\*indicates priority location

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

## Segment Projects Continued

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
9*	Highland Ave. / Highland Blvd.	State St.	Road Diet	105.6	0.09	\$ 68.8 K	4	27	WisDOT	
10*	State St.	Wells St.	Traffic Calming / VRU Improvements	184.1	0.20	\$ 102.4 K	6	48	WisDOT	
11	Wells St.	Wisconsin Ave.	Traffic Calming / VRU Improvements	167.0	0.11	\$ 54.1 K	5	43	WisDOT	
12	27th St. / Wisconsin Ave.	National Ave.	Road Diet	42.3	1.14	\$ 911.7 K	13	137	WisDOT	
13	National Ave.	Greenfield Ave.	Road Diet	46.7	0.36	\$ 288.2 K	5	62	City of Milwaukee	
14	Greenfield Ave.	Burnham St.	VRU Improvements and Access Management	62.9	0.45	\$ 451.5 K	7	78	City of Milwaukee	
15*	Burnham St.	Lincoln Ave. / 27th St.	VRU Improvements and Access Management	77.3	0.50	\$ 499.5 K	5	78	City of Milwaukee	
16	Lincoln Ave. / Layton Blvd.	Oklahoma Ave.	Traffic Calming / VRU Improvements	63.9	1.01	\$ 504.1 K	6	115	WisDOT	8005110
17	Oklahoma Ave.	Morgan Ave.	Road Diet	142.0	0.51	\$ 404.8 K	6	67	WisDOT	
18	Loomis Rd.	Coldspring Rd. / Bolivar Ave.	Road Diet	24.0	0.91	\$ 729.8 K	3	51	WisDOT	8003011
19	Layton Ave.	Ramsey Ave.	Road Diet and Access Management	42.3	1.50	\$ 2 M	5	104	WisDOT	8000263
20	Ramsey Ave.	College Ave.	Road Diet and Access Management	13.9	0.50	\$ 650.2 K	1	28	WisDOT	8000263
21*	College Ave.	Sycamore Ave. / Sycamore St.	RSA and Improvements	50.1	0.42	\$ 847 K	5	27	WisDOT	
22	Sycamore Ave. / Sycamore St.	Drexel Ave.	Road Diet	13.6	1.55	\$ 1.2 M	6	28	WisDOT	

\*indicates priority location



# 27<sup>TH</sup> - S. LAYTON



## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1	Edgerton Ave.	Traffic Calming / VRU Improvements	66.5	\$ 250 K	2	17	WisDOT
2*	Oklahoma Ave.	Traffic Calming / VRU Improvements	5.3	\$ 250 K	2	18	City of Milwaukee, WisDOT
3	National Ave.	Traffic Calming / VRU Improvements	6.0	\$ 250 K	4	17	City of Milwaukee, WisDOT
4	National Ave.	Traffic Calming / VRU Improvements	6.0	\$ 250 K	4	17	City of Milwaukee, WisDOT
5	Highland Ave.	Traffic Calming / VRU Improvements	5.0	\$ 250 K	2	14	City of Milwaukee, WisDOT
6	Wisconsin Ave.	Traffic Calming / VRU Improvements	19.0	\$ 250 K	4	23	City of Milwaukee, WisDOT
7	Kilbourn Ave.	Traffic Calming / VRU Improvements	39.0	\$ 250 K	3	10	WisDOT
8*	Lisbon Ave.	Single-Lane Roundabout	6.5	\$ 1.5 M	5	39	City of Milwaukee
9*	North Ave.	Traffic Calming / VRU Improvements	36.1	\$ 250 K	4	42	City of Milwaukee
10*	Fond Du Lac Ave.	Traffic Calming / VRU Improvements	16.0	\$ 250 K	4	57	City of Milwaukee, WisDOT
11*	Center St.	Traffic Calming / VRU Improvements	47.2	\$ 250 K	4	88	City of Milwaukee
12*	Burleigh St.	Traffic Calming / VRU Improvements	33.3	\$ 250 K	4	33	City of Milwaukee
13*	Capitol Dr.	Traffic Calming / VRU Improvements	15.8	\$ 250 K	9	40	City of Milwaukee, WisDOT

\*indicates priority location

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements



# N. 91<sup>ST</sup> / 92<sup>ND</sup> ST.



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	Brown Deer Rd. / Swan Rd.	Dean Rd.	Road Diet	8.0	0.51	\$ 408.6 K	0	20	City of Milwaukee	
2*	Dean Rd.	Calumet Rd.	Road Diet	78.7	0.99	\$ 795.8 K	8	39	City of Milwaukee	
3	Calumet Rd.	Good Hope Rd.	Road Diet	37.0	0.50	\$ 401.8 K	8	55	City of Milwaukee	
4	Good Hope Rd.	Mill Rd.	Road Diet	23.7	1.01	\$ 804.8 K	8	96	City of Milwaukee	
5*	Mill Rd.	Fond Du Lac Ave.	VRU Improvements and Access Management	77.8	0.38	\$ 382.9 K	3	55	City of Milwaukee	
6	Fond Du Lac Ave.	Silver Spring Dr.	VRU Improvements and Access Management	26.0	0.62	\$ 621.5 K	5	74	City of Milwaukee	
7	Silver Spring Dr.	Appleton Ave.	VRU Improvements and Access Management	27.3	0.48	\$ 479 K	5	68	City of Milwaukee	
8	Appleton Ave.	Hampton Ave.	Road Diet	60.1	0.54	\$ 434.3 K	2	42	City of Milwaukee	
9*	Hampton Ave. / Swan Rd.	Congress St.	Road Diet	19.1	0.55	\$ 440.5 K	2	41	City of Milwaukee, Wauwatosa	

\*indicates priority location

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

# N. 91<sup>ST</sup> / 92<sup>ND</sup> ST.



## Segment Projects (Continued)

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
10	Congress St.	Capitol Dr.	Road Diet	15.0	0.50	\$ 403.6 K	3	22	City of Milwaukee, Wauwatosa	
11	Capitol Dr.	Center St.	Road Diet and Access Management	6.4	1.51	\$ 2 M	2	41	City of Milwaukee	

## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1	Brown Deer Rd.	Traffic Calming / VRU Improvements	2.1	\$ 250 K	0	10	City of Milwaukee, WisDOT
2*	Bradley Rd.	Single-Lane Roundabout	10.3	\$ 1.5 M	1	13	City of Milwaukee
3*	Good Hope Rd.	Traffic Calming / VRU Improvements	23.1	\$ 250 K	6	39	Milwaukee County, City of Milwaukee
4*	Silver Spring Dr.	Traffic Calming / VRU Improvements	9.4	\$ 250 K	3	38	Milwaukee County, City of Milwaukee

\*indicates priority location

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

# NORTH AVE.



#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	124th St.	Mayfair Rd.	Road Diet and Access Management	37.8	0.98	\$ 1.3 M	3	51	Wauwatosa	
2	Mayfair Rd.	Met To Wee Ln.	Road Diet and Access Management	15.8	0.56	\$ 725.7 K	2	20	Wauwatosa	
3	Met To Wee Ln.	Swan Blvd.	Road Diet	66.8	0.47	\$ 372.2 K	2	15	Wauwatosa	
4	Swan Blvd.	83rd St.	Traffic Calming / VRU Improvements	32.0	0.57	\$ 286.1 K	2	38	Wauwatosa	
5*	83rd St.		Traffic Calming / VRU Improvements	105.7	0.34	\$ 169.4 K	2	12	Wauwatosa	
6*			Road Diet	10.2	0.15	\$ 122 K	0	9	Wauwatosa	
7*		68th St.	Traffic Calming / VRU Improvements	39.8	0.45	\$ 226.4 K	4	19	Wauwatosa	
8	68th St.	60th St.	Traffic Calming / VRU Improvements	16.5	0.50	\$ 252.5 K	1	19	Wauwatosa, City of Milwaukee	
9	60th St.	Sherman Blvd.	Traffic Calming / VRU Improvements	47.0	1.01	\$ 505.4 K	7	96	City of Milwaukee, Wauwatosa	

\*indicates priority location

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements



## Segment Projects (Continued)

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
10*	Sherman Blvd.	35th St.	Traffic Calming / VRU Improvements	214.0	0.51	\$ 254.5 K	15	102	City of Milwaukee	
11	35th St.	30th St.	Traffic Calming / VRU Improvements	56.9	0.32	\$ 161.7 K	6	59	City of Milwaukee	
12	30th St.	24th St.	Traffic Calming / VRU Improvements	93.3	0.43	\$ 216.4 K	8	83	City of Milwaukee	
13	24th St.	12th St.	Traffic Calming / VRU Improvements	79.8	0.79	\$ 396.8 K	11	160	City of Milwaukee	
14*	12th St.	9th St.	Traffic Calming / VRU Improvements	244.2	0.21	\$ 105.4 K	6	32	City of Milwaukee	
15*	9th St.	6th St.	Road Diet	191.2	0.21	\$ 172 K	2	45	City of Milwaukee	
16*	6th St.	1st St.	Traffic Calming / VRU Improvements	86.0	0.37	\$ 185.8 K	4	73	City of Milwaukee	
17	1st St.	Humboldt Ave. / Humboldt Blvd.	Traffic Calming / VRU Improvements	23.8	0.75	\$ 374.9 K	1	42	City of Milwaukee	
18*	Humboldt Ave. / Humboldt Blvd.	Oakland Ave.	Traffic Calming / VRU Improvements	53.0	0.50	\$ 249.5 K	3	55	City of Milwaukee	
19	Oakland Ave.	Lake Dr.	Traffic Calming / VRU Improvements	40.0	0.39	\$ 193.9 K	2	35	City of Milwaukee	

## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1*	Mayfair Rd.	Traffic Calming / VRU Improvements	17.8	\$ 250 K	2	9	Wauwatosa, WisDOT
2	Wauwatosa Ave.	Traffic Calming / VRU Improvements	2.3	\$ 250 K	0	6	City of Milwaukee
3*	Sherman Blvd.	Traffic Calming / VRU Improvements	22.8	\$ 250 K	3	26	City of Milwaukee
4*	North Ave.	Traffic Calming / VRU Improvements	17.8	\$ 250 K	5	36	City of Milwaukee
5*	North Ave.	Traffic Calming / VRU Improvements	36.1	\$ 250 K	4	42	City of Milwaukee
6	Fond Du Lac Ave.	Systemic Traffic Signal Improvements	9.7	\$ 200 K	1	20	City of Milwaukee, WisDOT
7*	North Ave.	Traffic Calming / VRU Improvements	16.0	\$ 250 K	3	19	City of Milwaukee
8	5th St.	Traffic Calming / VRU Improvements	5.9	\$ 250 K	1	8	City of Milwaukee
9	2nd St.	Traffic Calming / VRU Improvements	6.7	\$ 250 K	1	9	City of Milwaukee
10	Murray Ave.	Traffic Calming / VRU Improvements	4.3	\$ 250 K	1	6	City of Milwaukee

