MILWAUKEE COUNTY
Complete Communities

Transportation Planning Project
Phase Two
COUNTY.MILWAUKEE.GOV/COMPLETECOMMUNITIES

DECEMBER 2024

Comprehensive Safety Action Plan

Milwaukee County Department of Transportation / Director's Office

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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.

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.

File No. 24-624

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 traffic speed. Their direct involvement with the community enriches the narrative of safety by highlighting the realities of people navigating the roadways. 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

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
Dan Dedrick

Milwaukee County Office of Emergency Management
Dan Pojar

Engagement and Collaboration

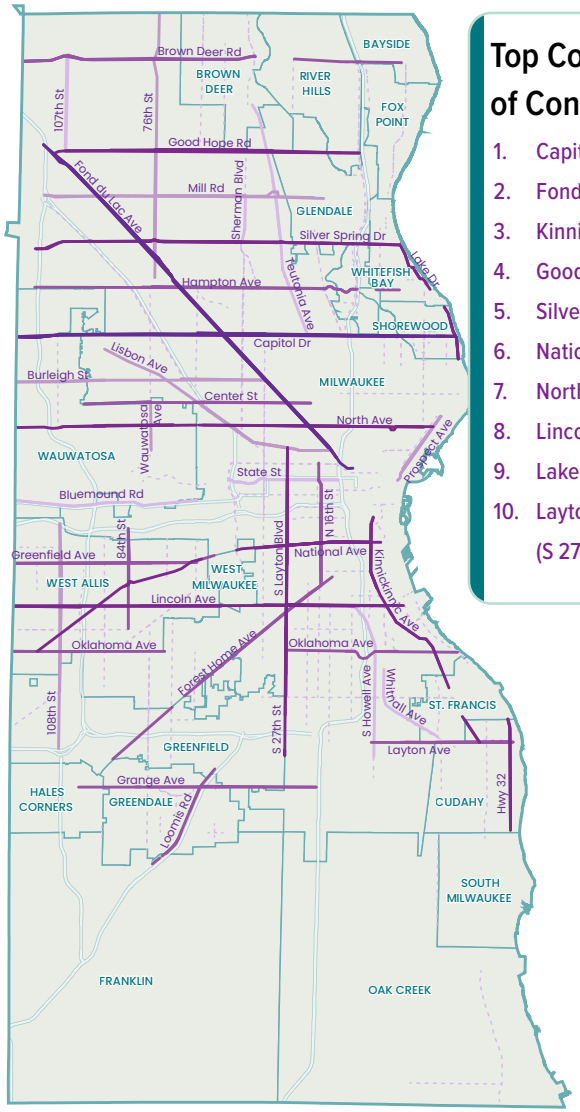
Phase One:
Safe Streets Roadshow

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. issues at a specific locations or specific roadway dynamics along a corridor).
- **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, and more driver education.

There were over 600 attendees at 22 safe streets roadshow events as 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 *(Good Hope Library)* 7/22/23 *(Center St. Library)* 8/9/23 *(Kosciuszko Park)* 8/24/23 *(Sacred Heart - Spanish)*	20 15 20 20
Oak Creek	8/9/23	10
River Hills	8/18/23	14
Shorewood	6/15/23	18
South Milwaukee	8/3/23 *(Community Night Out)*	175
St. Francis	8/3/23	11
Wauwatosa	7/13/23	45
West Allis	7/22/23	35
West Milwaukee	8/18/23 *(National Night Out)*	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 re-imagine 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 below.

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.

Fond Du Lac Avenue & Center Street

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 Ave., 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 North West 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 trade-offs associated with various tools, each item was grouped into a low-, medium-, or high-cost category.

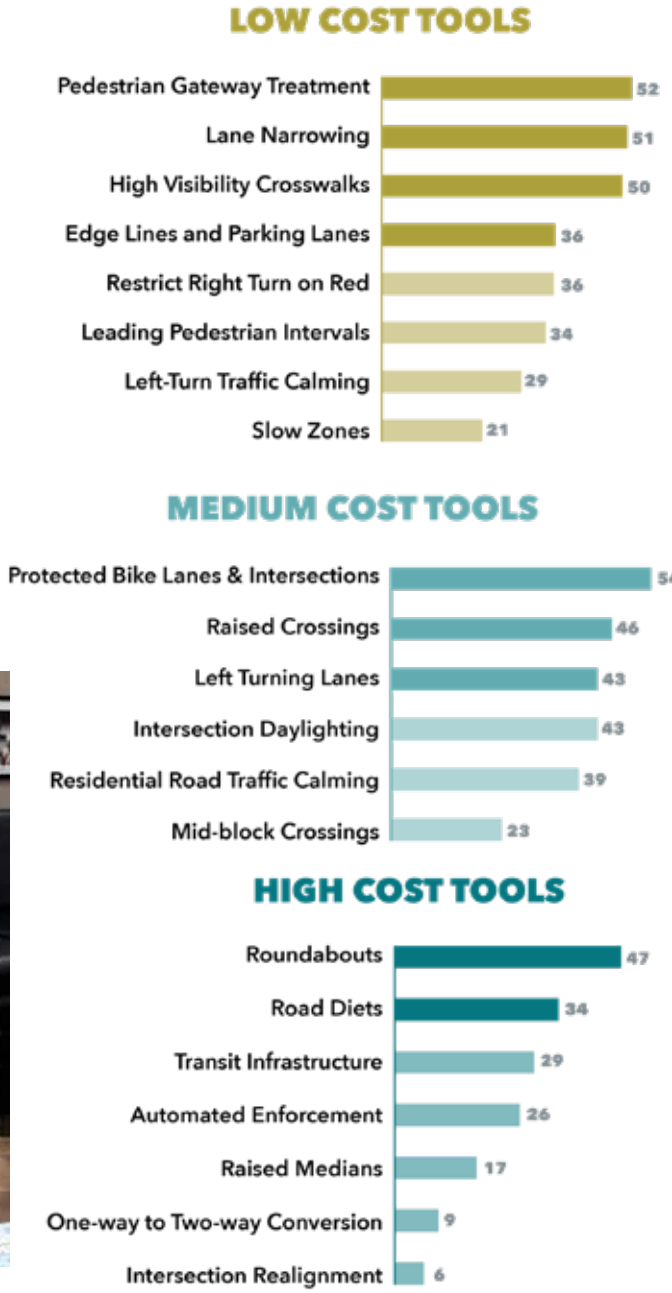
Quantitative Feedback

- The toolkit exercise was helpful in communicating the necessary trade-offs associated with these pieces of infrastructure, especially the trade-off of reducing speeds 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.

Qualitative Feedback

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."



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

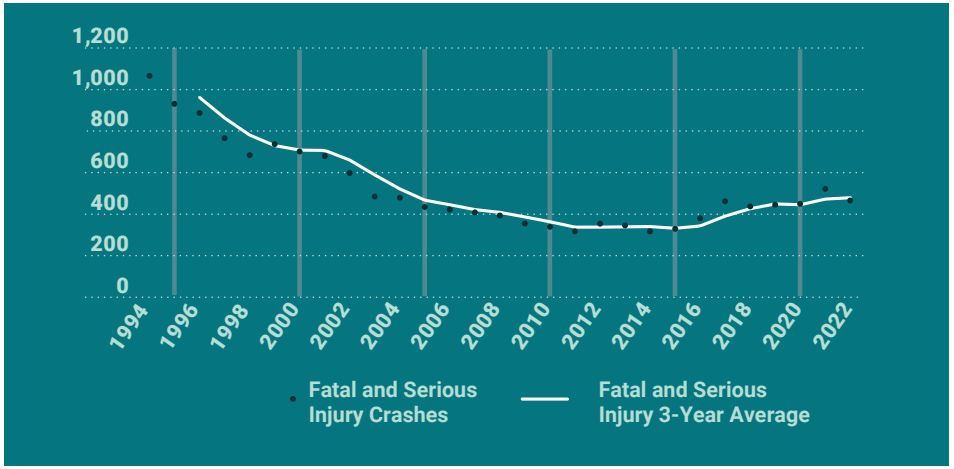
Phase One of the Complete Communities project identified important and concerning trends within Milwaukee County. Fatal and Serious Injury (KSI) crashes are on the rise, despite previous decades of progress. The Phase One analysis also developed a high risk network, which was overlaid with community 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. Further background on the general format of this corridor-level crash data analysis can be found in Section 3.0 of FHWA's Highway Safety Improvement Program Manual.

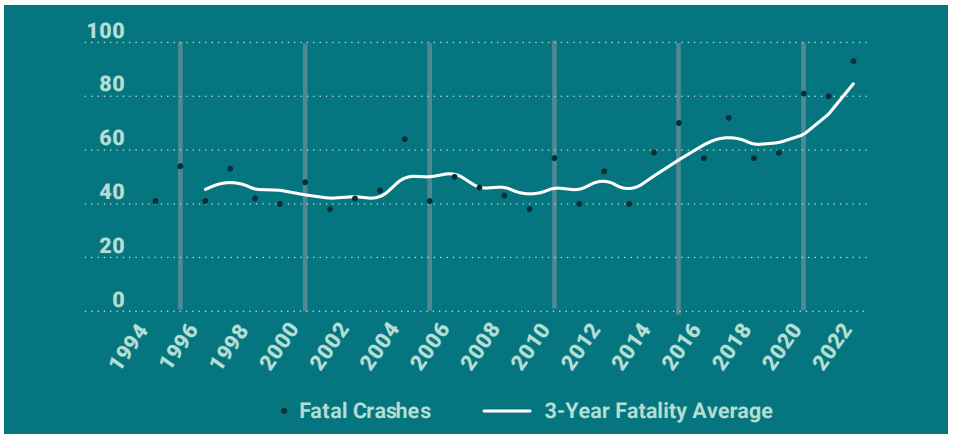
FATAL AND SERIOUS INJURY CRASHES ARE INCREASING IN MILWAUKEE COUNTY

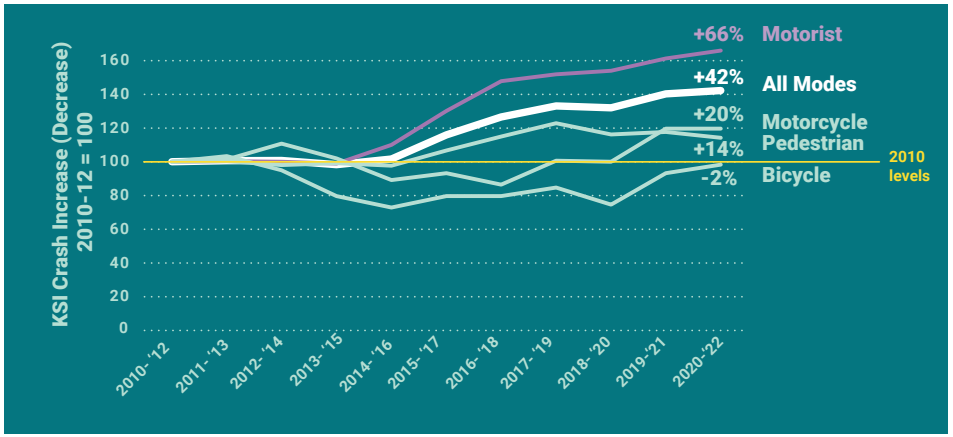
While fatal and serious injury crashes have generally declined in the past 30 years in Milwaukee County, there has been a troubling increase in crashes in the most recent decade. Fatalities began increasing in 2014.

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.

Lincoln Avenue & N. 76th Street



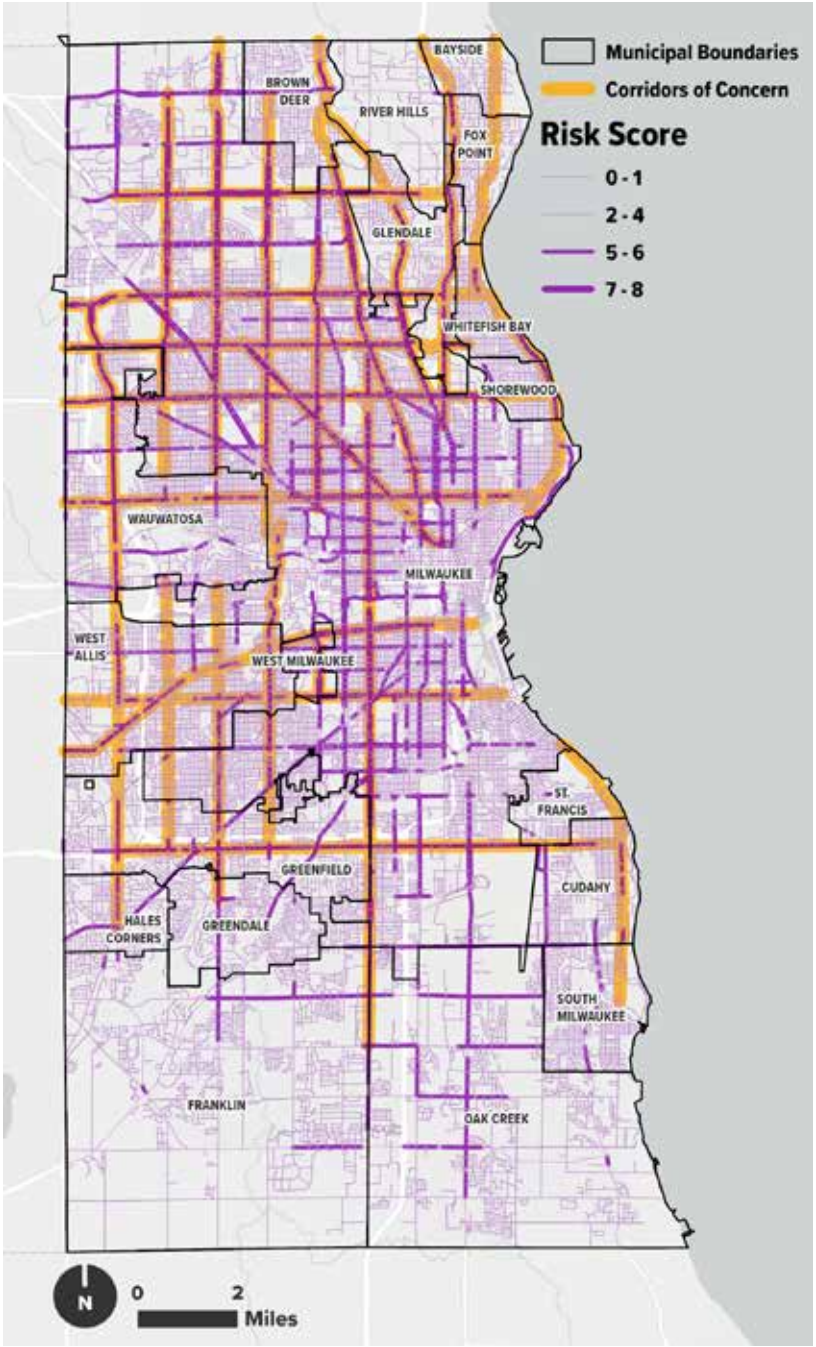




HIGH RISK NETWORK ANALYSIS

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
	Major Arterial	1
Lane configuration	Two-Way 2 lanes	0
	Two-Way 4+ Lanes	2
	One-Way 2+ Lanes	1
AADT	Under 5,000	0
	5,000-10,000	1
	10,000-20,000	2
	20,000+	2
Observed Speeds	Under 20mph	0
	20-30 mph	1
	30-40 mph	2
	40+ mph	1
Bus Stop Proximity	Not within 100’	0
	Within 100’	1
Maximum Points Possible		10

