

COUNTY OF MILWAUKEE
Inter-office Communication

DATE: 12/27/2024

TO: Marcelia Nicholson, Chairwoman, Milwaukee County Board of Supervisors

FROM: Donna Brown-Martin, Director, Department of Transportation

SUBJECT: From the Director, Department of Transportation, requesting approval and adoption of the resolution affirming Milwaukee County's Comprehensive Safety Action Plan.

FILE TYPE: Action Report

BACKGROUND

In January 2022, the Milwaukee County Department of Transportation (MCDOT) began the process of submitting multiple state and federal grant applications to help fund our first-ever countywide safe streets planning initiative, entitled the [Complete Communities Transportation Planning Project](#). The Committee on Transportation and Transit first received an update in March 2022. (File No. 22-374). Milwaukee County received a Transportation Alternatives Program (TAP) grant for \$235,000 (\$188,000 state funds + \$47,000 local match) from the State of Wisconsin to fund Phase One of the project, our public engagement campaign and countywide crash data analysis. Later that year, Milwaukee County received \$1,000,000 (\$800,000 federal funds + \$200,000 local match) as part of the Safe Streets and Roads for All (SS4A) program to fund the Comprehensive Safety Action Plan development process for both Milwaukee County and all participating municipalities.

At the September 2023 Committee on Transportation and Transit meeting, we provided an update on the public engagement process, the Safe Streets Roadshow, that occurred throughout Summer 2023 (File No. 23-826) through which at least one public meeting took place in each of our county's 19 municipalities. At the January 2024 committee meeting, we provided findings from both our Safe Streets Roadshow and the crash data analysis performed by our consultants (File No. 24-124) and while at the March 2024 committee meeting, we provided notice of the publication of this project's [Transportation Safety Assessment Report](#) (File No. 24-298). Also in March 2024, in collaboration with Medical College of Wisconsin and UW-Milwaukee, we released the [Milwaukee County Motor Vehicle Collision Dashboard](#). At the July 2024 meeting (File No. 24-624), we recommended adopting a commitment to Vision Zero by 2037 for Milwaukee County and fatal and serious injury crash percentage reduction goals every three years between 2025-2037.

Finally, on December 4th, 2024, we appeared before the Committee on Transportation and Transit to provide an informational only update (File No. 24-914) on a draft of our Milwaukee County Comprehensive Safety Action Plan (MCCSAP) which was open for comments from our steering committees, County Supervisors and our state and municipal partners for a period of four weeks in November and December. The 300+ comments we received have helped shape the final version of the countywide Action Plan, which we are presenting to the Committee on January 22nd, 2025, and requesting approval.

The entire process described above has led to the development of the MCCSAP. To complete the requirements of a United States Department of Transportation (USDOT) Comprehensive Safety Action Plan (CSAP), eight components must be completed (descriptions of each component can be found on our [project website](#)). We are confident the final version of our MCCSAP fulfills all the expectations and criteria set for by USDOT to gain certification. Obtaining certification will provide Milwaukee County and all 19 of our municipalities eligibility to apply for Implementation Funding in the next round of the Safe Streets and Roads for All (SS4A) discretionary grant program, sometime in 2025. Should Milwaukee County obtain certification of our MCCSAP, we intend to assist municipalities in applying for federal funds towards construction of approximately five to ten of the highest-priority Safety Project Opportunities identified in our Action Plan. To do this, we first need the Action Plan officially approved by the Milwaukee County Board of Supervisors.

Below is a brief description of the status of all eight components of Milwaukee County's Comprehensive Safety Action Plan.