\*indicates priority location

# PORT WASHINGTON RD.



#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	County Line Rd.		Road Diet	1.6	0.40	\$ 316.1 K	0	3	Milwaukee County	
2		Glencoe Pl.	Traffic Calming / VRU Improvements	1.1	0.74	\$ 367.8 K	0	2	Milwaukee County	
3	Glencoe Pl.	Bergen Dr.	Road Diet	1.2	0.45	\$ 358.5 K	0	1	Milwaukee County	
4		Daphne Rd.	Road Diet	6.5	0.85	\$ 681.3 K	0	18	Milwaukee County	4000016
5	Bender Rd.	Bayside Dr.	Road Diet	9.7	0.33	\$ 266.2 K	0	11	Glendale	
6*	Bayside Dr.	Silver Spring Dr.	Road Diet	16.7	0.47	\$ 372 K	3	18	Glendale	
7	Silver Spring Dr.	Lexington Blvd.	RSA and Improvements	8.0	0.32	\$ 636.1 K	3	25	Glendale	
8	Lexington Blvd.	Henry Clay St.	Road Diet	17.3	0.18	\$ 146.1 K	0	11	Glendale	
9*	Henry Clay St.	Hampton Ave.	Road Diet	17.5	0.50	\$ 401.6 K	3	20	Glendale, City of Milwaukee	
10	Hampton Ave.	River Woods Pkwy.	Road Diet	20.4	0.32	\$ 259.5 K	2	18	Glendale, City of Milwaukee	

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

\*indicates priority location



# PORT WASHINGTON RD.



## Segment Projects (Continued)

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
11*	River Woods Pkwy.	Olive St.	Road Diet	7.1	0.45	\$ 361.6 K	1	3	Glendale, City of Milwaukee	
12*	Olive St.	Fiebrantz Ave.	Traffic Calming / VRU Improvements	10.2	0.09	\$ 45.4 K	0	3	City of Milwaukee, Glendale	
13	Fiebrantz Ave.	Dr. Martin Luther King Jr Dr.	Traffic Calming / VRU Improvements	19.7	0.76	\$ 377.7 K	1	29	City of Milwaukee	

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1*	Silver Spring Dr.	Traffic Calming / VRU Improvements	5.3	\$ 250 K	2	8	Glendale
2	Hampton Ave.	Single-Lane Roundabout	1.4	\$ 1.5 M	1	9	Glendale, City of Milwaukee

\*indicates priority location

# S. 60<sup>TH</sup> ST.-HAWLEY RD.



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	Notre Dame Ct.	State St.	Traffic Calming / VRU Improvements	22.2	0.13	\$ 64.6 K	1	1	City of Milwaukee	
2*	State St.	Wisconsin Ave.	Traffic Calming / VRU Improvements	107.0	0.35	\$ 174.4 K	2	19	City of Milwaukee, Wauwatosa	
3	Blue Mound Rd.	60th St.	Road Diet	18.6	0.93	\$ 746.3 K	2	41	City of Milwaukee, West Allis	
4*	Hawley Rd.	National Ave.	Traffic Calming / VRU Improvements	50.6	0.47	\$ 233.1 K	3	55	West Allis, City of Milwaukee	
5*	National Ave.	Burnham St.	Traffic Calming / VRU Improvements	77.5	0.50	\$ 250.8 K	5	80	West Allis	

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

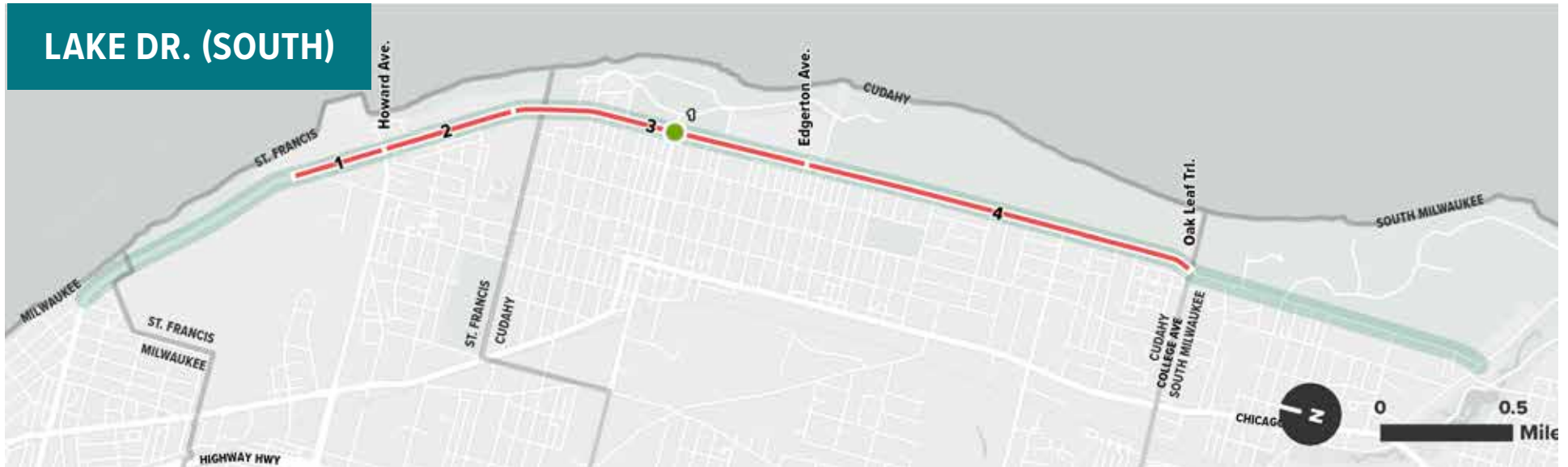
- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1	National Ave.	Traffic Calming / VRU Improvements	3.5	\$ 250 K	0	17	West Allis, WisDOT
2	Lincoln Ave.	Traffic Calming / VRU Improvements	6.7	\$ 250 K	0	26	West Allis
3*	Oklahoma Ave.	Traffic Calming / VRU Improvements	10.5	\$ 250 K	1	18	City of Milwaukee
4	Cold Spring Rd.	Traffic Calming / VRU Improvements	7.3	\$ 250 K	1	12	Greenfield, City of Milwaukee

\*indicates priority location

# LAKE DR. (SOUTH)



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1		Howard Ave.	Road Diet	0.7	0.34	\$ 271 K	0	1	St. Francis	
2	Howard Ave.		Road Diet	0.5	0.51	\$ 404.7 K	0	1	WisDOT	
3*		Edgerton Ave.	Road Diet	6.9	1.13	\$ 903.2 K	3	10	WisDOT	
4	Edgerton Ave.	Oak Leaf Trl.	Road Diet	0.9	1.50	\$ 1.2 M	0	5	WisDOT	

## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1*	Layton Ave.	Traffic Calming / VRU Improvements	1.9	\$ 250 K	1	1	Milwaukee County, WisDOT

\*indicates priority location

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements



# LINCOLN AVE



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	117th St.	108th St.	Road Diet and Access Management	8.2	0.56	\$ 729.7 K	2	31	West Allis	
2	108th St.		Road Diet and Access Management	11.6	0.29	\$ 378.4 K	2	26	West Allis	
3*		National Ave.	Road Diet and Access Management	23.9	0.50	\$ 650.2 K	3	36	West Allis	
4	National Ave.	92nd St.	Road Diet	17.5	0.21	\$ 168.2 K	1	26	West Allis	
5	92nd St.	76th St.	Road Diet	44.6	1.00	\$ 798.8 K	6	74	West Allis	
6*	76th St.	Beloit Rd. / 68th St.	Road Diet	40.8	0.51	\$ 411.4 K	6	64	West Allis	
7	Beloit Rd. / 68th St.	60th St.	Road Diet	32.2	0.50	\$ 399.2 K	3	50	West Allis	
8	60th St.	43rd St. / Miller Park Way.	Road Diet	41.3	1.00	\$ 798.7 K	3	65	West Allis, West Milwaukee, City of Milwaukee	
9	43rd St. / Miller Park Way.	36th St.	Road Diet	41.3	0.44	\$ 350.2 K	2	22	City of Milwaukee, West Milwaukee	

\*indicates priority location

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

### Segment Projects (Continued)

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
10*	36th St.	35th St.	Road Diet	238.3	0.06	\$ 46.8 K	1	10	City of Milwaukee	
11	35th St.	Layton Blvd. / 27th St.	Traffic Calming / VRU Improvements	95.8	0.50	\$ 248.4 K	2	71	City of Milwaukee	
12*	Layton Blvd. / 27th St.	Forest Home Ave.	Traffic Calming / VRU Improvements	100.9	0.18	\$ 92.3 K	4	59	City of Milwaukee	
13	Forest Home Ave.	16th St.	Traffic Calming / VRU Improvements	32.5	0.56	\$ 282.5 K	2	44	City of Milwaukee	
14*	16th St.	6th St.	Traffic Calming / VRU Improvements	117.8	0.74	\$ 369.6 K	12	93	City of Milwaukee	

### Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1*	108th St.	Multi-Lane Roundabout	0.3	\$ 3 M	2	19	West Allis, WisDOT
2	Lincoln Ave.	Traffic Calming / VRU Improvements	0.9	\$ 250 K	0	7	West Allis
3*	92nd St.	Traffic Calming / VRU Improvements	1.9	\$ 250 K	1	7	West Allis
4*	76th St.	Traffic Calming / VRU Improvements	6.1	\$ 250 K	2	27	West Allis
5	60th St.	Traffic Calming / VRU Improvements	6.7	\$ 250 K	0	26	West Allis
6	43rd St.	Traffic Calming / VRU Improvements	3.7	\$ 250 K	1	10	City of Milwaukee, West Milwaukee
7*	13th St.	Traffic Calming / VRU Improvements	11.4	\$ 250 K	2	14	City of Milwaukee
8	Allis St.	Traffic Calming / VRU Improvements	9.8	\$ 250 K	1	6	

\*indicates priority location

# HAMPTON AVE.



#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	107th St.	Swan Rd. / 92nd St.	Road Diet and Access Management	16.8	0.93	\$ 1.2 M	3	56	Milwaukee County	
2	Swan Rd. / 92nd St.	Appleton Ave.	Road Diet and Access Management	82.7	0.58	\$ 748.8 K	5	80	City of Milwaukee	4000804
3	Appleton Ave.	76th St.	Road Diet and Access Management	52.0	0.49	\$ 635 K	3	74	Milwaukee County	4000804
4*	76th St.	Lincoln Creek Dr.	VRU Improvements and Access Management	42.2	0.84	\$ 842.1 K	10	117	Milwaukee County	
5*	Lincoln Creek Dr.	60th St.	VRU Improvements and Access Management	269.2	0.17	\$ 166.1 K	4	33	City of Milwaukee	
6*	60th St.	51st Blvd.	VRU Improvements and Access Management	57.1	0.51	\$ 505.5 K	6	83	City of Milwaukee	4100414
7	51st Blvd.	Sherman Blvd.	VRU Improvements and Access Management	72.9	0.51	\$ 507 K	6	88	City of Milwaukee	4100414
8*	Sherman Blvd.	Hopkins St.	VRU Improvements and Access Management	113.3	0.33	\$ 334.2 K	9	76	City of Milwaukee	4100414