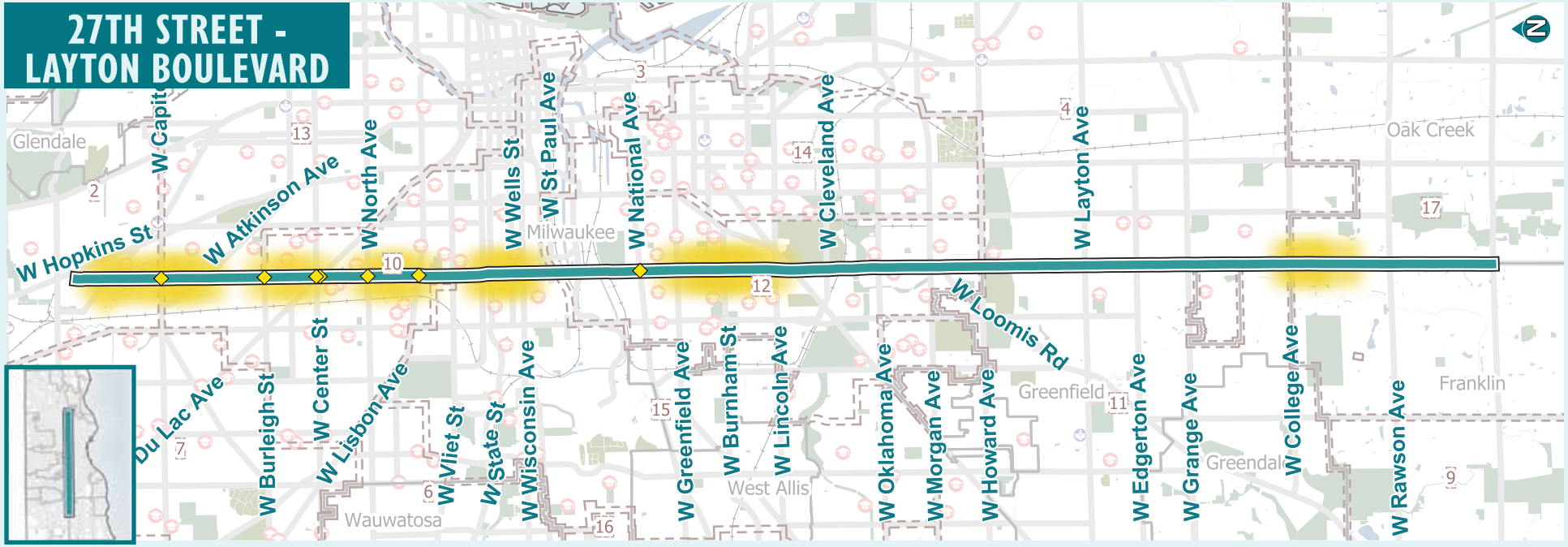


Corridors of Concern

- 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.

Note: These Corridors of Concern are different from the City of Milwaukee’s High Injury Network, which is a separate analysis that uses crash history to identify safety priorities within the City of Milwaukee.

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

ROADWAY OWNERSHIP/MAINTENANCE:

City of Milwaukee, WisDOT (Connecting Highway), Greenfield

COUNTY SUPERVISORY DISTRICTS:

2 (Willie Johnson, Jr.), 13 (Priscilla E. Coggs-Jones), 10 (Chairwoman Marcelia 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

27TH STREET - LAYTON BOULEVARD

CRASH PATTERNS (2018-2022)

FATAL CRASHES

26

SERIOUS INJURY CRASHES

101

TOP CRASH TYPES

46% Angle

39% Single Vehicle

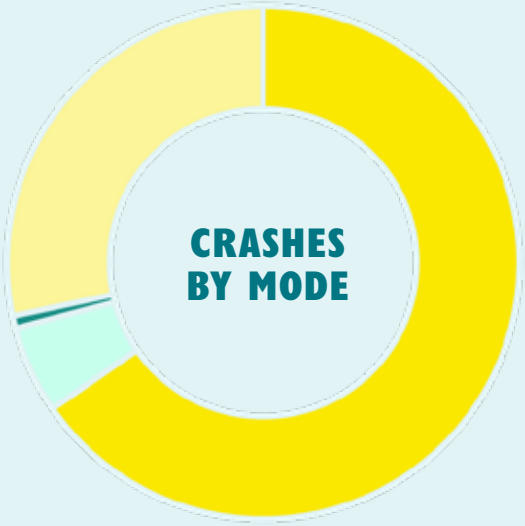
36 Pedestrian

1 Bicycle

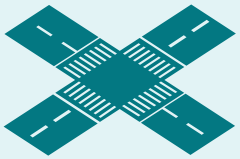
1 Motorcycle

83 Vehicle Only

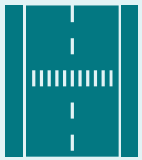
CRASHES BY MODE



CRASH LOCATIONS

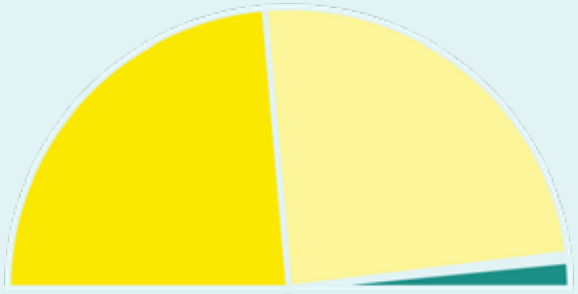


63% Intersection



37% Mid-Block

LIGHTING CONDITIONS



47% Daylight

49% Dark/Lit

4% Other

TOP CRASH BEHAVIORS

27% Running Red Lights

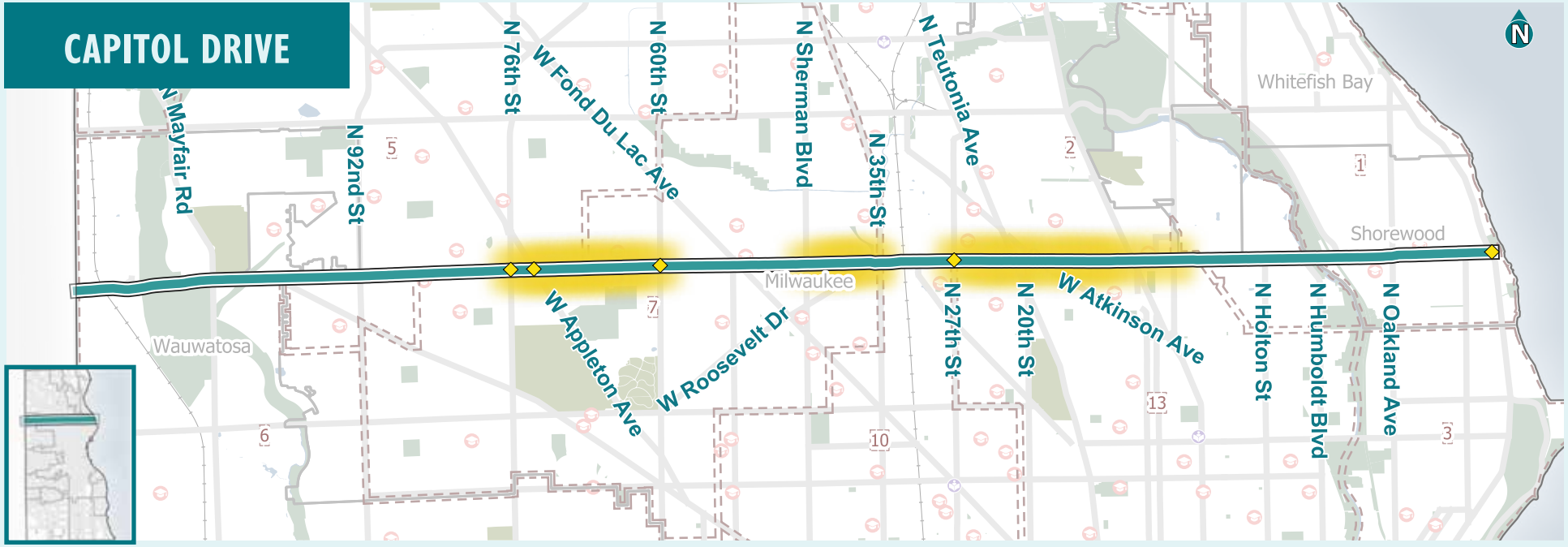
24% Failure to Yield

20% Speeding

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

ROADWAY OWNERSHIP/MAINTENANCE:
City of Milwaukee, WisDOT (Connecting Highway), 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, Routes 14, 15, 68, 34

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

CAPITOL DRIVE

CRASH PATTERNS (2018-2022)

FATAL CRASHES

15

SERIOUS INJURY CRASHES

69

TOP CRASH TYPES

42%
Single Vehicle

31%
Angle

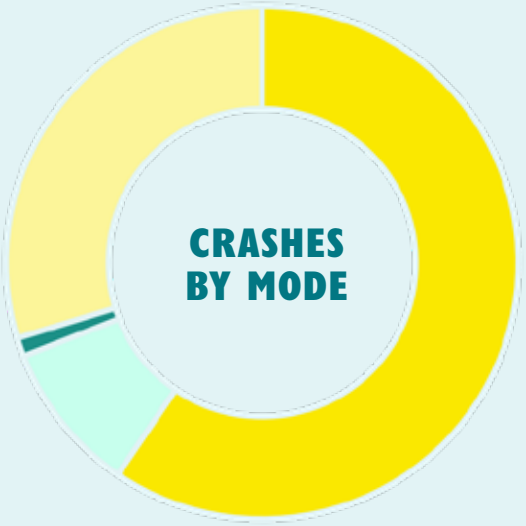
25
Pedestrian

1
Bicycle

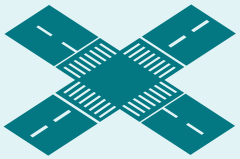
8
Motorcycle

50
Vehicle Only

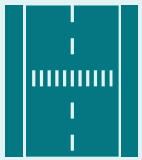
CRASHES BY MODE



CRASH LOCATIONS



46%
Intersection



54%
Mid-Block

LIGHTING CONDITIONS

38%
Daylight

60%
Dark/Lit

2%
Other

TOP CRASH BEHAVIORS

40%
Speeding

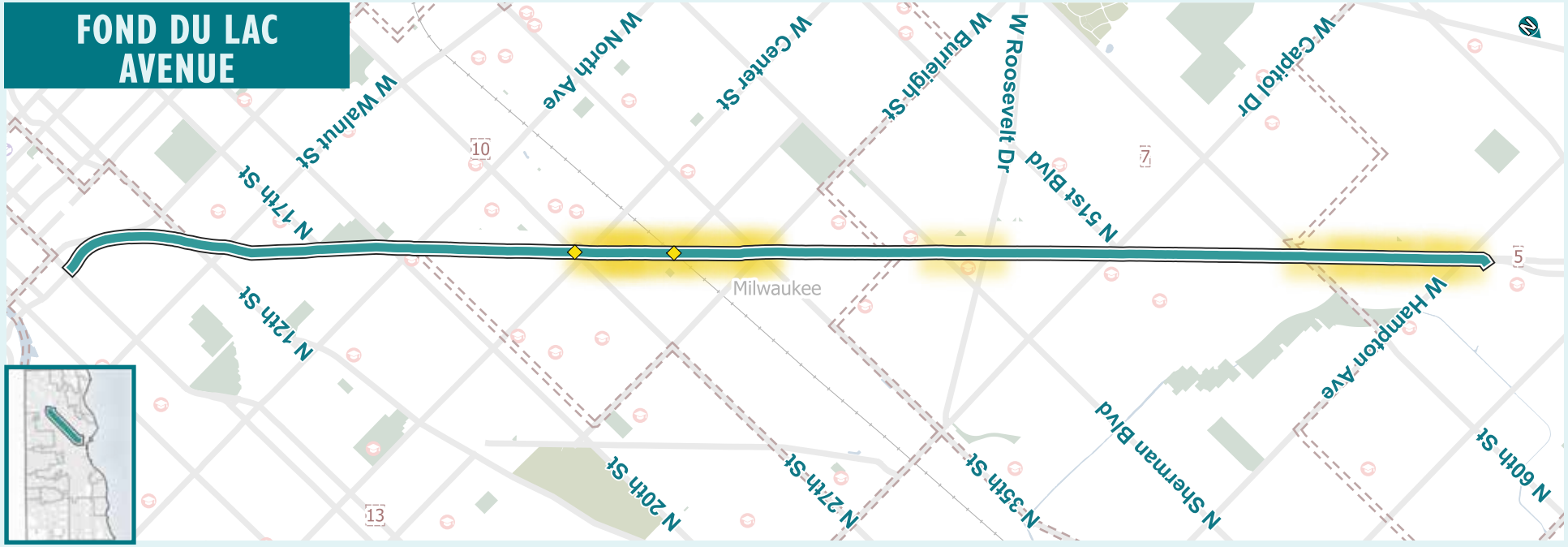
24%
Failure to Yield

18%
Reckless Driving

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

ROADWAY OWNERSHIP/MAINTENANCE:
City of Milwaukee, WisDOT (Connecting Highway)

COUNTY SUPERVISORY DISTRICTS:
5 (Sequanna Taylor), 7 (Felesia A. Martin), 10 (Chairwoman Marcelia 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, Route RR1

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

FOND DU LAC AVENUE

CRASH PATTERNS (2018-2022)

FATAL CRASHES

18

SERIOUS INJURY CRASHES

73

TOP CRASH TYPES

38% Angle

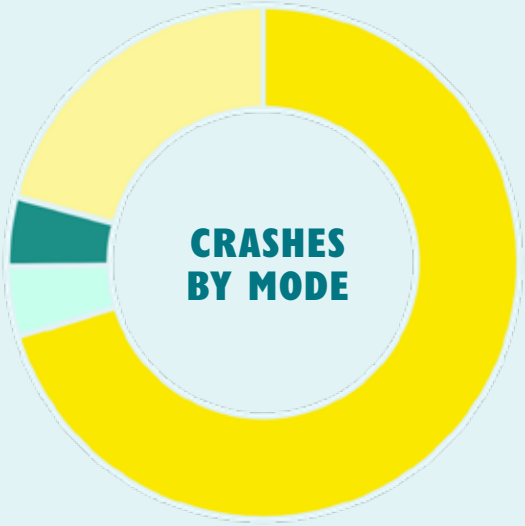
27% Single Vehicle

19 Pedestrian

4 Bicycle

4 Motorcycle

64 Vehicle Only

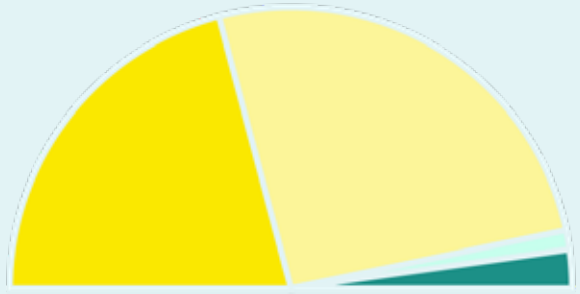


CRASH LOCATIONS

52% Intersection

48% Mid-Block

LIGHTING CONDITIONS



52% Dark/Lit

42% Daylight

6% Other

TOP CRASH BEHAVIORS

26% Speeding

24% Running Red Lights

22% Reckless Driving

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

ROADWAY OWNERSHIP/MAINTENANCE:
Milwaukee County

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

- 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: 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