- 1) Leadership Commitment and Goal Setting
 - a. In July 2024, the Milwaukee County Board of Supervisors approved and adopted a resolution to commit Milwaukee County to achieving Vision Zero (zero fatalities and serious injuries on all roadways in Milwaukee County) by 2037 and its accompanying percentage reduction goals every three years between 2025 and 2037.
- 2) Planning Structure
 - a. The Complete Communities Transportation Planning Project has benefitted greatly from its steering committees, the [Public Advisory Committee](#) (PAC) and the [Safety Working Group](#) (SWG). It has also been helpful to have the County Executive's Office, the County Board of Supervisors, our municipal partners and staff from the Southeastern Wisconsin Regional Planning Commission (SEWRPC) and Wisconsin Department of Transportation (WisDOT) involved in the process. Rest assured, the City of Milwaukee, the City of West Allis, WisDOT and SEWRPC reviewed the Action Plan extensively and provided thorough feedback on how best we can improve the plan's alignment with local, regional and statewide transportation safety goals.

3) Safety Analysis

- a. As part of Phase One of this project in February 2024, MCDOT Director's Office published the [Milwaukee County Transportation Safety Assessment Report](#) which synthesizes recent crash data history from all roadways in Milwaukee County with public feedback themes to articulate the state of transportation safety in our county. During this year's Phase Two, in September and October 2024, we released our [Corridor Profiles](#), a detailed look at the transportation landscape and recent crash history of all 25 Milwaukee County [Corridors of Concern](#).

4) Engagement and Collaboration

- a. Phase One's public engagement campaign of Summer 2023 was called "Milwaukee County's Safe Streets Roadshow", a series of 21 public meetings that sought resident and roadway user feedback on what would make them feel safer in their streets, which streets were the most hazardous and how and why they've changed their travel patterns. Those findings are detailed in the Transportation Safety Assessment Report mentioned above.
- b. Phase Two's public engagement campaign during Fall 2024 was "Milwaukee County's Safer Streets Workshops", a follow-up series of five open house format events at which we received feedback from residents and roadway users about specific Corridors of Concern in the areas at which the workshops were held. We asked them what modes of transportation they would use if those particular streets were safer and which corridors they would use that they aren't using currently. We also inquired about their preference for certain traffic calming and other safe streets infrastructure solutions called "countermeasures". These countermeasures were separated into [Low Cost](#), [Medium Cost](#) and [High Cost](#) buckets and residents could only vote for four low cost, three medium cost and two high cost solutions, putting them in the position to weigh the tradeoffs and make decisions that transportation planners are faced with during the planning process.
- c. Our Public Advisory Committee is also a critical piece to ensure we're considering the transportation and safety needs of the populations, residents and clients those particular members' organizations represent.

5) Equity Considerations

- a. MCDOT Director's Office's focus on a significant number of corridors within census tracts of underrepresented populations and communities of color ensures the Action Plan will address the safety needs of our county's more vulnerable residents and roadway users. Also, the percentage of proposed project locations in socially vulnerable census tracts, combined with our intentional public engagement meeting locations and translated materials, encompass this component of the Action Plan.

6) Policy and Process Changes

- a. The project team developed a report reviewing how Milwaukee County's various departments and divisions provide services for transportation and transit, the processes by which they carry out those services and any potential roadblocks they experience.
- b. State-level, county-level and municipal-level recommendations on changes to consider, including best practices from other municipalities, counties, states and nations, are detailed in this report.

7) Strategy and Project Selections

- a. Detailed descriptions and examples of 20 different countermeasures used to improve traffic safety and reduce fatalities and serious injuries is found in this section. Many of the examples can be found within Milwaukee County already.
- b. A total of 142 priority roadway segments and intersections have been identified and which type of countermeasures may work well at those locations are listed for each Corridors of Concern. Residents have consistently requested Milwaukee County to provide solutions to reckless driving and unsafe streets—this section specifically fulfills that request.

8) Progress and Transparency

- a. MCDOT's Complete Communities Transportation Planning Project website is continually updated with its latest deliverables, public engagement materials, Corridors of Concern Corridor Profiles, the Motor Vehicle Collision Dashboard and the Transportation Safety Assessment Report. Residents can continue to check back on the website for our latest initiatives to make their street safer. We are also listing a number of metrics we can track in the coming years to show the public Milwaukee County's progress towards our Vision Zero goal year of 2037.