\*indicates priority location

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

### Segment Projects (Continued)

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
9	Hopkins St.	32nd St.	VRU Improvements and Access Management	65.9	0.35	\$ 354.7 K	4	99	City of Milwaukee	4100414
10	32nd St.	Teutonia Ave.	Road Diet	35.8	0.32	\$ 256.3 K	3	68	City of Milwaukee	4100414
11	Teutonia Ave.		Road Diet and Access Management	26.4	0.28	\$ 360.2 K	4	44	City of Milwaukee	
12*		Green Bay Ave.	Road Diet and Access Management	26.8	0.50	\$ 650.4 K	4	50	City of Milwaukee	
13*	Green Bay Ave.		Traffic Calming / VRU Improvements	21.1	0.29	\$ 145 K	2	28	Milwaukee County	
14			Traffic Calming / VRU Improvements	8.1	0.36	\$ 178.1 K	0	5	Milwaukee County	
15		Iroquois Ave.	Road Diet	22.5	0.21	\$ 168.5 K	1	19	Glendale, Milwaukee	
16	Iroquois Ave.	Santa Monica Blvd.	Traffic Calming / VRU Improvements	27.4	0.43	\$ 216.9 K	3	10	City of Milwaukee, Whitefish Bay	

### Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1	56th St.	Reduced Left-Turn Conflict Intersection	0.9	\$ 1 M	0	5	City of Milwaukee
2	46th St.	Reduced Left-Turn Conflict Intersection	1.2	\$ 1 M	0	8	City of Milwaukee
3*	Sherman Blvd.	Traffic Calming / VRU Improvements	6.6	\$ 250 K	3	24	City of Milwaukee
4	Teutonia Ave.	Systemic Traffic Signal Improvements	13.8	\$ 200 K	3	34	City of Milwaukee
5	Green Bay Ave.	Single-Lane Roundabout	2.0	\$ 1.5 M	1	23	Milwaukee County, City of Milwaukee, WisDOT
6	Port Washington Rd.	Single-Lane Roundabout	1.4	\$ 1.5 M	1	9	Glendale, City of Milwaukee

\*indicates priority location

# S. 92<sup>ND</sup> ST.



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	Blue Mound Rd.	Greenfield Ave.	Road Diet	6.8	1.34	\$ 1.1 M	1	28	City of Milwaukee, West Allis	
2*	Greenfield Ave.	Rogers St.	Traffic Calming / VRU Improvements	65.5	0.58	\$ 290.1 K	1	29	West Allis	
3	Rogers St.	Lincoln Ave.	Traffic Calming / VRU Improvements	15.3	0.37	\$ 187.2 K	1	28	West Allis	
4	Lincoln Ave.	Beloit Rd.	Road Diet	11.5	1.12	\$ 895.2 K	2	41	West Allis, City of Milwaukee	
5	Beloit Rd.	Morgan Ave.	Traffic Calming / VRU Improvements	2.3	0.38	\$ 190.8 K	0	5	Milwaukee County	
6*	Morgan Ave.	Howard Ave.	Traffic Calming / VRU Improvements	7.5	0.50	\$ 250.5 K	1	10	Milwaukee County	
7	Howard Ave.	Coldspring Rd.	Median and Access Management	1.5	0.50	\$ 998.6 K	0	8	Milwaukee County	
8*	Coldspring Rd.	Layton Ave.	Median and Access Management	4.6	0.50	\$ 1 M	1	12	Milwaukee County	

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1*	Lincoln Ave.	Traffic Calming / VRU Improvements	1.9	\$ 250 K	1	7	West Allis
2	Wilbur Ave.	Traffic Calming / VRU Improvements	3.4	\$ 250 K	1	3	Milwaukee County

\*indicates priority location

# S. 76<sup>TH</sup> ST.



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	Bluemound Rd.	Kearney St.	Road Diet	68.3	0.52	\$ 419.1 K	4	24	City of Milwaukee, Wauwatosa	
2*	Kearney St.	Pierce St.	Road Diet	29.6	0.24	\$ 196 K	3	13	City of Milwaukee, West Allis	
3*	Pierce St.	Washington St.	Traffic Calming / VRU Improvements	8.7	0.25	\$ 126.7 K	1	7	West Allis, City of Milwaukee	
4	Washington St.	Greenfield Ave.	Traffic Calming / VRU Improvements	16.2	0.26	\$ 130.9 K	1	19	West Allis	
5*	Greenfield Ave.	National Ave.	Traffic Calming / VRU Improvements	123.7	0.34	\$ 168.8 K	5	28	West Allis	
6	National Ave.	Becher St.	Traffic Calming / VRU Improvements	22.6	0.37	\$ 187 K	1	22	West Allis	
7*	Becher St.	Lincoln Ave.	Traffic Calming / VRU Improvements	32.3	0.24	\$ 122.1 K	3	35	West Allis	
8	Lincoln Ave.	Beloit Rd.	Traffic Calming / VRU Improvements	20.0	0.39	\$ 195.3 K	4	43	West Allis	
9	Beloit Rd.	Oklahoma Ave.	Road Diet	23.5	0.61	\$ 489.3 K	6	53	West Allis, City of Milwaukee	
10	Oklahoma Ave.	Forest Home Ave.	Road Diet	34.6	1.66	\$ 1.3 M	8	107	Milwaukee County	4000802
11*	Layton Ave.	Edgerton Ave.	RSA and Improvements	21.2	0.50	\$ 1 M	3	51	Milwaukee County	

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

\*indicates priority location

# S. 76<sup>TH</sup> ST.



## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1	76th St.	Traffic Calming / VRU Improvements	0.5	\$ 250 K	0	2	City of Milwaukee
2	Pierce St.	Traffic Calming / VRU Improvements	1.9	\$ 250 K	1	1	City of Milwaukee, West Allis
3	Greenfield Ave.	Traffic Calming / VRU Improvements	3.3	\$ 250 K	1	9	West Allis, WisDOT
4	Lapham St.	Traffic Calming / VRU Improvements	4.4	\$ 250 K	1	5	West Allis
5*	Lincoln Ave.	Traffic Calming / VRU Improvements	6.1	\$ 250 K	2	27	West Allis
6*	Oklahoma Ave.	Traffic Calming / VRU Improvements	11.5	\$ 250 K	4	21	Milwaukee County, City of Milwaukee, West Allis
7	Howard Ave.	Traffic Calming / VRU Improvements	5.5	\$ 250 K	1	8	Milwaukee County
8	Coldspring Rd.	Traffic Calming / VRU Improvements	8.5	\$ 250 K	1	14	Milwaukee County

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

\*indicates priority location

# CAPITOL DR.



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	Grantosa Dr.	76th St.	VRU Improvements and Access Management	26.3	1.79	\$ 1.8 M	8	108	WisDOT	
2*	76th St.	60th St.	VRU Improvements and Access Management	143.8	1.03	\$ 1 M	26	197	WisDOT	
3	60th St.	Sherman Blvd.	VRU Improvements and Access Management	88.1	1.00	\$ 1 M	16	259	WisDOT	
4*	Sherman Blvd.	Roosevelt Dr.	VRU Improvements and Access Management	95.1	0.48	\$ 475.8 K	5	109	WisDOT	
5	35th St.	27th St.	VRU Improvements and Access Management	104.5	0.51	\$ 509.1 K	12	157	WisDOT	
6*	27th St.	10th St.	VRU Improvements and Access Management	93.5	1.20	\$ 1.2 M	29	213	WisDOT	
7	10th St.	7th St.	Road Diet	106.0	0.19	\$ 153 K	1	39	WisDOT	
8*	7th St.	I-43	Road Diet	64.2	0.12	\$ 97.9 K	1	26	WisDOT	
9	I-43	2nd St.	Road Diet	17.2	0.26	\$ 210.2 K	1	14	WisDOT	
10	2nd St.	Humboldt Blvd.	VRU Improvements and Access Management	29.3	0.62	\$ 615.2 K	2	64	WisDOT	
11	Humboldt Blvd.	Oakland Ave.	VRU Improvements and Access Management	50.9	0.63	\$ 625.5 K	3	40	WisDOT	
12	Oakland Ave.	Maryland Ave.	Traffic Calming / VRU Improvements	31.6	0.25	\$ 125.3 K	1	16	WisDOT	

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

\*indicates priority location



# CAPITOL DR.



## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1*	76th St.	Traffic Calming / VRU Improvements	5.5	\$ 250 K	2	25	WisDOT
2*	Appleton Ave.	Traffic Calming / VRU Improvements	14.1	\$ 250 K	2	23	WisDOT
3*	60th St.	Traffic Calming / VRU Improvements	31.6	\$ 250 K	5	32	City of Milwaukee, WisDOT
4	Sherman Blvd.	Systemic Traffic Signal Improvements	14.1	\$ 200 K	1	47	City of Milwaukee, WisDOT
5	35th St.	Geometric Realignment	2.4	\$ 3 M	2	32	WisDOT
6*	27th St.	Traffic Calming / VRU Improvements	15.8	\$ 250 K	9	40	City of Milwaukee, WisDOT
7	Teutonia Ave.	Traffic Calming / VRU Improvements	8.5	\$ 250 K	3	25	City of Milwaukee, WisDOT
8*	Lake Dr.	Traffic Calming / VRU Improvements	22.3	\$ 250 K	2	3	WisDOT

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

\*indicates priority location

# TEUTONIA DR.



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	Green Bay Rd.	Good Hope Rd.	Road Diet	7.3	1.76	\$ 1.4 M	2	41	Milwaukee County	4000801
2	Good Hope Rd.	Silver Spring Dr.	Road Diet	83.7	2.04	\$ 1.6 M	20	162	City of Milwaukee	
3*	Silver Spring Dr.	Villard Ave.	Road Diet	222.8	0.51	\$ 409.7 K	11	103	City of Milwaukee	
4	Villard Ave.	Hampton Ave.	Road Diet	73.3	0.54	\$ 430.9 K	8	126	City of Milwaukee	
5*	Hampton Ave.	Capitol Dr.	Road Diet	127.3	1.10	\$ 878.6 K	21	159	City of Milwaukee	
6*	Capitol Dr.	21st St.	Traffic Calming / VRU Improvements	120.6	0.07	\$ 37.4 K	4	30	City of Milwaukee	
7	21st St.	20th St.	Traffic Calming / VRU Improvements	14.9	0.16	\$ 82.2 K	0	7	City of Milwaukee	
8*	20th St.	Ring St.	Traffic Calming / VRU Improvements	106.8	0.62	\$ 312.2 K	8	48	City of Milwaukee	
9	Ring St.	North Ave.	Traffic Calming / VRU Improvements	47.2	1.24	\$ 620.2 K	6	121	City of Milwaukee	
10	North Ave.	Garfield Ave.	Traffic Calming / VRU Improvements	36.5	0.09	\$ 47.4 K	1	19	City of Milwaukee	

\*indicates priority location

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

# TEUTONIA DR.



## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1	Teutonia Ave.	Systemic Traffic Signal Improvements	7.5	\$ 200 K	2	15	City of Milwaukee
2	Villard Ave.	Systemic Traffic Signal Improvements	57.4	\$ 200 K	3	37	City of Milwaukee
3	Hampton Ave.	Systemic Traffic Signal Improvements	13.8	\$ 200 K	3	34	City of Milwaukee
4	Cornell St.	Traffic Calming / VRU Improvements	4.8	\$ 250 K	1	11	City of Milwaukee
5	Capitol Dr.	Traffic Calming / VRU Improvements	8.5	\$ 250 K	3	25	City of Milwaukee, WisDOT