TOP CRASH TYPES

42%
Angle

25%
Single Vehicle

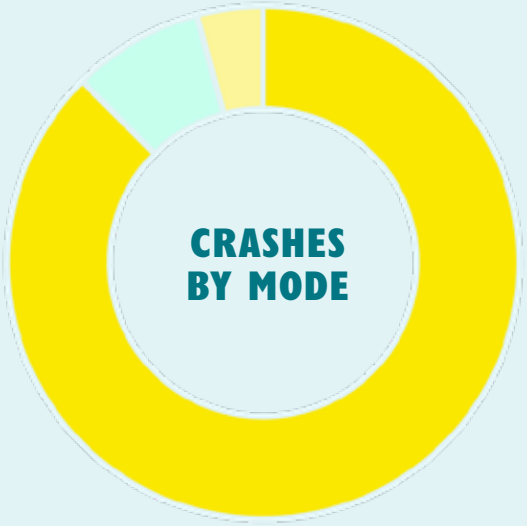
CRASHES BY MODE

1 Pedestrian

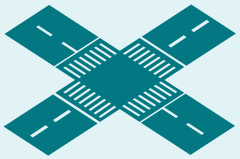
0 Bicycle

2 Motorcycle

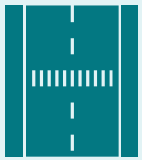
21 Vehicle Only



CRASH LOCATIONS



50%
Intersection



50%
Mid-Block

LIGHTING CONDITIONS

75%
Daylight

21%
Dark/Lit

4%
Other

TOP CRASH BEHAVIORS

29%
Reckless Driving

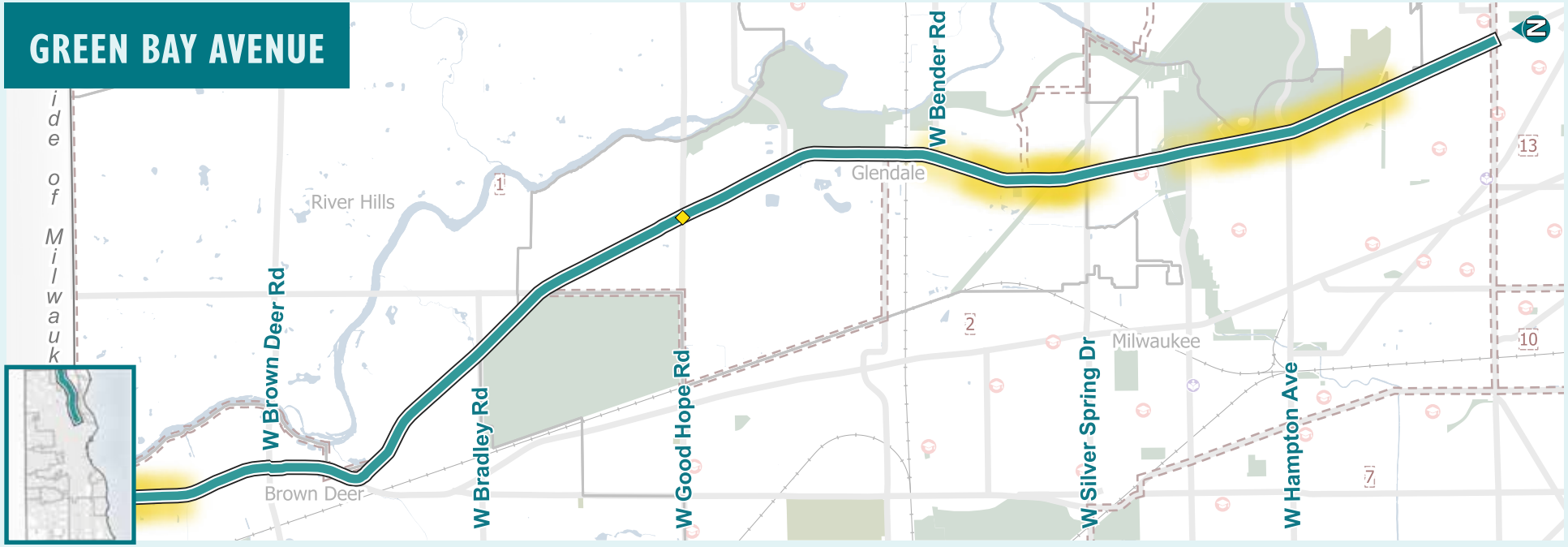
25%
Running Red Lights

21%
Speeding

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

ROADWAY OWNERSHIP/MAINTENANCE:
WisDOT (Connecting Highway), River Hills, Brown Deer, City of Milwaukee

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), Route 58, 12 - Teutonia Avenue, PurpleLine, Howard Fuller Rotue 1

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

TOP CRASH TYPES

50% Angle

33% Single Vehicle

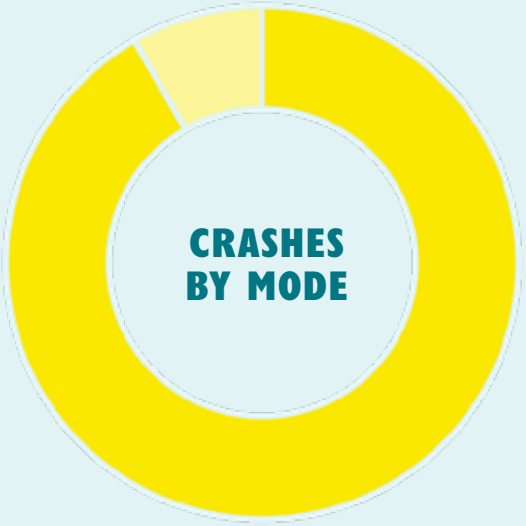
1 Pedestrian

0 Bicycle

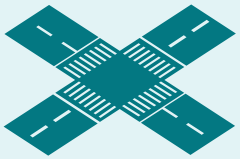
0 Motorcycle

11 Vehicle Only

CRASHES BY MODE



CRASH LOCATIONS



50% Intersection

50% Mid-Block

LIGHTING CONDITIONS

67% Daylight

33% Dark/Lit

TOP CRASH BEHAVIORS

42% Speeding

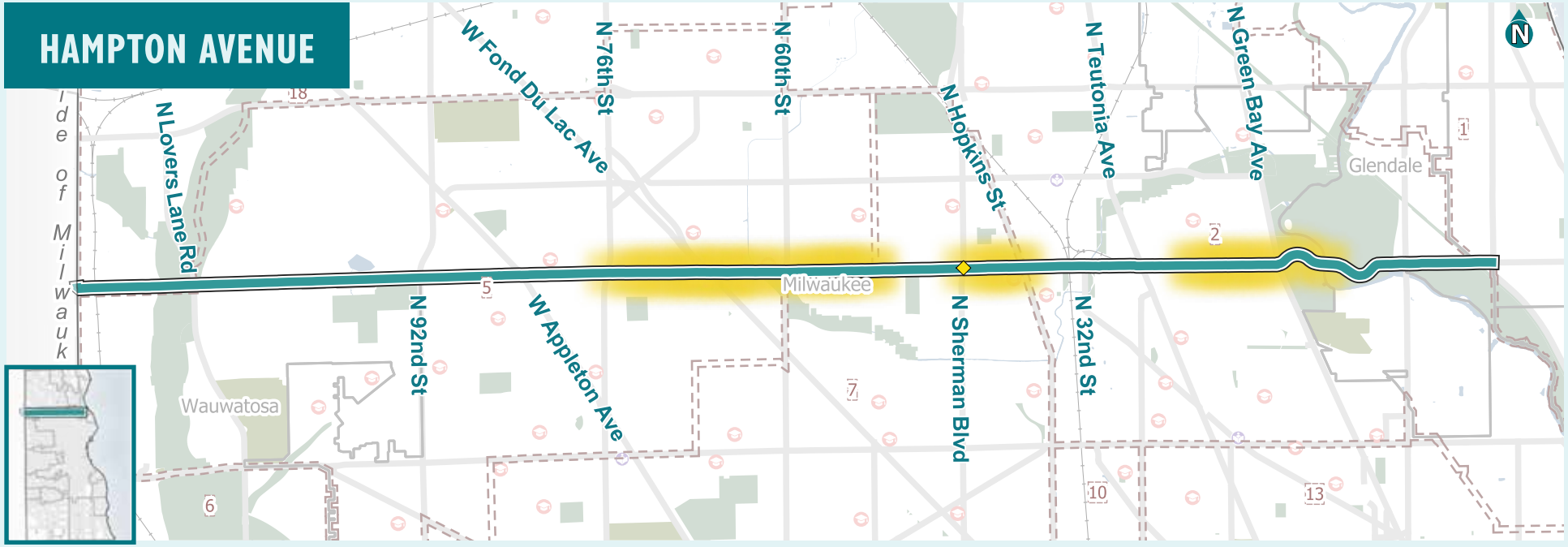
42% Reckless Driving

25% Failure to Yield

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

ROADWAY OWNERSHIP/MAINTENANCE:
Milwaukee County, City of 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

HAMPTON AVENUE

CRASH PATTERNS (2018-2022)

FATAL CRASHES

6

SERIOUS INJURY CRASHES

46

TOP CRASH TYPES

44%
Single Vehicle

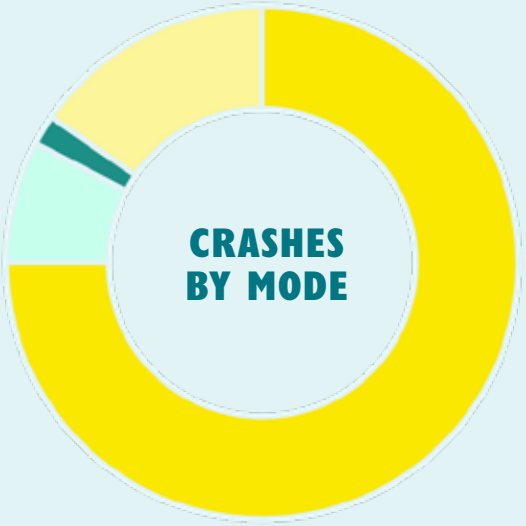
42%
Angle

8 Pedestrian

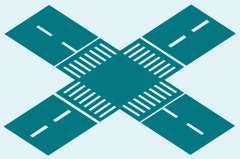
1 Bicycle

4 Motorcycle

39 Vehicle Only



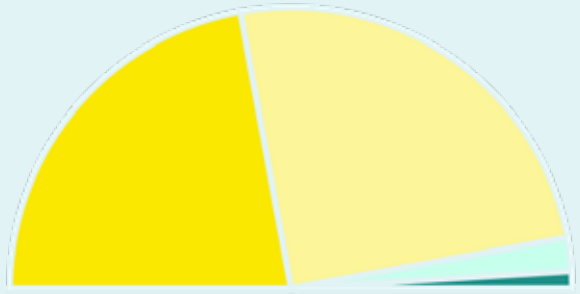
CRASH LOCATIONS



52%
Intersection

48%
Mid-Block

LIGHTING CONDITIONS



44%
Daylight

50%
Dark/Lit

6%
Other

TOP CRASH BEHAVIORS

35%
Speeding

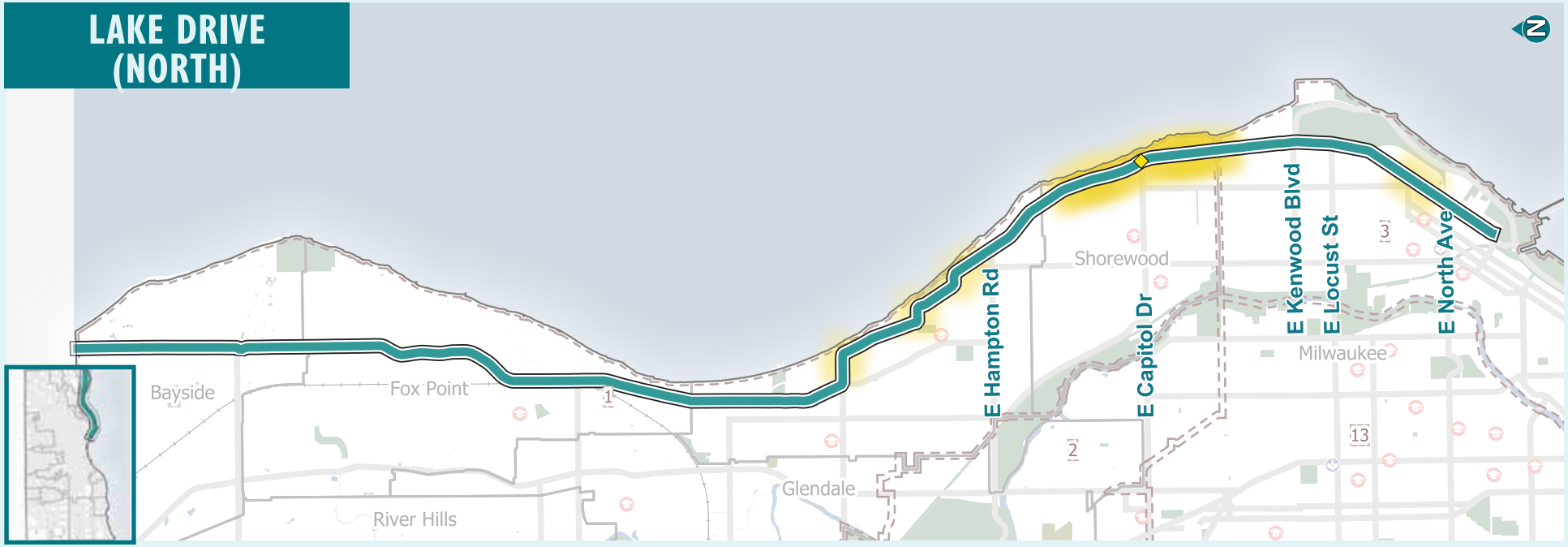
33%
Failure to Yield

27%
Reckless Driving

MOST PREVALENT RISK FACTORS

High Traffic Volume & Proximity to Bus Stops

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

ROADWAY OWNERSHIP/MAINTENANCE:
WisDOT (Connecting Highway), Bayside, Fox Point, Whitefish Bay, Shorewood, City of 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: 15-25 mph

TRAFFIC VOLUME: 1,900-18,200 vehicles per day

LAKE DRIVE (NORTH)

CRASH PATTERNS (2018-2022)