One of the purposes for developing a CSAP is to become eligible to apply for Safe Streets and Roads for All (SS4A) federal implementation funding to help pay for newly constructed traffic calming infrastructure at selected intersections and roadway segments on our specific list of Corridors of Concern. A list of 21 streets throughout Milwaukee County was generated based on results of our Phase One crash data analysis along with consistent themes from resident feedback throughout last summer's Safe Streets Roadshow public engagement meetings. The Corridors of Concern are as follows (listed alphabetically):

- 27th St.
- 60th St.
- 76th St.
- 92nd St.
- 108th St.
- Capitol Dr.
- Fond du Lac Ave.
- Good Hope Rd.
- Green Bay Ave.
- Hampton Ave.
- Lake Dr.
- Layton Ave.
- Lincoln Ave.
- Mayfair Rd.
- Miller Park Way
- National Ave.
- North Ave.
- Port Washington Rd.
- Sherman Blvd.
- Silver Spring Dr.
- Teutonia Ave.

While most of these corridors (Capitol Drive and 27th Street, for example) ranked highly with respect to fatal and serious injury crash risk during our Phase One analysis, some of these corridors did not. However, Milwaukee County residents repeatedly identified other corridors in which they consistently experienced safety hazards and witnessed reckless driving (Lake Drive and 108th Street/Mayfair Road, for example). These multi-jurisdictional corridors, many of which span the length of our county, are the emphasis of the MCCSAP. Each municipality will have the opportunity, when developing their own CSAP, to develop their own Corridors of Concern list that is unique to their community. Despite having the opportunity to develop their municipality's CSAP, it has been critical for every municipality to be involved in the development of the MCCSAP. While some have been very involved throughout the entire planning process, especially in the review of the draft of the MCCSAP, other municipalities have not participated significantly due to a variety of reasons like staff capacity, staff expertise or indifference.

The Vision Zero goal year of 2037 is a major aspect of the Milwaukee County Comprehensive Safety Action Plan. Zero fatalities and serious injuries is our goal. The Milwaukee County Comprehensive Safety Action Plan is how we'll get there. We invite you to read through our final version of the MCCSAP and approve this document as Milwaukee County's official Action Plan to help achieve safe streets and zero fatalities and serious injuries throughout Milwaukee County by the year 2037.

ALIGNMENT TO STRATEGIC PLAN

- 2A: Determine what, where, and how we deliver services to advance health equity.
- 2B: Break down silos across County government to maximize access to and quality of services offered.
- 2C: Apply a racial equity lens to all decisions.
- 3A: Invest "upstream" to address root causes of health disparities.
- 3C: Dismantle barriers to diverse and inclusive communities

RECOMMENDATION

The Director of the Milwaukee County Department of Transportation recommends approval of this Action Item.

FISCAL EFFECT

There is no fiscal effect.

TERMS (If applicable)

N/A

VIRTUAL MEETING INVITES

Donna Brown-Martin, Director, Department of Transportation
Jeff Sponcia, Transportation Program Planning Manager, Department of Transportation
Josh Boehm, Senior Consultant and Data Scientist, WSP USA, Inc.
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PREPARED BY:

Jeff Sponcia, Transportation Program Planning Manager, Department of Transportation

APPROVED BY:

A handwritten signature in blue ink that reads "Donna Brown-Martin". The signature is written in a cursive style and is positioned above a horizontal line.

Donna Brown-Martin, Director, Department of Transportation

ATTACHMENTS:

Resolution
Fiscal Note
PowerPoint
Safety Action Plan

cc: Kelly Bablitch, Chief of Staff, County Board of Supervisors
Janelle M. Jensen, Legislative Services Division Manager, Office of the County Clerk