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

\*indicates priority location



# MILLER PARK WAY



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1*	National Ave.	Greenfield Ave.	RSA and Improvements	19.3	0.29	\$ 584.2 K	5	75	West Milwaukee, City of Milwaukee	

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1*	National Ave.	Systemic Traffic Signal Improvements	4.7	\$ 200 K	1	10	City of Milwaukee, West Milwaukee, WisDOT
2		Reduced Left-Turn Conflict Intersection	1.4	\$ 1 M	1	2	West Milwaukee
3*	Greenfield Ave.	Systemic Traffic Signal Improvements	28.3	\$ 200 K	3	23	West Milwaukee
4	Mitchell St.	Systemic Traffic Signal Improvements	33.8	\$ 200 K	1	20	West Milwaukee
5	Burnham St	Systemic Traffic Signal Improvements	12.4	\$ 200 K	0	10	West Milwaukee
6		Systemic Traffic Signal Improvements	0.9	\$ 200 K	0	1	West Milwaukee

\*indicates priority location

# GREEN BAY AVE.



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	Fairlane Ave.	Good Hope Rd.	Road Diet	19.9	0.13	\$ 106.4 K	2	12	WisDOT	
2	Good Hope Rd.	Bender Rd.	Road Diet	7.5	1.33	\$ 1.1 M	3	29	WisDOT	
3*	Bender Rd.	Silver Spring Dr.	Road Diet	13.9	0.78	\$ 625.6 K	3	16	WisDOT	
4	Silver Spring Dr.	Villard Ave.	Road Diet	5.9	0.51	\$ 410.8 K	0	14	WisDOT	8005111
5*	Villard Ave.	Hampton Ave.	Road Diet	154.2	0.51	\$ 410 K	4	35	WisDOT	8005111
6*	Hampton Ave.	Cornell St.	VRU Improvements and Access Management	57.9	0.50	\$ 500.8 K	3	48	WisDOT	8005111
7	Cornell St.	Dr. Martin Luther King Jr Dr. / Capitol Dr.	VRU Improvements and Access Management	33.7	0.62	\$ 617 K	1	48	WisDOT	8005111

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

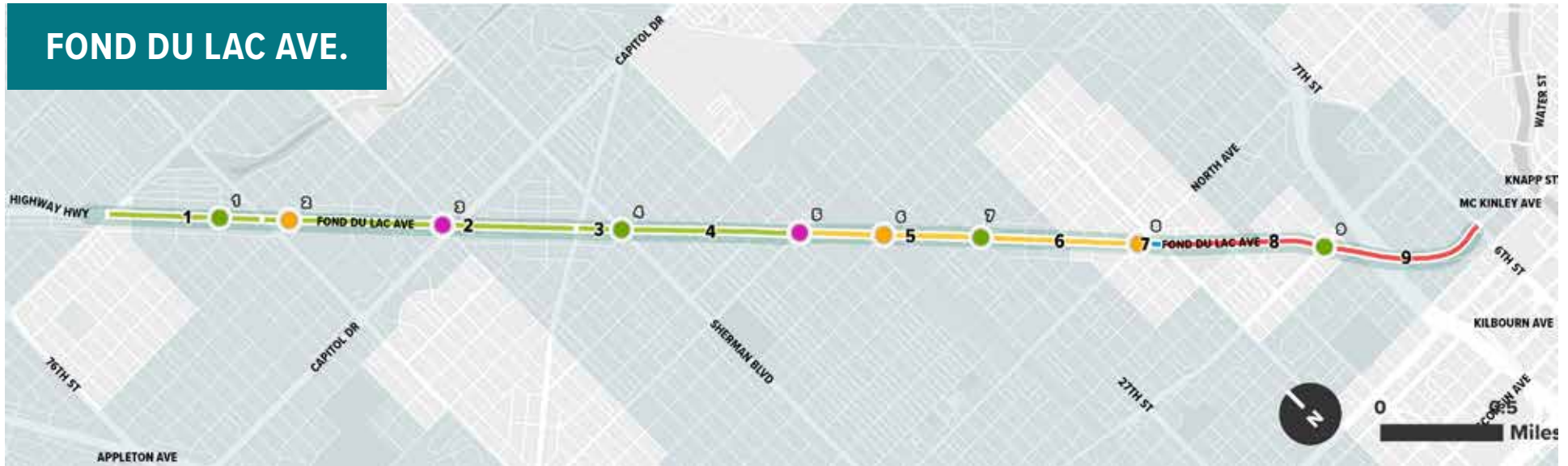
- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

\*indicates priority location

## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1	Deer Run Dr.	Reduced Left-Turn Conflict Intersection	1.6	\$ 1 M	1	2	Brown Deer
2	Schroeder Dr.	Single-Lane Roundabout	0.3	\$ 1.5 M	0	2	Brown Deer
3*	Good Hope Rd.	Multi-Lane Roundabout	0.3	\$ 3 M	2	9	Milwaukee County, WisDOT
4	Hampton Ave.	Single-Lane Roundabout	2.0	\$ 1.5 M	1	23	Milwaukee County, City of Milwaukee, WisDOT

# FOND DU LAC AVE.



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1*	Hampton Ave	60th St.	VRU Improvements and Access Management	120.9	0.63	\$ 628.8 K	12	111	WisDOT	
2	60th St.	Roosevelt Dr.	VRU Improvements and Access Management	113.6	1.28	\$ 1.3 M	23	236	WisDOT	
3*	Roosevelt Dr.	Sherman Blvd.	VRU Improvements and Access Management	289.5	0.17	\$ 174.8 K	6	46	WisDOT	
4	Sherman Blvd.	35th St.	VRU Improvements and Access Management	77.4	0.72	\$ 724 K	10	144	WisDOT	
5*	35th St.	27th St.	Median and Access Management	145.0	0.73	\$ 1.5 M	29	293	WisDOT	
6	27th St.	North Ave.	Median and Access Management	53.0	0.64	\$ 1.3 M	11	168	WisDOT	
7	North Ave.	20th St.	Traffic Calming / VRU Improvements	94.6	0.09	\$ 45 K	2	32	WisDOT	
8	20th St.	Walnut St.	Road Diet	26.6	0.67	\$ 532.1 K	3	44	WisDOT	8006001
9	Walnut St.	6th St.	Road Diet	30.7	0.68	\$ 542.2 K	2	66	WisDOT	8006001

\*indicates priority location

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

# FOND DU LAC AVE.



## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1	Baldwin St.	Traffic Calming / VRU Improvements	0.6	\$ 250 K	0	2	WisDOT
2	58th St. and Congress St	Systemic Traffic Signal Improvements	73.7	\$ 200 K	4	19	WisDOT
3	51st Blvd.	Geometric Realignment	0.6	\$ 3 M	0	11	WisDOT
4	Sherman Blvd.	Traffic Calming / VRU Improvements	2.1	\$ 250 K	0	12	Milwaukee, WisDOT
5	35th St. and Burleigh St.	Geometric Realignment	2.7	\$ 3 M	3	52	WisDOT
6*	Locust St.	Systemic Traffic Signal Improvements	99.4	\$ 200 K	6	38	WisDOT
7*	27th St.	Traffic Calming / VRU Improvements	16.0	\$ 250 K	4	57	Milwaukee, WisDOT
8	21st St. and North Ave.	Systemic Traffic Signal Improvements	9.7	\$ 200 K	1	20	Milwaukee, WisDOT
9	Walnut St.	Traffic Calming / VRU Improvements	2.6	\$ 250 K	0	13	Milwaukee, WisDOT

\*indicates priority location

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

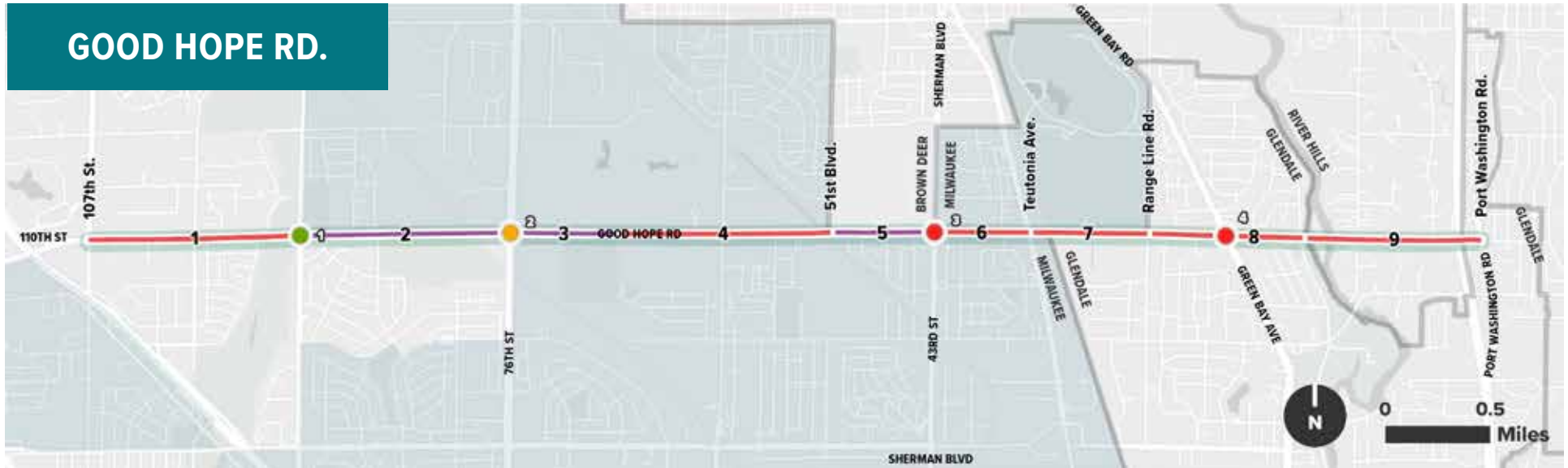
- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements



# GOOD HOPE RD.



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1	107th St.	91st St.	Road Diet	24.2	1.01	\$ 805.3 K	9	77	Milwaukee County
2	91st St.	76th St.	Road Diet and Access Management	18.5	1.00	\$ 1.3 M	7	88	Milwaukee County
3*	76th St.	Unnamed Access	Road Diet and Access Management	31.0	0.50	\$ 654.7 K	2	62	Milwaukee County
4	Unnamed Access	51st Blvd.	Road Diet	12.8	1.02	\$ 814.2 K	3	49	Milwaukee County
5*	51st Blvd.	43rd St.	Road Diet and Access Management	33.9	0.50	\$ 644.4 K	8	38	Milwaukee County
6	43rd St.	Teutonia Ave.	Road Diet	36.5	0.45	\$ 358.2 K	5	51	Milwaukee County
7	Teutonia Ave.	Range Line Rd.	Road Diet	14.8	0.57	\$ 452.5 K	1	37	Milwaukee County
8*	Range Line Rd.	Milwaukee River	Road Diet	22.4	0.76	\$ 608.7 K	6	33	Milwaukee County
9	Milwaukee River	Port Washington Rd.	Road Diet	20.9	0.83	\$ 661.3 K	1	49	Milwaukee County