FATAL CRASHES

2

SERIOUS INJURY CRASHES

15

TOP CRASH TYPES

47%
Single Vehicle

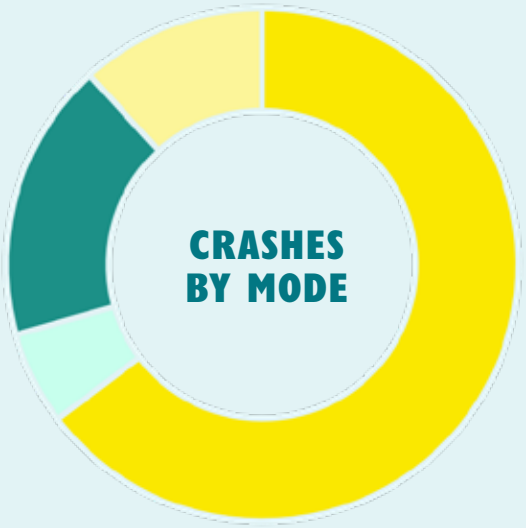
24%
Angle

2 Pedestrian

3 Bicycle

1 Motorcycle

11 Vehicle Only



CRASH LOCATIONS

18%
Intersection

82%
Mid-Block

LIGHTING CONDITIONS

71%
Daylight

24%
Dark/Lit

6%
Other

TOP CRASH BEHAVIORS

47%
Reckless Driving

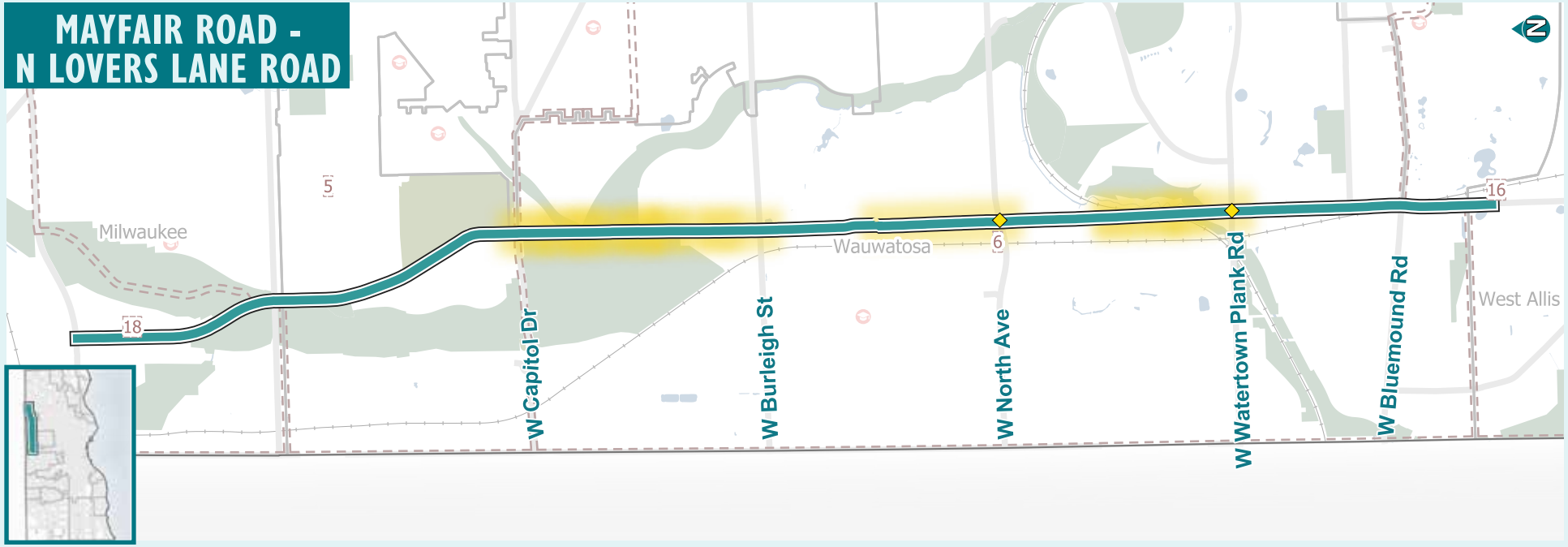
12%
Speeding

12%
Running Red Lights

MOST PREVALENT RISK FACTORS

High Vehicle Speed & 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

ROADWAY OWNERSHIP/MAINTENANCE:
WisDOT

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, Route 31, Route 66

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

TOP CRASH TYPES

52%
Angle

20%
Rear End

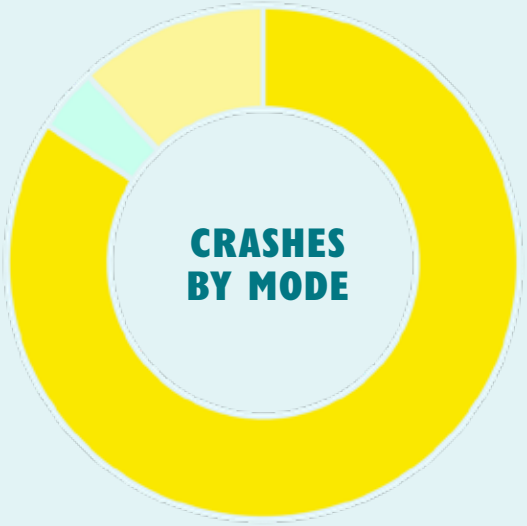
CRASHES BY MODE

3 Pedestrian

0 Bicycle

1 Motorcycle

21 Vehicle Only



CRASH LOCATIONS

60%
Intersection

40%
Mid-Block

LIGHTING CONDITIONS

80%
Daylight

20%
Dark/Lit

TOP CRASH BEHAVIORS

40%
Failure to Yield

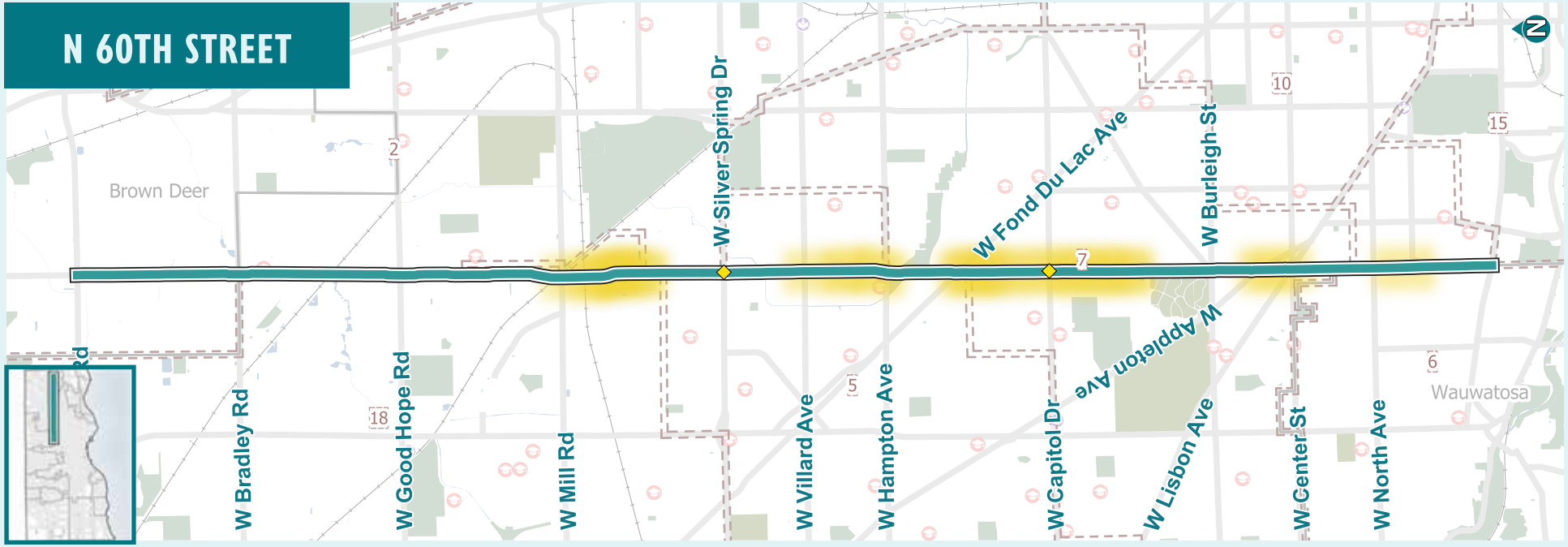
28%
Running Red Lights

28%
Reckless Driving

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

ROADWAY OWNERSHIP/MAINTENANCE:
Brown Deer, City of 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

N 60TH STREET

CRASH PATTERNS (2018-2022)

FATAL CRASHES

5

SERIOUS INJURY CRASHES

36

TOP CRASH TYPES

49%
Single Vehicle

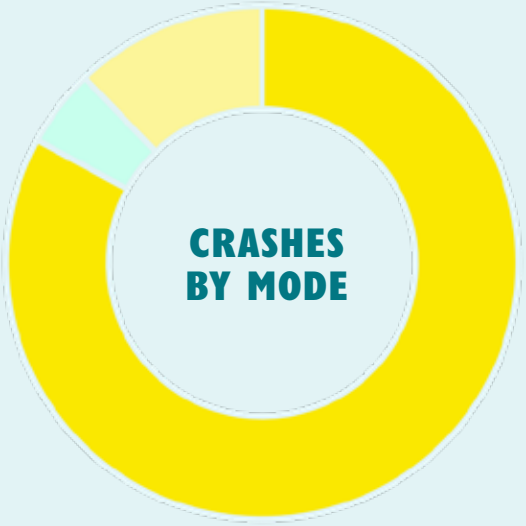
32%
Angle

5 Pedestrian

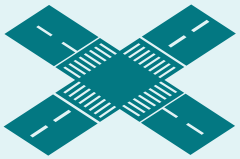
0 Bicycle

2 Motorcycle

34 Vehicle Only



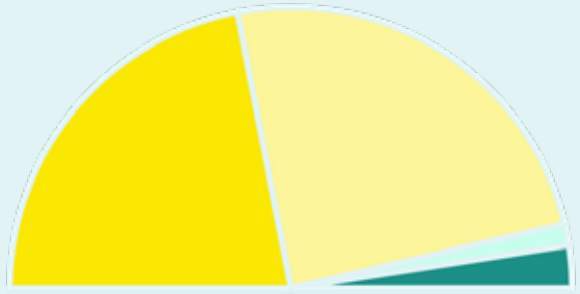
CRASH LOCATIONS



44%
Intersection

56%
Mid-Block

LIGHTING CONDITIONS



49%
Dark/Lit

44%
Daylight

7%
Other

TOP CRASH BEHAVIORS

39%
Reckless Driving

37%
Speeding

20%
Distracted Driving

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

ROADWAY OWNERSHIP/MAINTENANCE:
WisDOT, City of Milwaukee (WisDOT Connecting Highway)

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

N 76TH STREET

CRASH PATTERNS (2018-2022)

FATAL CRASHES

11

SERIOUS INJURY CRASHES

43

TOP CRASH TYPES

44%
Single Vehicle

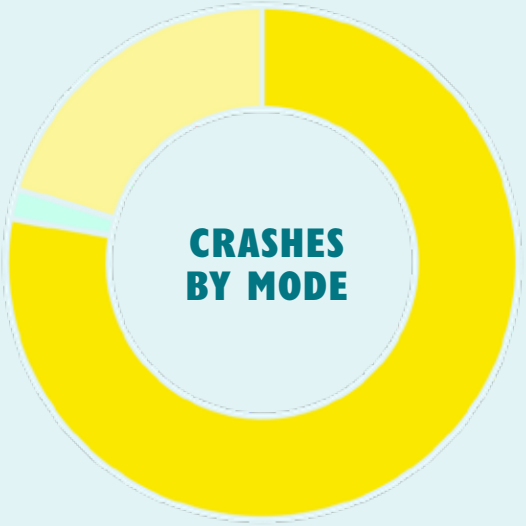
30%
Angle

11 Pedestrian

0 Bicycle

1 Motorcycle

42 Vehicle Only



CRASH LOCATIONS

44%
Intersection

56%
Mid-Block

LIGHTING CONDITIONS

50%
Daylight

46%
Dark/Lit

4%
Other

TOP CRASH BEHAVIORS

39%
Speeding

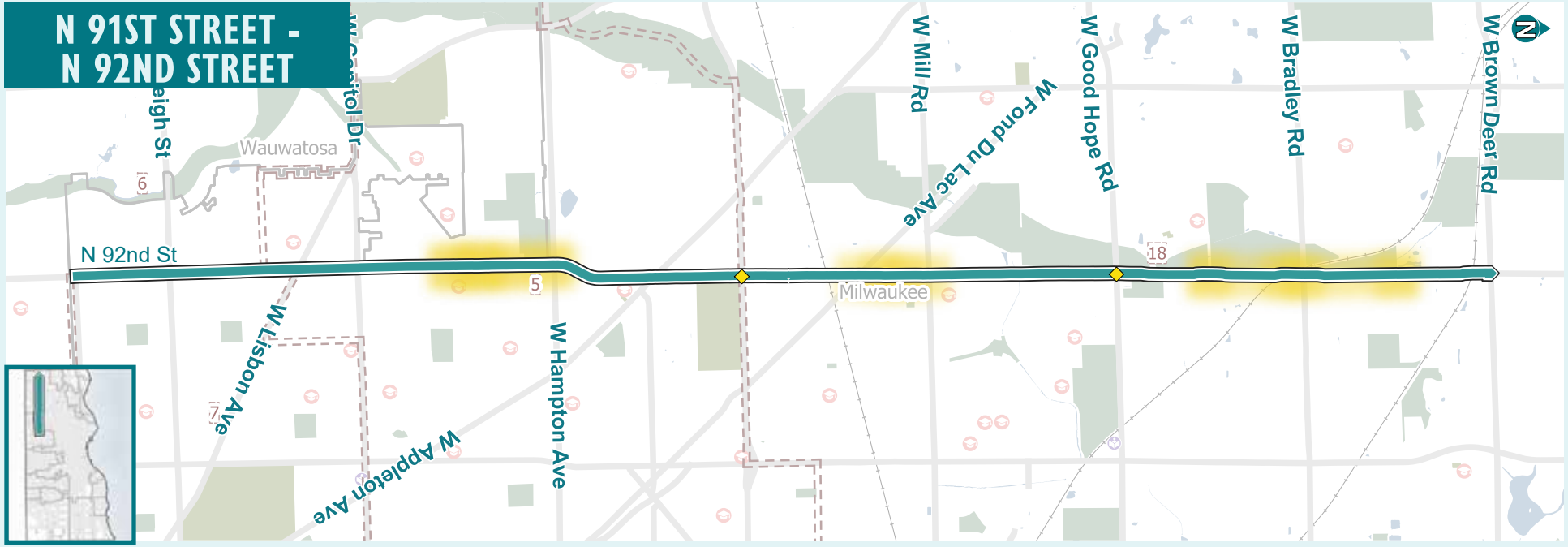
19%
Reckless Driving

19%
Failure to Yield

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

ROADWAY OWNERSHIP/MAINTENANCE:

City of 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

N 91ST STREET - N 92ND STREET

CRASH PATTERNS (2018-2022)