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

\*indicates priority location

## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1*	91st St.	Traffic Calming / VRU Improvements	23.1	\$ 250 K	6	39	Milwaukee County, Milwaukee
2	76th St.	Systemic Traffic Signal Improvements	3.7	\$ 200 K	0	13	Milwaukee County, WisDOT
3*	43rd St.	Multi-Lane Roundabout	1.6	\$ 3 M	5	21	Milwaukee County
4*	Green Bay Ave.	Multi-Lane Roundabout	0.3	\$ 3 M	2	9	Milwaukee County, WisDOT



# MAYFAIR RD.



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	Silver Spring Rd.	Hampton Ave.	Road Diet	13.9	1.03	\$ 823.9 K	3	44	WisDOT	8000283
2	Hampton Ave. / Lovers Lane Rd.	Capitol Dr.	Road Diet	15.3	1.10	\$ 883.3 K	4	40	WisDOT	8000283
3*	Capitol Dr.	Burleigh St.	Road Diet	27.6	1.03	\$ 824.2 K	7	54	WisDOT	8000283
4*	Center St.	North Ave.	RSA and Improvements	19.1	0.52	\$ 1 M	6	85	WisDOT	
5*	Walnut Rd.	Watertown Plank Rd.	RSA and Improvements	6.3	0.49	\$ 987.3 K	4	21	WisDOT	

## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1	Menomonee River Pkwy.	Traffic Calming / VRU Improvements	7.5	\$ 250 K	2	6	WisDOT
2	Unnamed Access	Reduced Left-Turn Conflict Intersection	3.3	\$ 1 M	2	6	WisDOT
3*	North Ave.	Traffic Calming / VRU Improvements	17.8	\$ 250 K	2	9	Wauwatosa, WisDOT
4*	Mayfair Rd.	Traffic Calming / VRU Improvements	7.8	\$ 250 K	2	7	WisDOT

\*indicates priority location

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

# LAYTON AVE.



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1*	108th St.		Road Diet	25.7	0.51	\$ 406.4 K	4	30	Milwaukee County
2		84th St.	Road Diet	5.7	1.00	\$ 800.1 K	0	21	Milwaukee County
3	84th St.	Forest Home Ave.	VRU Improvements and Access Mgmt.	27.1	0.12	\$ 124.4 K	0	17	Milwaukee County
4*	Forest Home Ave.	76th St.	VRU Improvements and Access Mgmt.	22.8	0.38	\$ 376.1 K	1	37	Milwaukee County
5	76th St.	60th St.	VRU Improvements and Access Mgmt.	14.1	1.00	\$ 1 M	3	49	Milwaukee County
6	60th St.	Loomis Rd.	VRU Improvements and Access Mgmt.	13.2	0.95	\$ 952 K	1	44	Milwaukee County
7	43rd St.	27th St.	Road Diet	14.9	1.00	\$ 803.6 K	2	41	Milwaukee County
8	27th St.	I-41	VRU Improvements and Access Mgmt.	39.2	0.71	\$ 711.3 K	1	44	City of Milwaukee, Greenfield
9*	I-41	6th St.	VRU Improvements and Access Mgmt.	124.7	0.77	\$ 772.1 K	7	61	City of Milwaukee
10	6th St.	Howell Ave.	VRU Improvements and Access Mgmt.	15.8	0.49	\$ 490.6 K	2	33	City of Milwaukee
11	Howell Ave.	Pennsylvania Ave.	VRU Improvements and Access Mgmt.	8.1	1.52	\$ 1.5 M	3	43	Milwaukee County

\*indicates priority location

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

# LAYTON AVE.



## Segment Projects Continued

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
12	Pennsylvania Ave.	Nicholson Ave.	Road Diet	21.5	0.50	\$ 398.8 K	3	25	Milwaukee County
13	Nicholson Ave.	Packard Ave.	Road Diet	13.2	0.50	\$ 401.2 K	3	20	Milwaukee County
14	Packard Ave.	Lake Dr.	Traffic Calming / VRU Improvements	16.5	0.50	\$ 250.3 K	5	13	Milwaukee County

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1*	108th St.	Traffic Calming / VRU Improvements	3.3	\$ 250 K	2	8	Milwaukee County, WisDOT
2*	Pennsylvania Ave.	Multi-Lane Roundabout	0.2	\$ 3 M	1	9	Milwaukee County
3*	Packard Ave.	Traffic Calming / VRU Improvements	7.0	\$ 250 K	3	8	Milwaukee County
4*	Lake Dr.	Traffic Calming / VRU Improvements	1.9	\$ 250 K	1	1	Milwaukee County, WisDOT

\*indicates priority location



# N. 60<sup>TH</sup> ST.



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1	Dean Rd.	Tower Ave.	Traffic Calming / VRU Improvements	22.0	0.29	\$ 146.6 K	1	11	Brown Deer
2	Tower Ave.	Good Hope Rd.	Road Diet	18.0	1.21	\$ 971.8 K	4	60	City of Milwaukee, Brown Deer
3	Good Hope Rd.	Mill Rd.	Road Diet	14.1	1.01	\$ 808 K	1	84	City of Milwaukee
4*	Mill Rd.	Florist Ave.	Road Diet	23.2	0.51	\$ 404.8 K	3	55	City of Milwaukee
5	Florist Ave.	Silver Spring Dr.	Road Diet	40.0	0.50	\$ 403.5 K	8	72	City of Milwaukee
6	Silver Spring Dr.	Villard Ave.	Road Diet	38.1	0.50	\$ 402.8 K	6	87	City of Milwaukee
7	Villard Ave.	Hampton Ave.	Road Diet	65.6	0.51	\$ 405.5 K	5	74	City of Milwaukee
8	Hampton Ave.	Fond Du Lac Ave.	Road Diet	25.3	0.45	\$ 362.4 K	2	56	City of Milwaukee
9*	Fond Du Lac Ave.	Capitol Dr.	Road Diet	97.9	0.57	\$ 452.1 K	9	84	City of Milwaukee
10*	Capitol Dr.	Keefe Avenue Pkwy.	Road Diet	73.4	0.50	\$ 403.3 K	10	79	City of Milwaukee
11	Keefe Avenue Pkwy.	Appleton Ave.	Road Diet	41.5	0.80	\$ 639.7 K	3	69	City of Milwaukee
12*	Appleton Ave.	Center St. / Lisbon Ave.	Traffic Calming / VRU Improvements	35.9	0.21	\$ 104.3 K	1	33	City of Milwaukee

\*indicates priority location

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

# N. 60<sup>TH</sup> ST.



## Segment Projects (Continued)

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
13	Center St. / Lisbon Ave.	Garfield Ave.	Traffic Calming / VRU Improvements	14.7	0.64	\$ 318.1 K	1	38	Milwaukee, Wauwatosa
14*	Garfield Ave.	Lloyd St.	Traffic Calming / VRU Improvements	48.0	0.12	\$ 60.4 K	2	2	Milwaukee, Wauwatosa

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

\*indicates priority location

## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1	Center St. and Lisbon Ave.	Traffic Calming / VRU Improvements	3.8	\$ 250 K	0	21	City of Milwaukee
2*	Capitol Dr.	Traffic Calming / VRU Improvements	31.6	\$ 250 K	5	32	City of Milwaukee, WisDOT
3	Mill Rd.	Traffic Calming / VRU Improvements	5.3	\$ 250 K	0	37	Milwaukee County, City of Milwaukee
4*	Silver Spring Dr.	Traffic Calming / VRU Improvements	10.8	\$ 250 K	5	35	City of Milwaukee
5	Florist Ave.	Traffic Calming / VRU Improvements	2.0	\$ 250 K	1	4	City of Milwaukee

\*indicates priority location

# NATIONAL AVE.



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	124th St.	Oklahoma Ave.	VRU Improvements and Access Management	11.3	0.63	\$ 629.6 K	1	24	West Allis	
2	Oklahoma Ave.	108th St.	Road Diet	56.8	0.57	\$ 457.2 K	2	48	West Allis	
3	108th St.	Lincoln Ave.	Road Diet	24.6	1.01	\$ 806.8 K	3	106	West Allis	
4*	Lincoln Ave.	90th St. / Becher St.	Traffic Calming / VRU Improvements	94.4	0.42	\$ 208.4 K	2	37	West Allis	
5	90th St. / Becher St.		Traffic Calming / VRU Improvements	11.6	0.38	\$ 189.9 K	0	13	West Allis	
6		84th St. / Burnham St.	Road Diet	308.0	0.08	\$ 65.1 K	1	1	West Allis	
7	84th St.	82nd St.	Road Diet	7.2	0.14	\$ 114.2 K	0	3	West Allis	
8*	Greenfield Ave. / 62nd St.	47th St. / General Mitchell Blvd.	Traffic Calming / VRU Improvements	36.8	0.91	\$ 457.1 K	6	74	WisDOT	
9*	47th St. / General Mitchell Blvd.	Miller Park Way.	Road Diet	66.2	0.13	\$ 103.6 K	3	23	WisDOT	
10	Miller Park Way.	Layton Blvd.	Road Diet	31.7	1.13	\$ 905.7 K	8	131	WisDOT	8000265

\*indicates priority location

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

# NATIONAL AVE.



## Segment Projects (Continued)

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
11*	Layton Blvd.	Cesar E Chavez Dr.	Road Diet	73.9	0.75	\$ 600.1 K	11	117	WisDOT	8000265
12	Cesar E Chavez Dr.	1st St.	Road Diet	27.8	1.10	\$ 883.5 K	2	96	City of Milwaukee	8000265

## Legend

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## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

\*indicates priority location

## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1	Lincoln Ave.	Traffic Calming / VRU Improvements	0.9	\$ 250 K	0	7	West Allis
2	60th St.	Traffic Calming / VRU Improvements	3.5	\$ 250 K	0	17	West Allis, WisDOT
3	54th St.	Traffic Calming / VRU Improvements	4.0	\$ 250 K	1	3	WisDOT
4	48th St.	Traffic Calming / VRU Improvements	4.1	\$ 250 K	1	4	WisDOT
5*	Miller Park Way.	Systemic Traffic Signal Improvements	4.7	\$ 200 K	1	10	City of Milwaukee, West Milwaukee, WisDOT
6*	35th St.	Traffic Calming / VRU Improvements	7.9	\$ 250 K	1	29	City of Milwaukee, WisDOT
7*	Layton Blvd.	Traffic Calming / VRU Improvements	6.0	\$ 250 K	4	17	City of Milwaukee, WisDOT
8	Layton Blvd.	Traffic Calming / VRU Improvements	6.0	\$ 250 K	4	17	City of Milwaukee, WisDOT
9	21st St.	Traffic Calming / VRU Improvements	32.1	\$ 250 K	1	8	WisDOT