FATAL CRASHES

1

SERIOUS INJURY CRASHES

24

TOP CRASH TYPES

39%
Angle

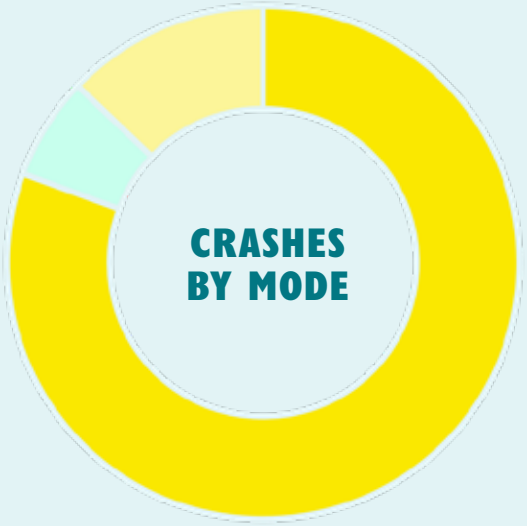
35%
Single Vehicle

4 Pedestrian

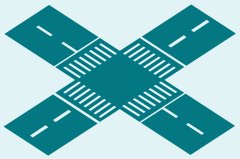
0 Bicycle

2 Motorcycle

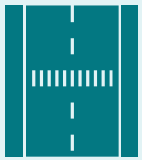
25 Vehicle Only



CRASH LOCATIONS



48%
Intersection



52%
Mid-Block

LIGHTING CONDITIONS

29%
Daylight

65%
Dark/Lit

6%
Other

TOP CRASH BEHAVIORS

35%
Reckless Driving

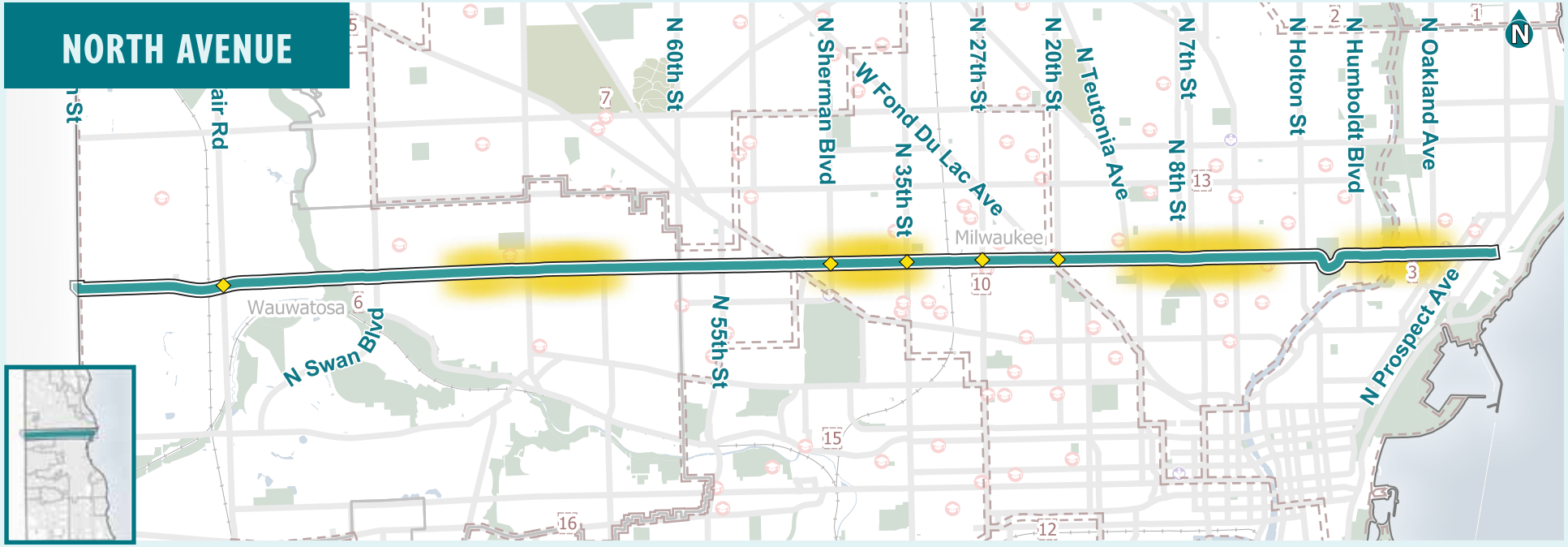
26%
Failure to Yield

23%
Speeding

MOST PREVALENT RISK FACTORS

Proximity to Bus Stops & High Traffic Volume

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

ROADWAY OWNERSHIP/MAINTENANCE:
Wauwatosa, City of 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

NORTH AVENUE

CRASH PATTERNS (2018-2022)

FATAL CRASHES

10

SERIOUS INJURY CRASHES

63

TOP CRASH TYPES

45% Single Vehicle

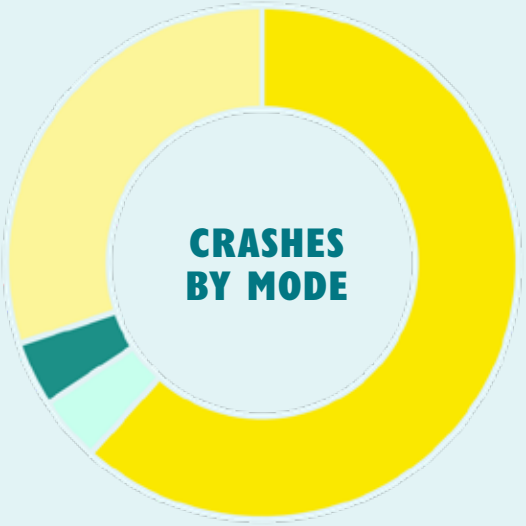
27% Angle

22 Pedestrian

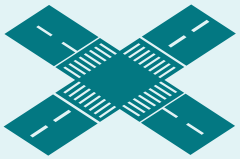
3 Bicycle

3 Motorcycle

45 Vehicle Only



CRASH LOCATIONS



58% Intersection

42% Mid-Block

LIGHTING CONDITIONS

37% Daylight

60% Dark/Lit

3% Other

TOP CRASH BEHAVIORS

32% Reckless Driving

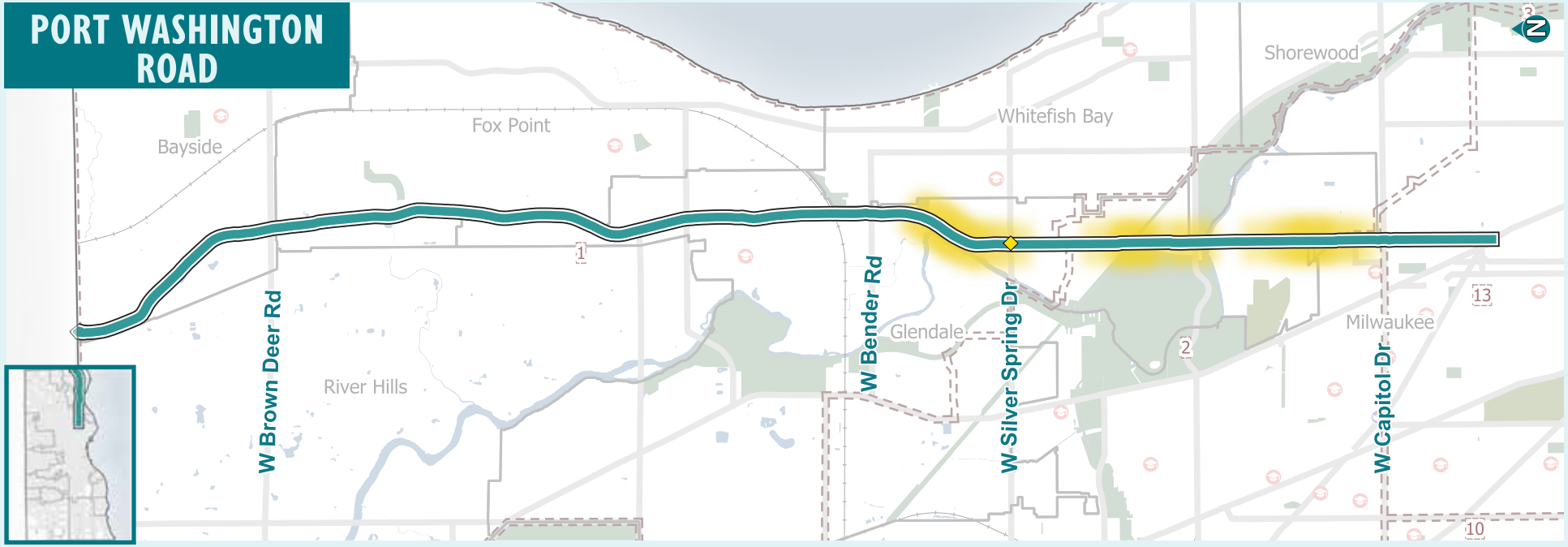
26% Speeding

22% Failure to Yield

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

ROADWAY OWNERSHIP/MAINTENANCE:
Milwaukee County, Glendale, City of 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

TOP CRASH TYPES

67% Single Vehicle

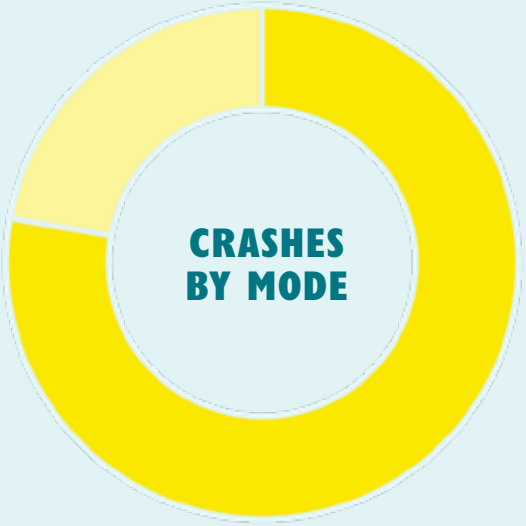
11% Angle

2 Pedestrian

0 Bicycle

0 Motorcycle

1 Vehicle Only

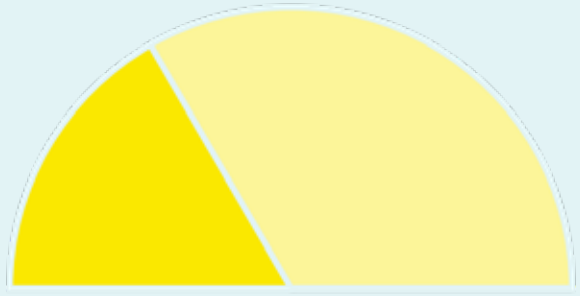


CRASH LOCATIONS

44% Intersection

56% Mid-Block

LIGHTING CONDITIONS



67% Dark/Lit

33% Daylight

TOP CRASH BEHAVIORS

33% Speeding

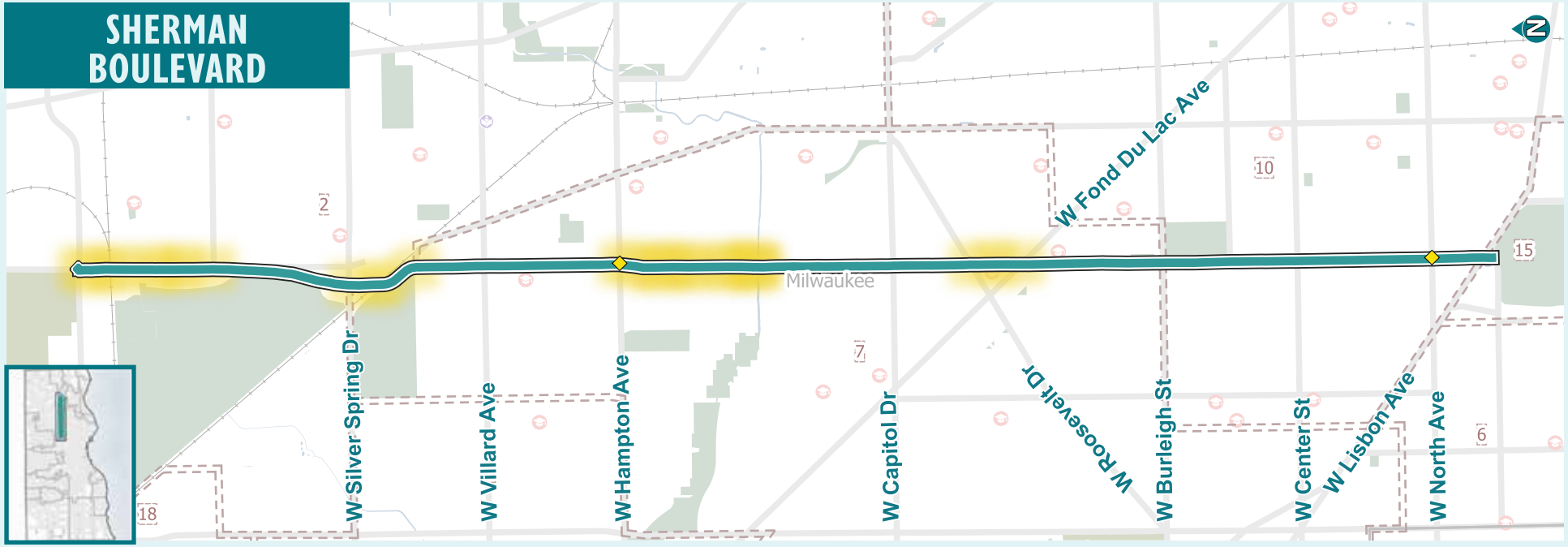
33% Running Red Lights

33% Reckless Driving

MOST PREVALENT RISK FACTORS

Proximity to Bus Stops & High Traffic Volume

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

ROADWAY OWNERSHIP/MAINTENANCE:
City of 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