# LAKE DR. (NORTH)



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	Bell Rd.	Silver Spring Dr. / Marlborough Dr.	Traffic Calming / VRU Improvements	20.3	2.31	\$ 1.2 M	4	24	WisDOT	8000198
2	Marlborough Dr. / Lake Dr.	Shore Dr.	Traffic Calming / VRU Improvements	12.4	0.16	\$ 78.4 K	0	6	WisDOT	
3*	Shore Dr.	Lake Dr.	Traffic Calming / VRU Improvements	72.6	0.04	\$ 20.6 K	1	6	Whitefish Bay	
4	Silver Spring Dr.	Henry Clay St. / Ardmore Ave.	Traffic Calming / VRU Improvements	6.9	0.54	\$ 269.6 K	1	7	WisDOT	
5	Ardmore Ave. / Lake Dr.	Woodburn St.	Traffic Calming / VRU Improvements	7.9	0.05	\$ 26 K	0	2	WisDOT	
6	Cumberland Blvd. / Henry Clay St.	Newhall St. / Fairmount Ave.	Traffic Calming / VRU Improvements	3.3	0.30	\$ 147.8 K	0	2	WisDOT	
7	Oakland Ave.	Lake Bluff Blvd.	Traffic Calming / VRU Improvements	2.6	0.91	\$ 457.1 K	0	5	WisDOT	8008956
8*	Lake Bluff Blvd.	Capitol Dr.	Traffic Calming / VRU Improvements	41.9	0.48	\$ 239 K	4	13	WisDOT	8008956
9*	Capitol Dr.	Shorewood Blvd.	Road Diet	97.9	0.15	\$ 122.5 K	4	8	WisDOT	8008956

\*indicates priority location

## Legend

- Municipal Boundaries
- Corridors of Concern
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## Intersection Projects

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- Geometric Realignment
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- Single-Lane Roundabout

## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements



# LAKE DR. (NORTH)



## Segment Projects (Continued)

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
10*	Shorewood Blvd.	Edgewood Ave.	Traffic Calming / VRU Improvements	0.8	0.36	\$ 179.2 K	0	2	WisDOT	8008956
11	Edgewood Ave.	Bradford Ave.	Traffic Calming / VRU Improvements	8.6	1.36	\$ 679.9 K	1	22	WisDOT	8008956
12*	Bradford Ave.	Downer Ave.	Traffic Calming / VRU Improvements	43.6	0.07	\$ 34.8 K	1	2	City of Milwaukee	
13	Downer Ave.	North Ave.	Traffic Calming / VRU Improvements	3.1	0.20	\$ 100.7 K	0	3	City of Milwaukee	

## Legend

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## Intersection Projects

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- Single-Lane Roundabout

## Segment Projects

- Road Diet
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- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
- Raised Median & Access Management
- Road Safety Audit & Improvements

\*indicates priority location

## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1*	Capitol Dr.	Traffic Calming / VRU Improvements	22.3	\$ 250 K	2	3	WisDOT



# SHERMAN BLVD.



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1*	Mill Rd. / 43rd St.	Florist Ave.	Road Diet	184.7	0.50	\$ 403.7 K	6	61	City of Milwaukee	
2	Florist Ave.	Silver Spring Dr.	Road Diet	14.6	0.51	\$ 410.6 K	1	20	City of Milwaukee	
3*	Silver Spring Dr.	Custer Ave.	Road Diet	325.9	0.27	\$ 217.6 K	5	36	City of Milwaukee	
4	Custer Ave.	Fairmount Ave.	Road Diet	27.0	0.51	\$ 404.2 K	2	49	City of Milwaukee	
5	Fairmount Ave.	Hampton Ave.	VRU Improvements and Access Management	32.4	0.25	\$ 254.3 K	4	46	City of Milwaukee	
6*	Hampton Ave.		VRU Improvements and Access Management	128.8	0.52	\$ 518.7 K	12	87	City of Milwaukee	
7		Capitol Dr.	VRU Improvements and Access Management	56.8	0.51	\$ 505.1 K	8	113	City of Milwaukee	
8	Capitol Dr.	Roosevelt Dr.	VRU Improvements and Access Management	42.8	0.29	\$ 288.1 K	3	75	City of Milwaukee	
9*	Roosevelt Dr.	Fond Du Lac Ave.	VRU Improvements and Access Management	256.9	0.20	\$ 197.4 K	4	42	City of Milwaukee	
10	Fond Du Lac Ave.	Lloyd St.	VRU Improvements and Access Management	59.2	1.76	\$ 1.8 M	17	297	City of Milwaukee	4107000

## Legend

- Municipal Boundaries
- Corridors of Concern
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## Intersection Projects

- Traffic Calming & VRU Improvements
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- Reduced Left-Turn Conflict Intersection
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## Segment Projects

- Road Diet
- Road Diet & Access Management
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\*indicates priority location

# SHERMAN BLVD.



## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1	Villard Ave.	Systemic Traffic Signal Improvements	22.3	\$ 200 K	2	19	City of Milwaukee
2*	Hampton Ave.	Traffic Calming / VRU Improvements	6.6	\$ 250 K	3	24	City of Milwaukee
3	Capitol Dr.	Systemic Traffic Signal Improvements	14.1	\$ 200 K	1	47	City of Milwaukee, WisDOT
4	Fond Du Lac Ave.	Traffic Calming / VRU Improvements	2.1	\$ 250 K	0	12	City of Milwaukee, WisDOT
5	Center St.	Traffic Calming / VRU Improvements	22.9	\$ 250 K	2	39	City of Milwaukee
6*	North Ave.	Traffic Calming / VRU Improvements	22.8	\$ 250 K	3	26	City of Milwaukee
7	Lisbon Ave.	Geometric Realignment	0.8	\$ 3 M	1	12	City of Milwaukee

## Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

## Intersection Projects

- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
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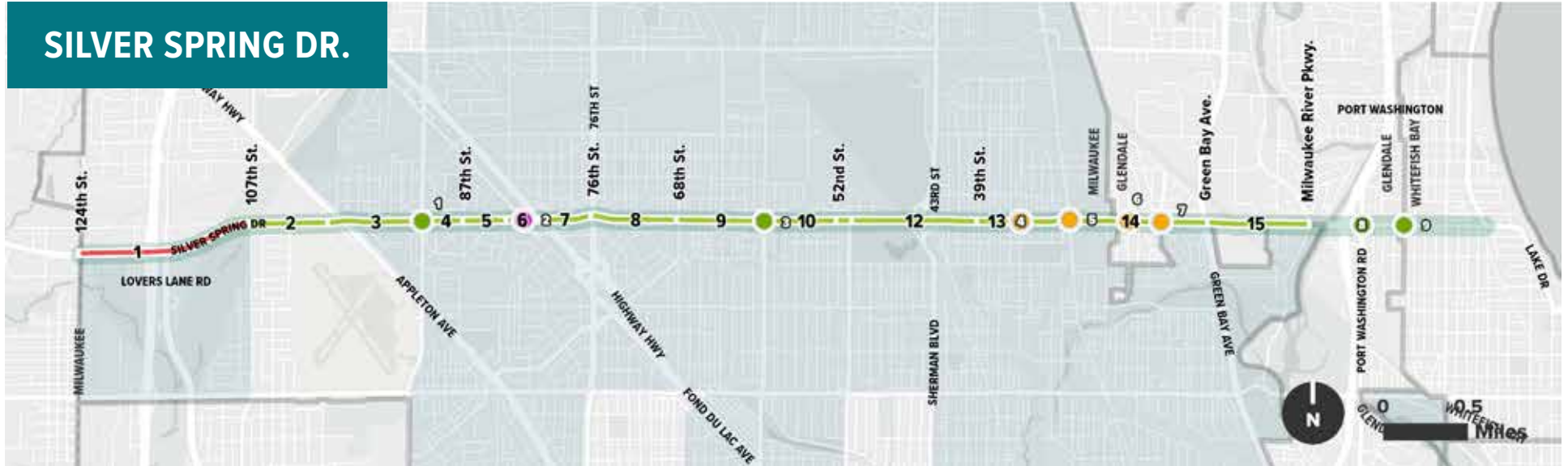
## Segment Projects

- Road Diet
- Road Diet & Access Management
- Traffic Calming & VRU Improvements
- VRU Improvements & Access Management
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- Road Safety Audit & Improvements

\*indicates priority location



# SILVER SPRING DR.



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	124th St.	107th St.	Road Diet	26.6	1.03	\$ 826.2 K	6	52	Milwaukee County	4000806
2	107th St.		VRU Improvements and Access Management	18.5	0.46	\$ 462.2 K	1	27	City of Milwaukee	4000806
3		91st St.	VRU Improvements and Access Management	74.5	0.54	\$ 543.3 K	8	77	Milwaukee County	
4	91st St.	87th St.	VRU Improvements and Access Management	22.8	0.25	\$ 251.8 K	3	49	City of Milwaukee	
5	87th St.		VRU Improvements and Access Management	3.0	0.25	\$ 254.5 K	0	5	Milwaukee County	
6			VRU Improvements and Access Management	142.1	0.17	\$ 165.6 K	4	21	City of Milwaukee	
7		76th St.	VRU Improvements and Access Management	77.2	0.34	\$ 336.3 K	1	26	Milwaukee County	8000154
8*	76th St.	68th St.	VRU Improvements and Access Management	132.3	0.50	\$ 504.9 K	7	52	Milwaukee County	

\*indicates priority location

## Legend

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- Corridors of Concern
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## Intersection Projects

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## Segment Projects

- Road Diet
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## Segment Projects (Continued)

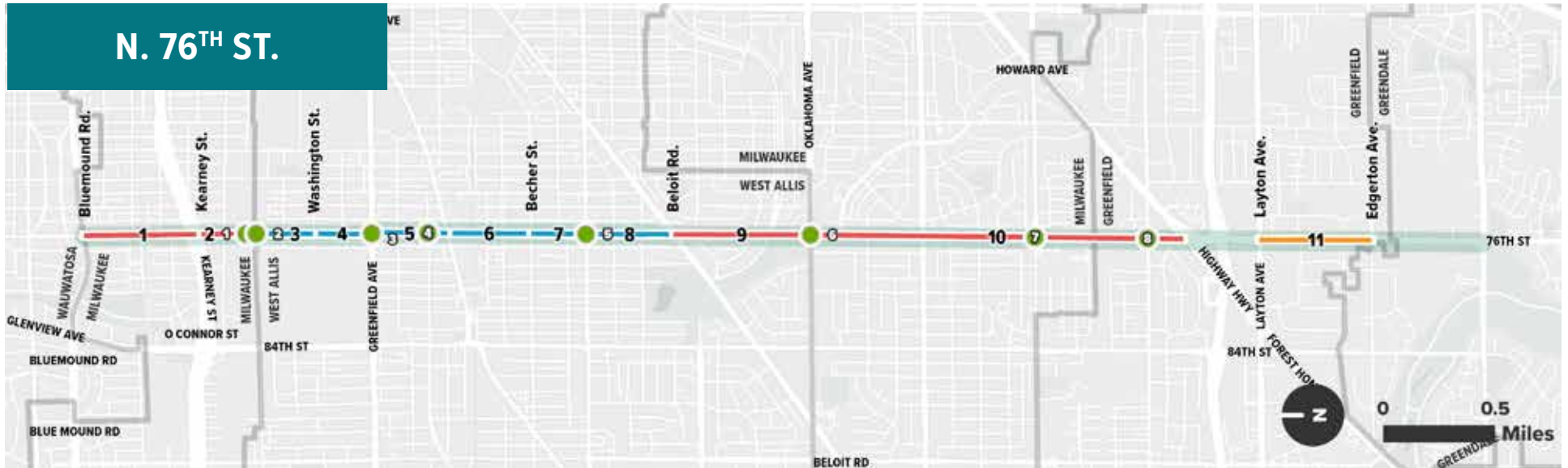
#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
9	68th St.	60th St.	VRU Improvements and Access Management	64.3	0.50	\$ 501.9 K	9	92	City of Milwaukee	
10*	60th St.	52nd St.	VRU Improvements and Access Management	50.8	0.44	\$ 437.6 K	10	75	City of Milwaukee	
11	52nd St.	51st Blvd.	VRU Improvements and Access Management	26.8	0.06	\$ 62.4 K	0	10	City of Milwaukee	
12	51st Blvd.	39th St.	VRU Improvements and Access Management	95.0	0.77	\$ 765.6 K	3	52	City of Milwaukee	
13	39th St.	Teutonia Ave.	VRU Improvements and Access Management	48.3	0.53	\$ 532.5 K	9	73	City of Milwaukee	
14	Teutonia Ave.	Green Bay Ave.	VRU Improvements and Access Management	15.0	0.80	\$ 796.5 K	4	46	City of Milwaukee, Glendale	
15	Green Bay Ave.	Milwaukee River Pkwy.	VRU Improvements and Access Management	28.8	0.60	\$ 599 K	4	38	Glendale, City of Milwaukee	

## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1*	91st St.	Traffic Calming / VRU Improvements	9.4	\$ 250 K	3	38	Milwaukee County, City of Milwaukee
2*	Fond Du Lac Ave.	Geometric Realignment	8.7	\$ 3 M	3	12	City of Milwaukee
3*	60th St.	Traffic Calming / VRU Improvements	10.8	\$ 250 K	5	35	City of Milwaukee
4	35th St.	Systemic Traffic Signal Improvements	13.1	\$ 200 K	1	13	City of Milwaukee
5	Teutonia Ave.	Systemic Traffic Signal Improvements	7.5	\$ 200 K	2	15	City of Milwaukee
6	Bethmaur Ln.	Systemic Traffic Signal Improvements	0.9	\$ 200 K	0	2	Glendale
7	Crestwood Blvd.	Systemic Traffic Signal Improvements	1.0	\$ 200 K	0	1	Glendale, City of Milwaukee
8*	Port Washington Rd.	Traffic Calming / VRU Improvements	5.3	\$ 250 K	2	8	Glendale
9	Lydell Ave.	Traffic Calming / VRU Improvements	13.2	\$ 250 K	2	5	

\*indicates priority location

# N. 76<sup>TH</sup> ST.



## Segment Projects

#	From	To	Safety Project Opportunities	Benefit-Cost Ratio	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)	TIP #
1	County Line Rd.	Brown Deer Rd.	Road Diet	4.9	1.02	\$ 817 K	1	10	WisDOT	8000353
2	Brown Deer Rd.	Bradley Rd.	Road Diet	37.0	1.02	\$ 815.4 K	3	51	WisDOT	8000353
3	Bradley Rd.	Good Hope Rd.	Road Diet	66.8	1.01	\$ 805.2 K	5	66	WisDOT	8000353
4*	Good Hope Rd.	Green Tree Rd.	Road Diet	143.9	0.50	\$ 402.2 K	6	60	WisDOT	8000353
5	Green Tree Rd.	Florist Ave.	Road Diet	30.0	1.01	\$ 804.7 K	5	88	WisDOT	8000353
6*	Florist Ave.	Silver Spring Dr.	Traffic Calming / VRU Improvements	71.9	0.48	\$ 242.1 K	8	57	WisDOT	
7*	Silver Spring Dr.	Fond Du Lac Ave.	Traffic Calming / VRU Improvements	69.9	0.45	\$ 224.6 K	5	35	WisDOT	8000154
8	Fond Du Lac Ave.	Hampton Ave.	VRU Improvements and Access Management	71.6	0.58	\$ 579.5 K	8	86	WisDOT	8005105
9*	Hampton Ave.	Glendale Ave.	VRU Improvements and Access Management	34.1	0.27	\$ 273.4 K	3	41	WisDOT	8005105
10	Glendale Ave.	Hope Ave. / Appleton Ave.	VRU Improvements and Access Management	51.5	0.51	\$ 505.8 K	5	42	WisDOT	8005105
11	Hope Ave. / Appleton Ave.	Capitol Dr.	Road Diet	83.5	0.26	\$ 211.2 K	3	53	WisDOT	
12	Capitol Dr.	Center St. / Wauwatosa Ave.	Road Diet	14.4	1.51	\$ 1.2 M	3	72	WisDOT	

## Legend

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- VRU Improvements & Access Management
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# N. 76<sup>TH</sup> ST.



## Intersection Projects

#	Intersection	Safety Project Opportunities	Benefit-Cost Ratio	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1	Bradley Rd.	Systemic Traffic Signal Improvements	13.6	\$ 200 K	2	19	WisDOT
2	Good Hope Rd.	Systemic Traffic Signal Improvements	3.7	\$ 200 K	0	13	Milwaukee County, WisDOT
3	Mill Rd.	Systemic Traffic Signal Improvements	5.0	\$ 200 K	0	15	Milwaukee County, WisDOT
4	Florist Ave.	Systemic Traffic Signal Improvements	9.4	\$ 200 K	2	9	WisDOT
5	Carmen Ave.	Reduced Left-Turn Conflict Intersection	2.1	\$ 1 M	1	6	WisDOT
6	Silver Spring Dr.	Traffic Calming / VRU Improvements	36.0	\$ 250 K	2	10	WisDOT
7*	Villard Ave.	Reduced Left-Turn Conflict Intersection	3.3	\$ 1 M	2	16	Milwaukee, WisDOT
8*	Capitol Dr.	Traffic Calming / VRU Improvements	5.5	\$ 250 K	2	25	WisDOT
9	Lisbon Ave.	Traffic Calming / VRU Improvements	0.9	\$ 250 K	0	5	City of Milwaukee, WisDOT
10	Burleigh St.	Traffic Calming / VRU Improvements	16.5	\$ 250 K	1	9	City of Milwaukee, WisDOT

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# Equity Considerations

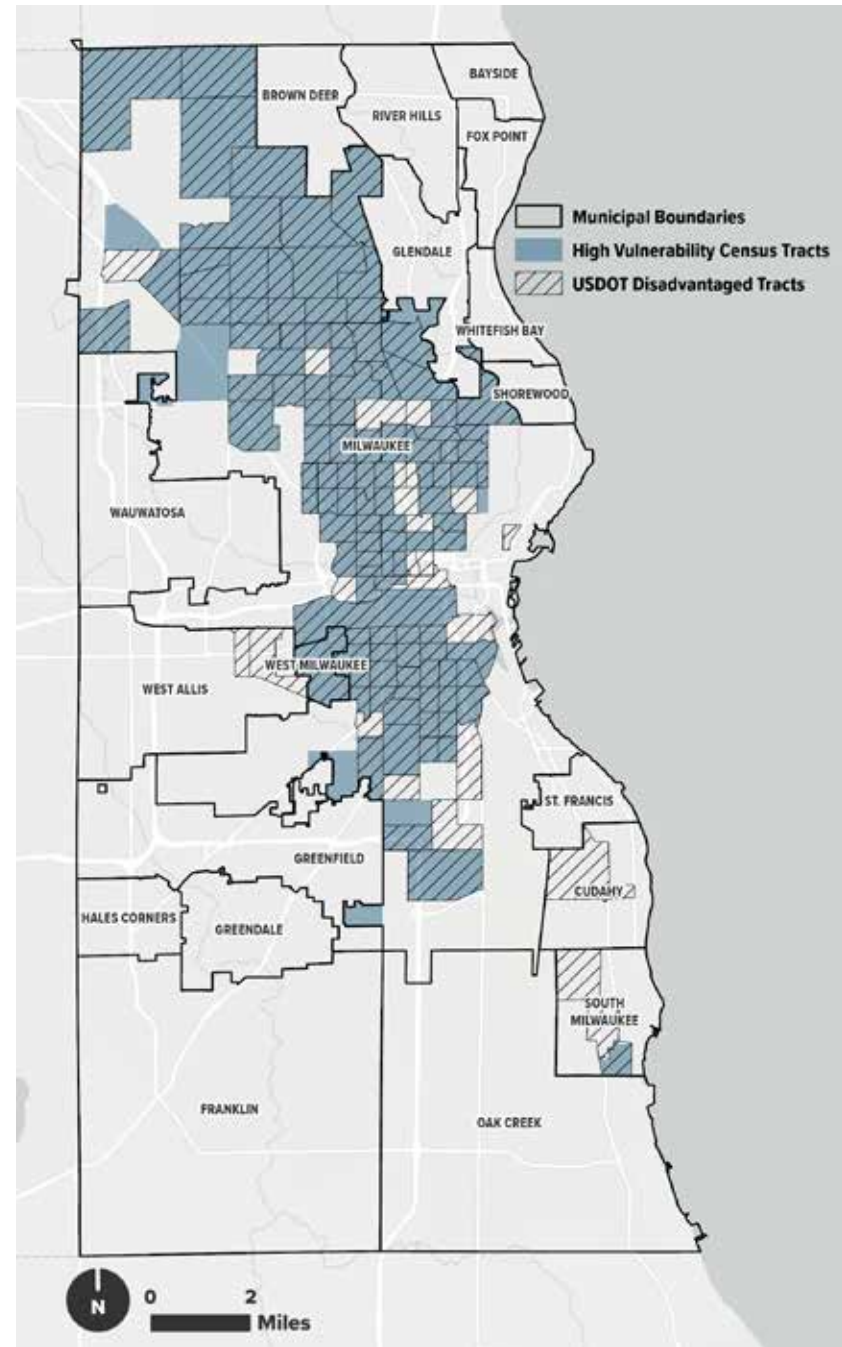


Equity has been a priority of Milwaukee County, Wisconsin for many years. Like many communities, historical development and infrastructure investment trends have deprived lower-income communities and communities of color with access to transportation and of economic opportunities. The negative impacts of transportation investments have also disproportionately impacted these same communities.