TOP CRASH TYPES

64%
Single Vehicle

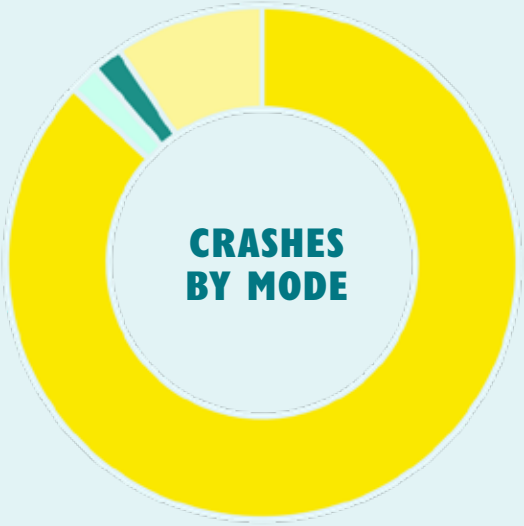
28%
Angle

5 Pedestrian

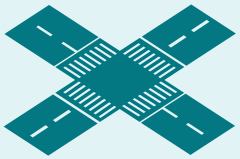
1 Bicycle

1 Motorcycle

46 Vehicle Only



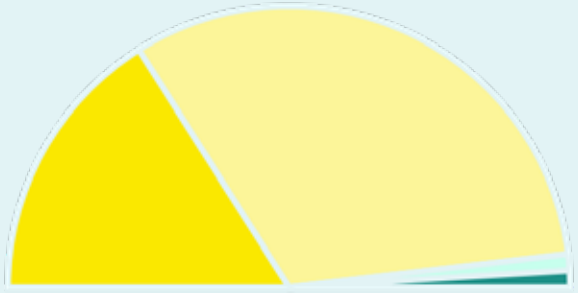
CRASH LOCATIONS



28%
Intersection

72%
Mid-Block

LIGHTING CONDITIONS



64%
Dark/Lit

32%
Daylight

4%
Other

TOP CRASH BEHAVIORS

42%
Speeding

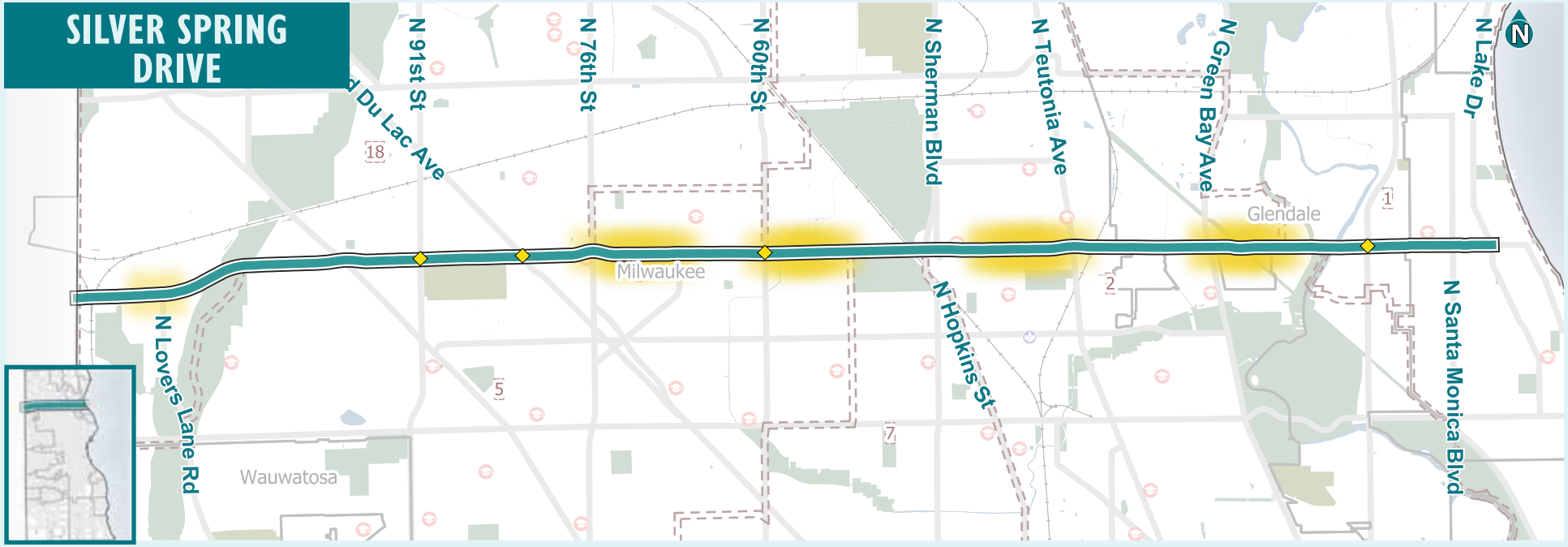
34%
Reckless Driving

19%
Failure to Yield

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

ROADWAY OWNERSHIP/MAINTENANCE:
Milwaukee County, City of Milwaukee, Glendale

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

SILVER SPRING DRIVE

CRASH PATTERNS (2018-2022)

FATAL CRASHES

12

SERIOUS INJURY CRASHES

44

TOP CRASH TYPES

45% Single Vehicle

30% Angle

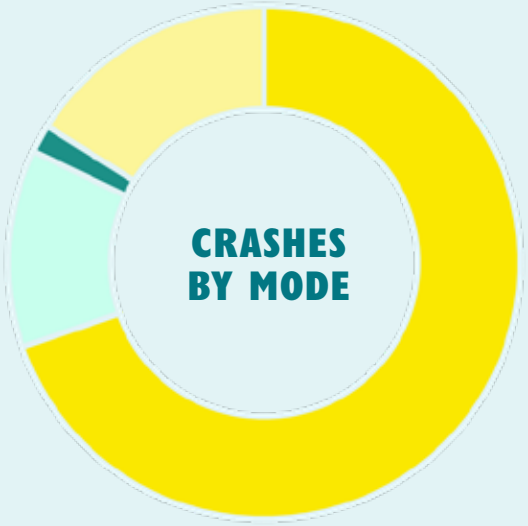
CRASHES BY MODE

9 Pedestrian

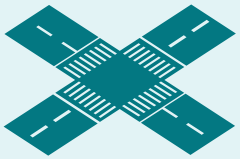
1 Bicycle

1 Motorcycle

39 Vehicle Only



CRASH LOCATIONS



50% Intersection

50% Mid-Block

LIGHTING CONDITIONS

43% Dark/Lit

50% Daylight

8% Other

TOP CRASH BEHAVIORS

27% Reckless Driving

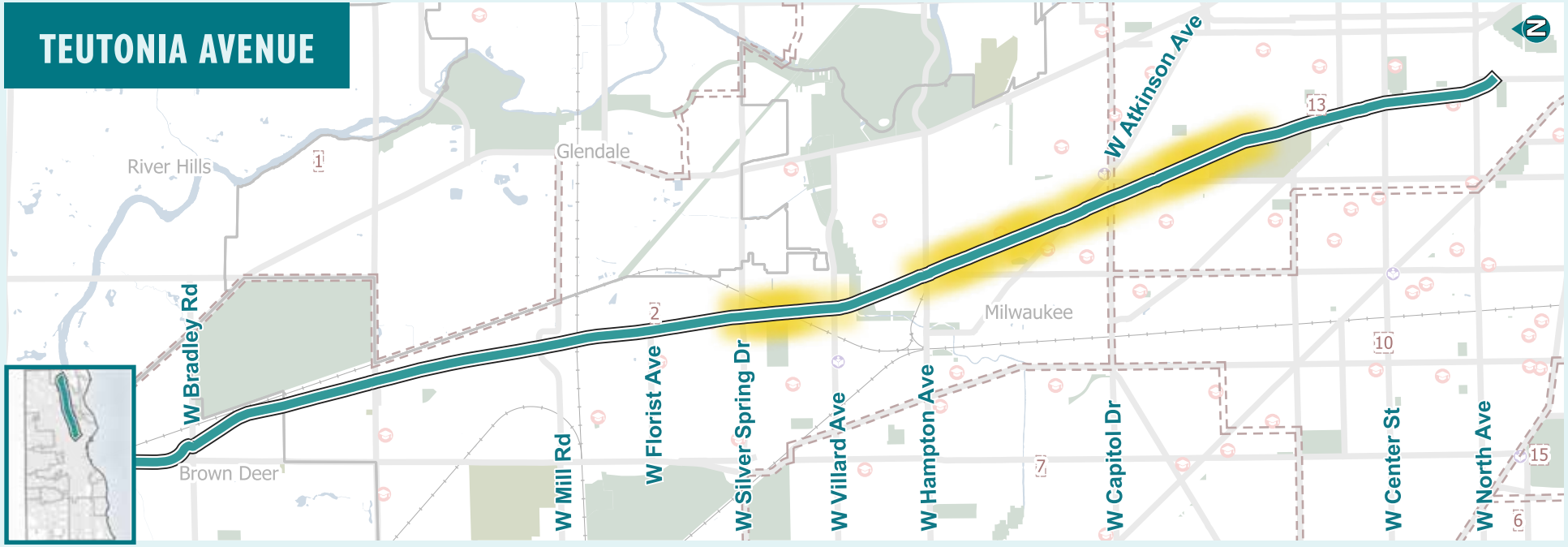
25% Speeding

18% Running Red Lights

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

ROADWAY OWNERSHIP/MAINTENANCE:
City of Milwaukee, Milwaukee County

COUNTY SUPERVISORY DISTRICTS:
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:
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

36%
Single Vehicle

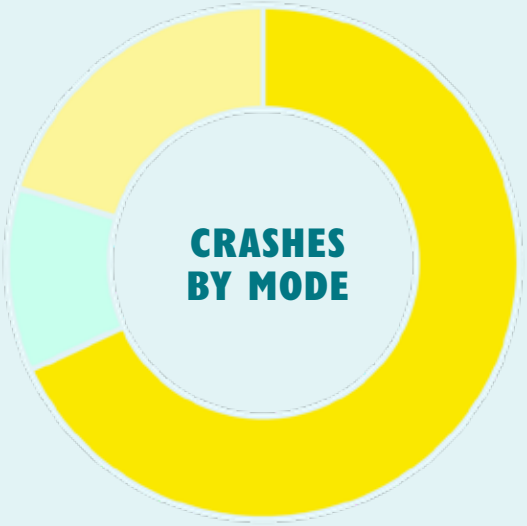
33%
Angle

14
Pedestrian

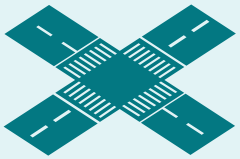
0
Bicycle

8
Motorcycle

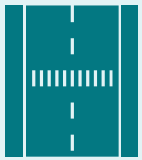
47
Vehicle Only



CRASH LOCATIONS

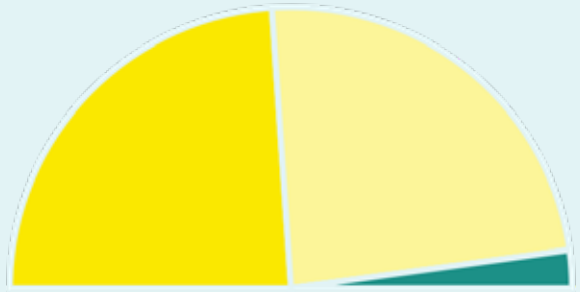


43%
Intersection



57%
Mid-Block

LIGHTING CONDITIONS



48%
Daylight

48%
Dark/Lit

4%
Other

TOP CRASH BEHAVIORS

25%
Speeding

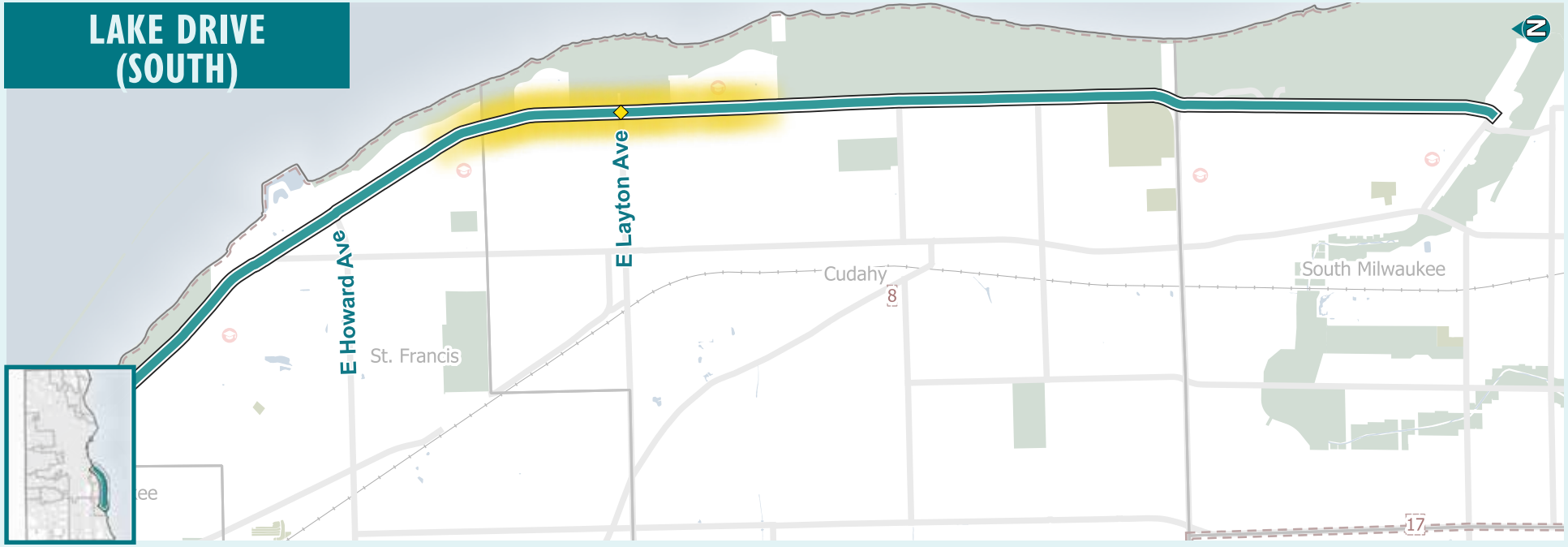
25%
Failure to Yield

19%
Running Red Lights

MOST PREVALENT RISK FACTORS

Proximity to Bus Stops & High Vehicle Speed

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

ROADWAY OWNERSHIP/MAINTENANCE:
St. Francis, Cudahy, South Milwaukee, WisDOT (Connecting Highway)