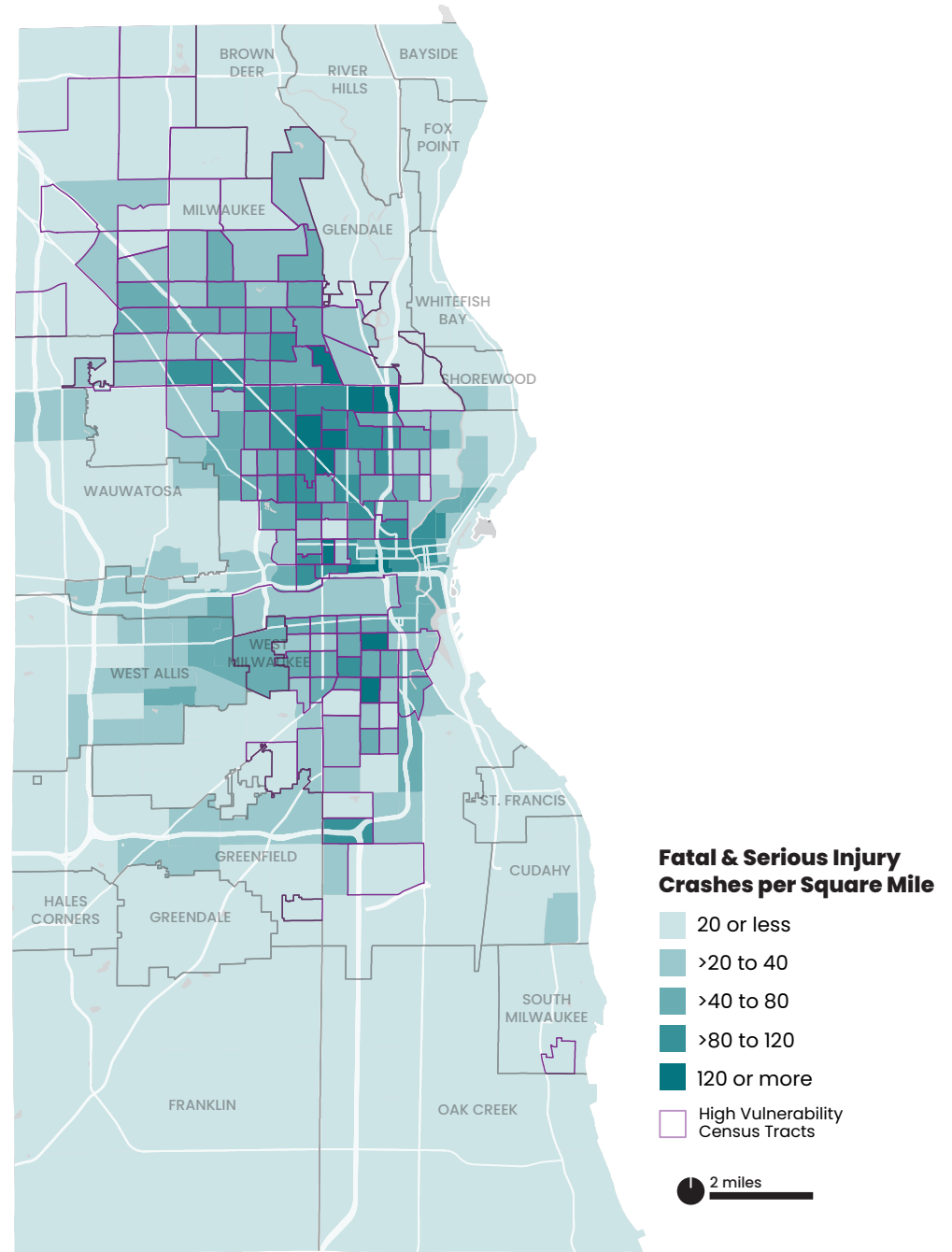
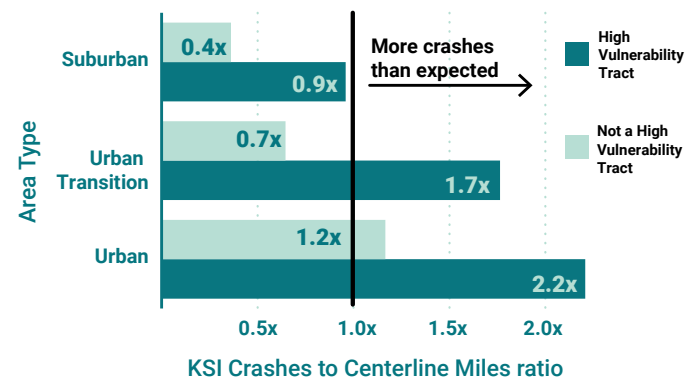
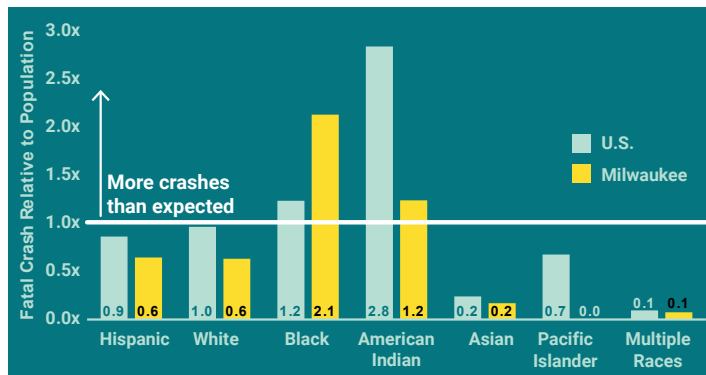
In 2020, Milwaukee County [passed an ordinance to advance racial equity and improve health outcomes](#). These efforts were motivated by the public health disparities made clear by the COVID-19 pandemic . Milwaukee County's efforts focused on:

- Create a diverse Milwaukee County workforce
- Involve a diverse and representative group of employees in planning and design programs and services for the County
- Design services to meet resident needs rather than asking residents to fit needs within the County's services
- Track and analyze data to understand the impact of County services and find solutions
- Generate new sources of revenue to make needed investments that advance racial equity

Milwaukee County also used the CDC's Social Vulnerability Index to identify High Vulnerability Census Tracts. These census tracts are used as the primary geography to evaluate disparate traffic safety outcomes and evaluate the fairness of proposed safety improvements. There is also significant overlap between High Vulnerability Census Tracts and USDOT's Disadvantaged Census Tracts, as shown in the map to the right.



Traffic crashes don't impact people equally within Milwaukee County. In particular, Black or African American residents were more than 2 times as likely to be killed in a traffic crash compared to the County average. While Black residents make up 26% of the County's population, they account for 56% of its fatal crashes, according to data from 2017-2021. Fatal and Serious Injury Crashes are also around twice as likely to occur in a High Vulnerability Census Tract, based on the share of fatal and serious injury crashes and roadway centerline miles within these areas.



This plan aims to improve the process and outcomes for historically disadvantaged communities and individuals. Firstly, our planning process aims to improve on the engagement and involvement efforts of past plans through more inclusive and equitable techniques. Through both phases of our engagement efforts, events were designed to be accessible to all County residents. Materials were also translated into Spanish for certain meetings and Phase One even had its own Spanish Language Safe Streets Roadshow public meeting. The engagement toolkit that will be developed as a part of this planning effort will also provide recommendations on how to involve more community members in the decision-making process.

The plan also aims to improve safety outcomes by intentional investment in high vulnerability areas, with the expectation that community members need to be involved in the planning and implementation of these safety improvements.

Approximately 56% of projects are located within High Vulnerability Census Tracts, and 64% are located within USDOT Disadvantaged Census Tracts. About 49% of fatal and serious injury crashes (2018-2022) happened in High Vulnerability Census Tracts and around 60% happen in USDOT Disadvantaged Tracts. In other words, the proposed spending on safety projects is approximately proportionate to the location of fatal and serious injury crashes.

### Share of Projects in High Vulnerability and/or Disadvantaged Census Tracts

	High Vulnerability Census Tracts	USDOT Disadvantaged Census Tracts
% of Projects (by Number)	56%	64%
% of Priority Projects (by Number)	56%	64%
% of Projects (by Cost)	52%	64%
% of Priority Projects (by Cost)	58%	66%
% of Fatal and Serious Injury Crashes	49%	60%

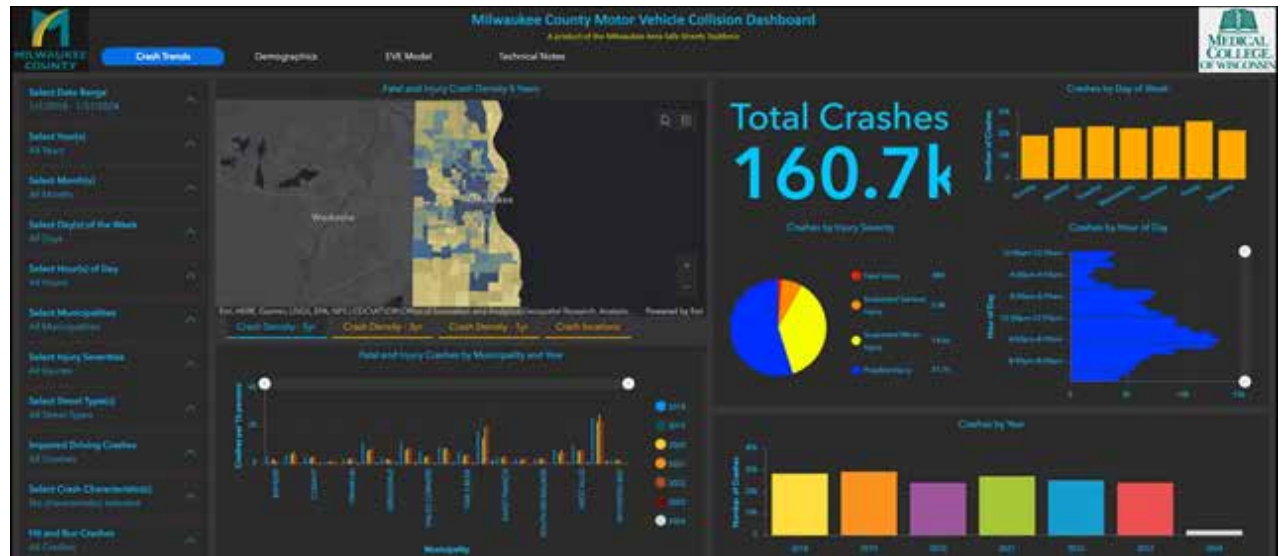


**Progress and Transparency**

Milwaukee County is committed to implementing its Comprehensive Safety Action Plan. Public transparency has been a key part of the planning process, and data and planning documents are available online at <https://county.milwaukee.gov/completemunities>

A [dashboard of motor vehicle collisions](#) in Milwaukee County has been created to enable on-the-fly analysis and exploration of crash trends by anyone, regardless of their expertise in data analysis.

In order to track progress and encourage continual momentum toward achieving Vision Zero by 2037, several performance metrics are recommended. Action metrics are meant to indicate early progress in funding, planning, and implementing safety projects. Leading indicators are meant to show early signs that constructed projects are having their intended effect, because crash data lags and is highly variable during short measurement periods. Finally, outcome metrics focus on the end goals of reduce fatal and serious injury crashes and the inequities within our communities.



Metric Type	Metric	Period	Area
Action	Share of TIP Devoted to Safety Projects	Every TIP Update	Milwaukee County
Action	Number of Projects Initiated	Annual	Milwaukee County
Action	Number of Projects Completed	Annual	Milwaukee County
Leading Indicator	Reduction in Speed	Before/After	Completed Projects
Leading Indicator	Reduction in Near Misses	Before/After	Completed Projects
Outcome	Reduction in Fatal and Serious Injury Crashes at Project Sites	3-Year Average Before/After Implementation	Completed Projects
Outcome	Change in Countywide Fatal and Serious Injury Crashes	Annual	Milwaukee County
Outcome	Change in Fatal and Serious Injury Crashes for Vulnerable Tracts	Annual	Milwaukee County
Outcome	Change in Fatal Crashes by Race and Ethnicity	Annual	Milwaukee County



MILWAUKEE COUNTY

Complete  
Communities

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Transportation Planning Project  
Phase Two