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

TOP CRASH TYPES

67%
Single Vehicle

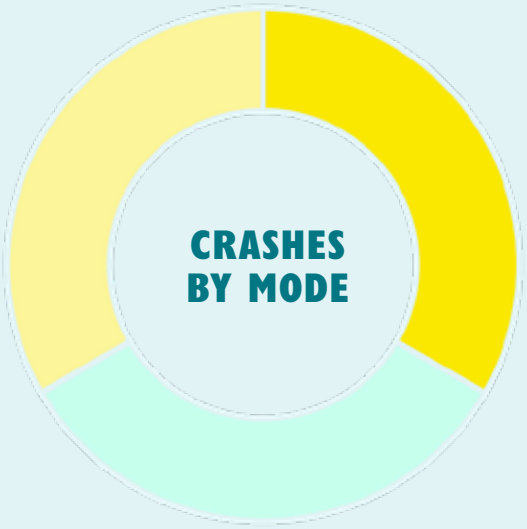
33%
Angle

1 Pedestrian

0 Bicycle

1 Motorcycle

1 Vehicle Only



CRASH LOCATIONS

67%
Intersection

33%
Mid-Block

LIGHTING CONDITIONS

67%
Daylight

33%
Other

TOP CRASH BEHAVIORS

67%
Speeding

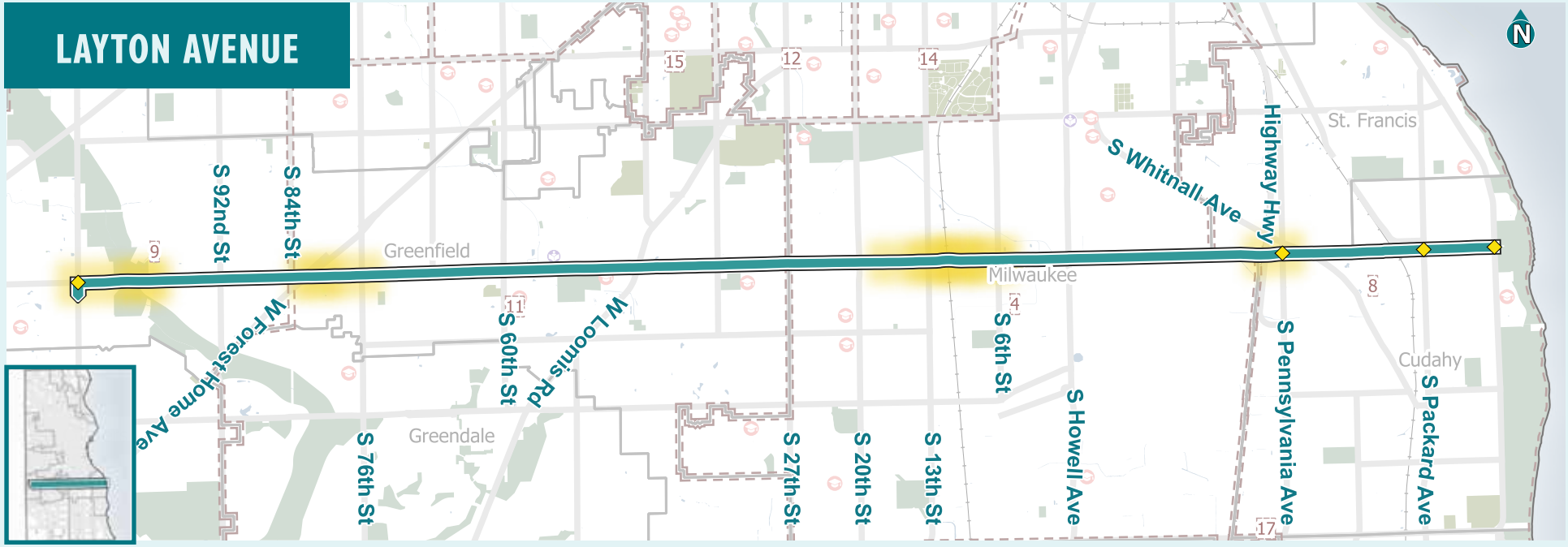
67%
Failure to Yield

33%
Distracted Driving

MOST PREVALENT RISK FACTORS

High Vehicle Speed & Proximity to Bus Stops

LAYTON AVENUE



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

ROADWAY OWNERSHIP/MAINTENANCE:
Milwaukee County, City of Milwaukee, Greenfield

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, Route 35, Route 40U

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

LAYTON AVENUE

CRASH PATTERNS (2018-2022)

FATAL CRASHES

5

SERIOUS INJURY CRASHES

24

TOP CRASH TYPES

48%
Angle

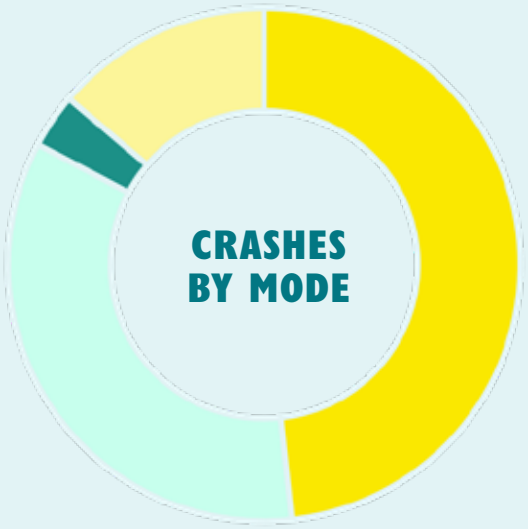
38%
Single Vehicle

4 Pedestrian

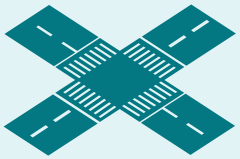
1 Bicycle

10 Motorcycle

14 Vehicle Only



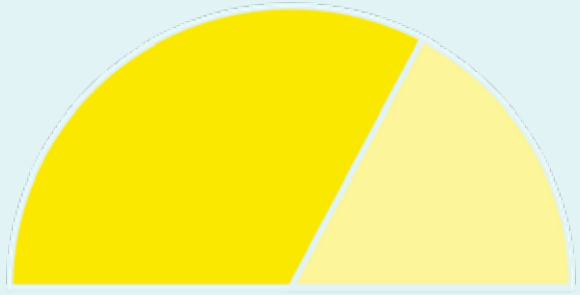
CRASH LOCATIONS



55%
Intersection

45%
Mid-Block

LIGHTING CONDITIONS



34%
Dark/Lit

66%
Daylight

TOP CRASH BEHAVIORS

28%
Reckless Driving

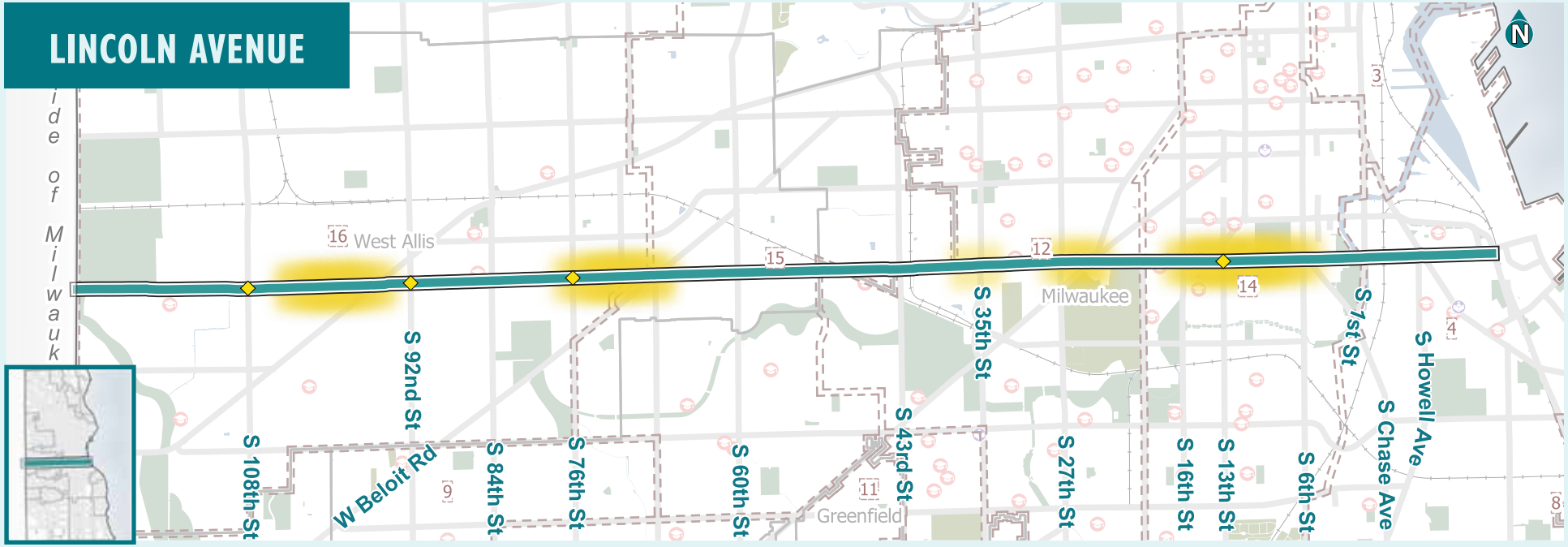
24%
Failure to Yield

21%
Running Red Lights

MOST PREVALENT RISK FACTORS

High Traffic Volume & Proximity to Bus Stops

LINCOLN AVENUE



CORRIDOR OVERVIEW

LINCOLN AVENUE
Between S. 124th Street and S. Bay Street

CORRIDOR LENGTH: 8.7 miles
Connects residents in various municipalities on the near south side of Milwaukee County

ADJACENT MUNICIPALITIES:
West Allis, West Milwaukee, Milwaukee

ROADWAY OWNERSHIP/MAINTENANCE:
West Allis, West Milwaukee, City of Milwaukee

COUNTY SUPERVISORY DISTRICTS:
16 (Justin Bielinski), 15 (Sky Z. Capriolo), 12 (Juan Miguel Martinez), 14 (Caroline Gomez-Tom), 4 (Jack Eckblad)

CORRIDOR CONTEXT

SIDEWALK PRESENCE:
Yes, both sides of the corridor

MCTS BUS ROUTE(S) ON CORRIDOR:
53 Lincoln Avenue

BICYCLE FACILITIES:
On-street Painted (Partial)

BUBLR BIKESHARE STATIONS:
No

EQUITY NEEDS:
Neighborhoods near Lincoln Avenue experience higher than average challenges in Transporation 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 to 4

POSTED SPEED: 30-35 mph

TRAFFIC VOLUME: 1.400 - 14,900 vehicles per day

LINCOLN AVENUE

CRASH PATTERNS (2018-2022)

FATAL CRASHES

6

SERIOUS INJURY CRASHES

37

TOP CRASH TYPES

58% Single Vehicle

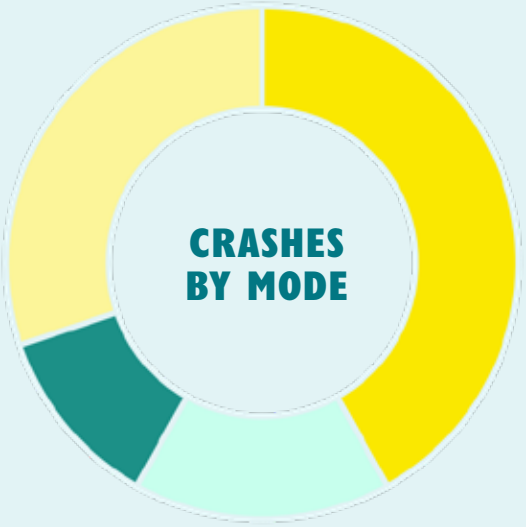
26% Angle

13 Pedestrian

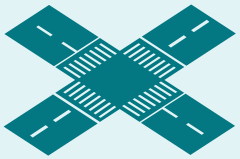
5 Bicycle

1 Motorcycle

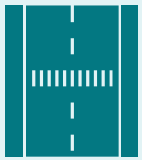
18 Vehicle Only



CRASH LOCATIONS

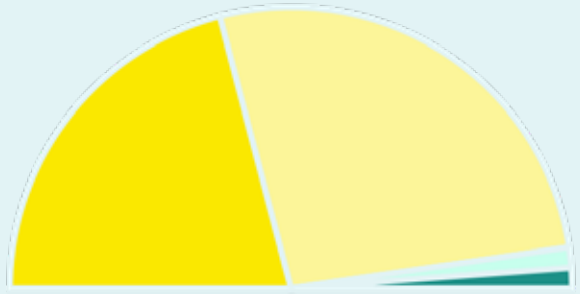


60% Intersection



40% Mid-Block

LIGHTING CONDITIONS



42% Daylight

53% Dark/Lit

5% Other

TOP CRASH BEHAVIORS

33% Failure to Yield

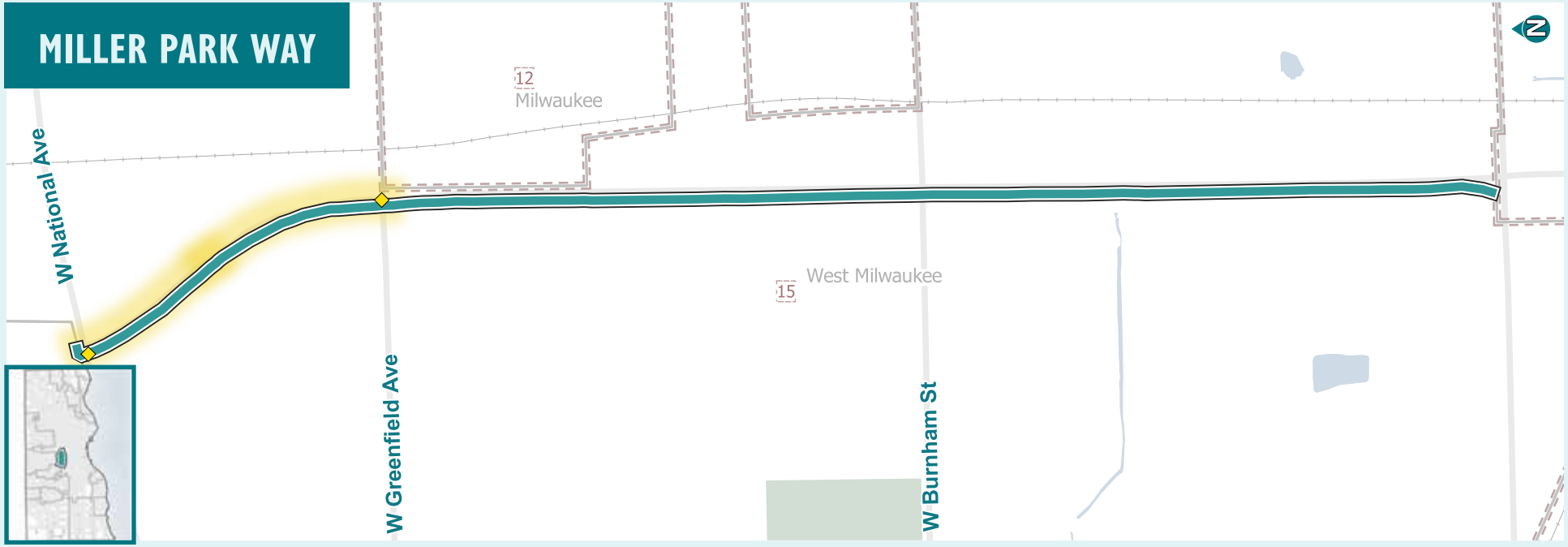
26% Speeding

19% Reckless Driving

MOST PREVALENT RISK FACTORS

Proximity to Bus Stops & High Traffic Volume

MILLER PARK WAY



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

ROADWAY OWNERSHIP/MAINTENANCE:
West Milwaukee, City of 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

TOP CRASH TYPES

60%
Angle

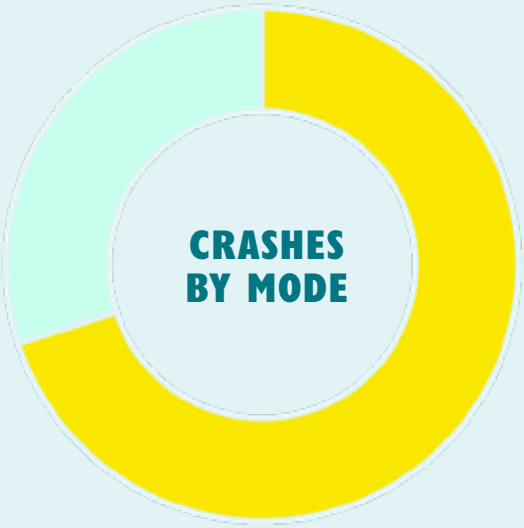
30%
Rear End

0
Pedestrian

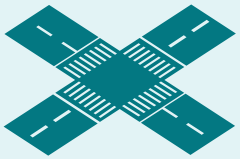
0
Bicycle

3
Motorcycle

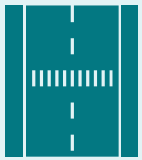
7
Vehicle Only



CRASH LOCATIONS



70%
Intersection



30%
Mid-Block

LIGHTING CONDITIONS

60%
Daylight

30%
Dark/Lit

10%
Other

TOP CRASH BEHAVIORS

40%
Reckless Driving

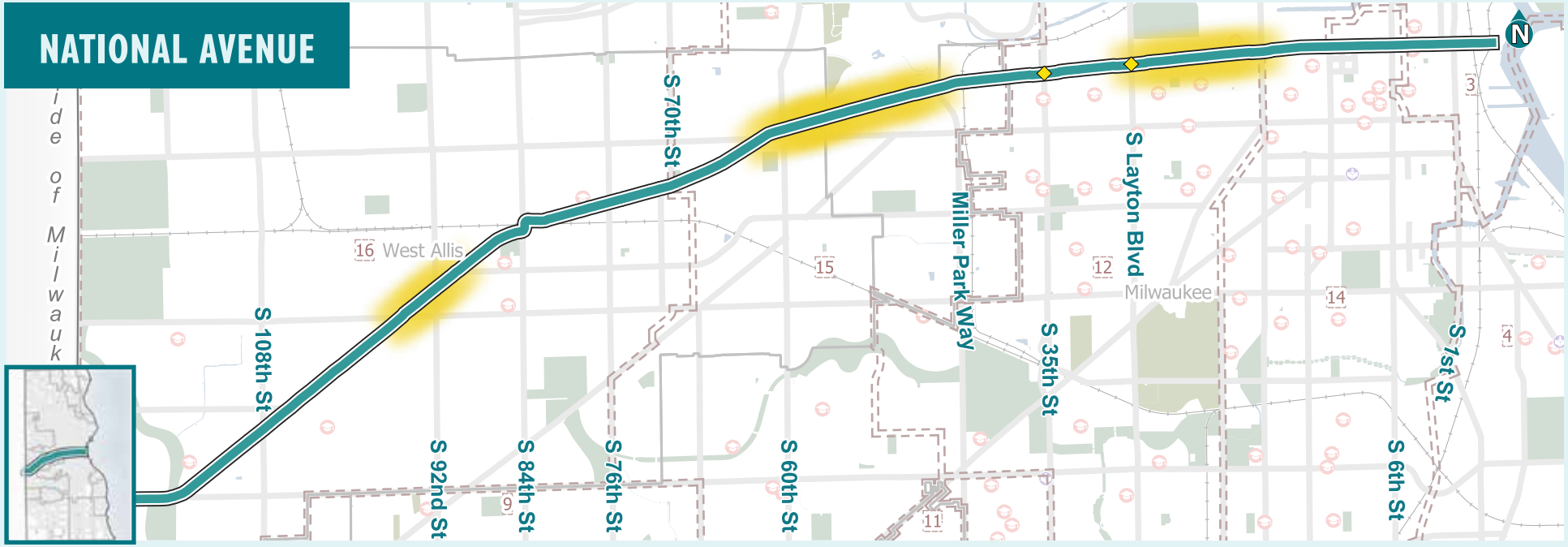
40%
Failure to Yield

30%
Speeding

MOST PREVALENT RISK FACTORS

Equity & 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

ROADWAY OWNERSHIP/MAINTENANCE:
West Allis, West Milwaukee, City of Milwaukee, WisDOT (Connecting Highway)

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

NATIONAL AVENUE

CRASH PATTERNS (2018-2022)

FATAL CRASHES

5

SERIOUS INJURY CRASHES

34

TOP CRASH TYPES

41%
Single Vehicle

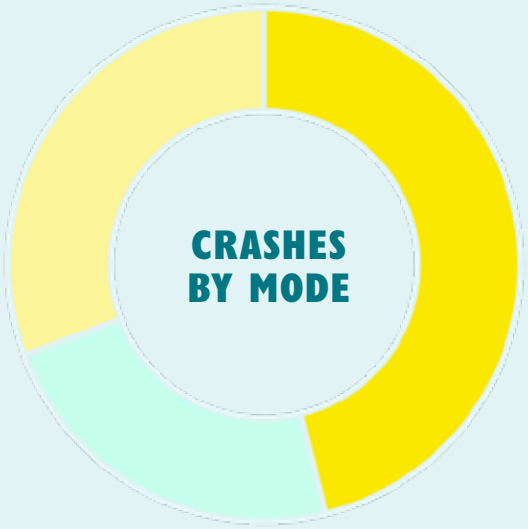
36%
Angle

12 Pedestrian

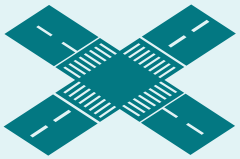
0 Bicycle

9 Motorcycle

18 Vehicle Only



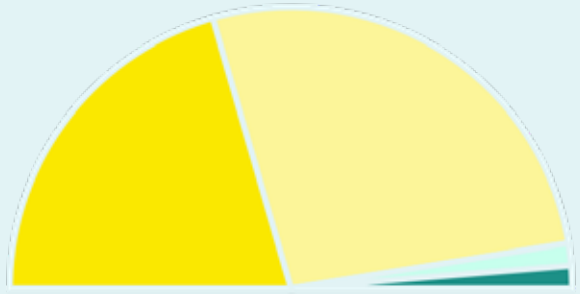
CRASH LOCATIONS



54%
Intersection

46%
Mid-Block

LIGHTING CONDITIONS



41%
Daylight

54%
Dark/Lit

5%
Other

TOP CRASH BEHAVIORS

41%
Reckless Driving

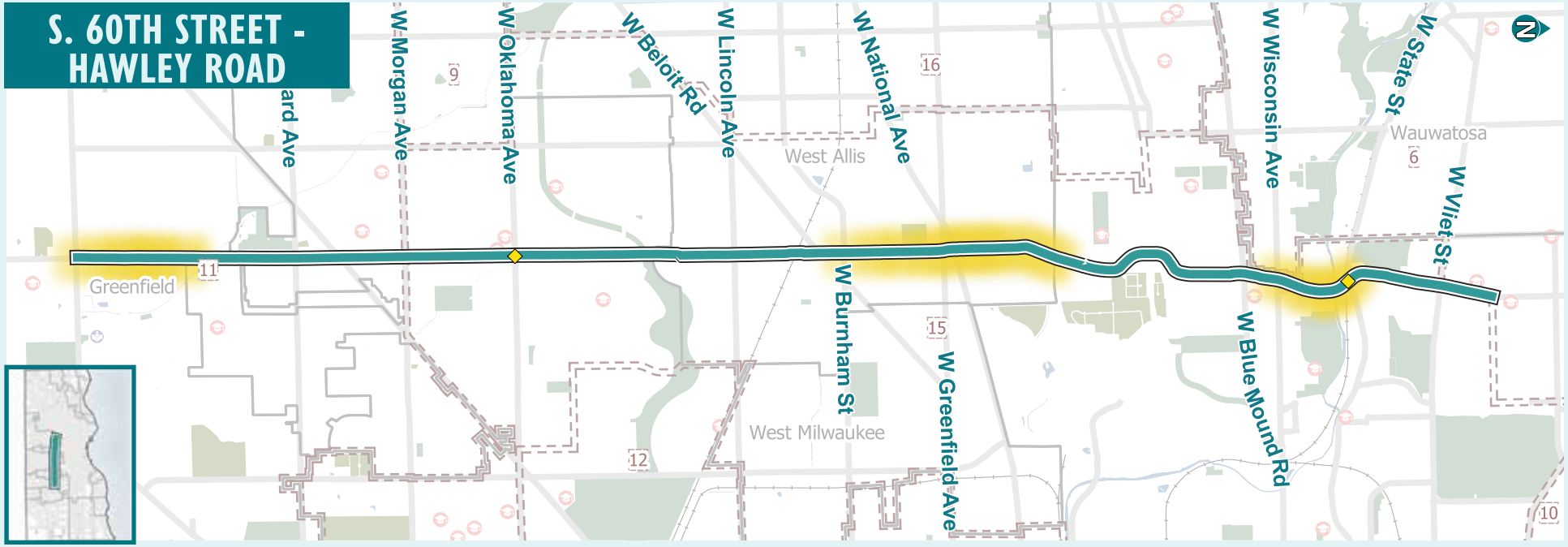
36%
Failure to Yield

33%
Speeding

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

ROADWAY OWNERSHIP/MAINTENANCE:

West Allis, City of Milwaukee, Wauwatosa, 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

TOP CRASH TYPES

65%
Single Vehicle

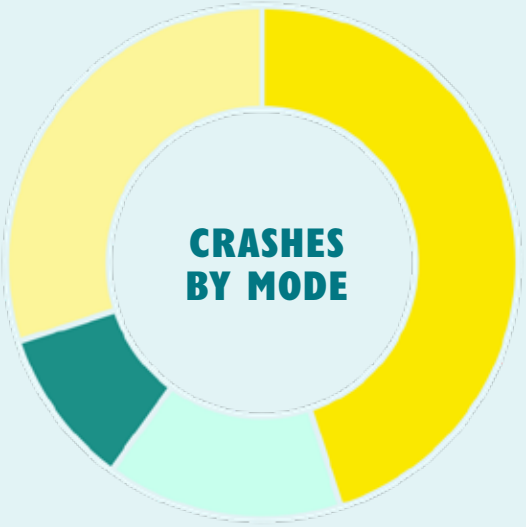
25%
Angle

6 Pedestrian

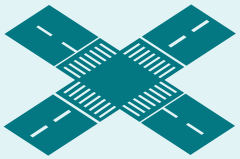
2 Bicycle

3 Motorcycle

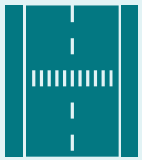
9 Vehicle Only



CRASH LOCATIONS



30%
Intersection



70%
Mid-Block

LIGHTING CONDITIONS

70%
Daylight

25%
Dark/Lit

5%
Other

TOP CRASH BEHAVIORS

30%
Reckless Driving

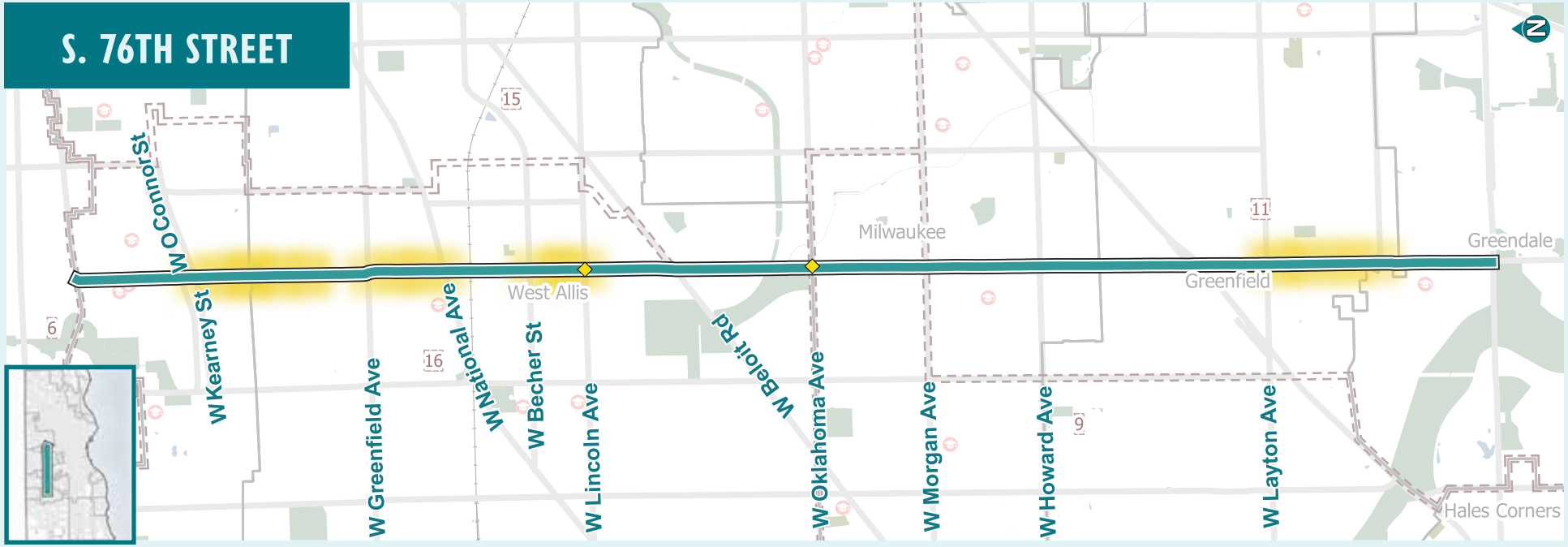
30%
Failure to Yield

15%
Running Red Lights

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

ROADWAY OWNERSHIP/MAINTENANCE:
West Allis, Milwaukee County, Wauwatosa, Greenfield, Greendale, City of Milwaukee

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; One Side only south of Edgerton.

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 - 26,700 vehicles per day

S. 76TH STREET

CRASH PATTERNS (2018-2022)

FATAL CRASHES

4

SERIOUS INJURY CRASHES

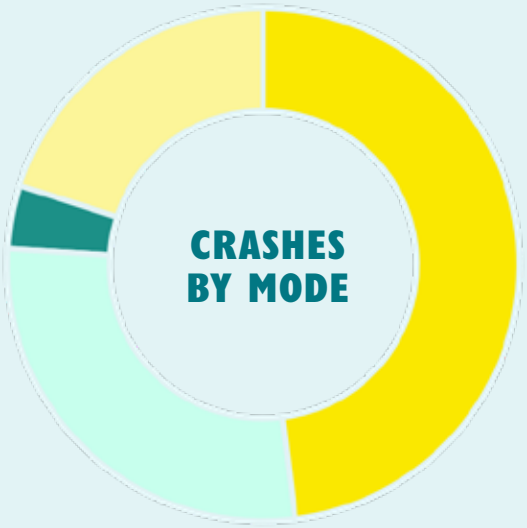
21

TOP CRASH TYPES

40% Angle

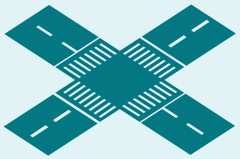
36% Single Vehicle

CRASHES BY MODE

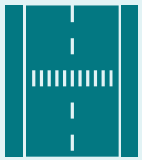


- **5** Pedestrian
- **1** Bicycle
- **1** Motorcycle
- **12** Vehicle Only

CRASH LOCATIONS

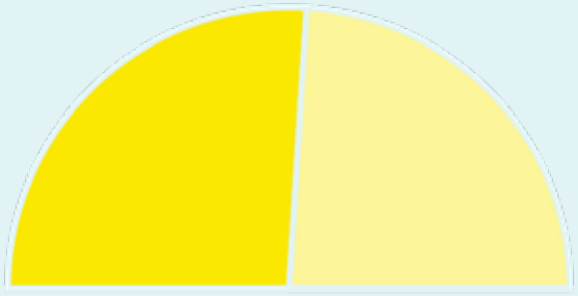


56% Intersection



44% Mid-Block

LIGHTING CONDITIONS



52% Daylight

48% Dark/Lit

TOP CRASH BEHAVIORS

48% Failure to Yield

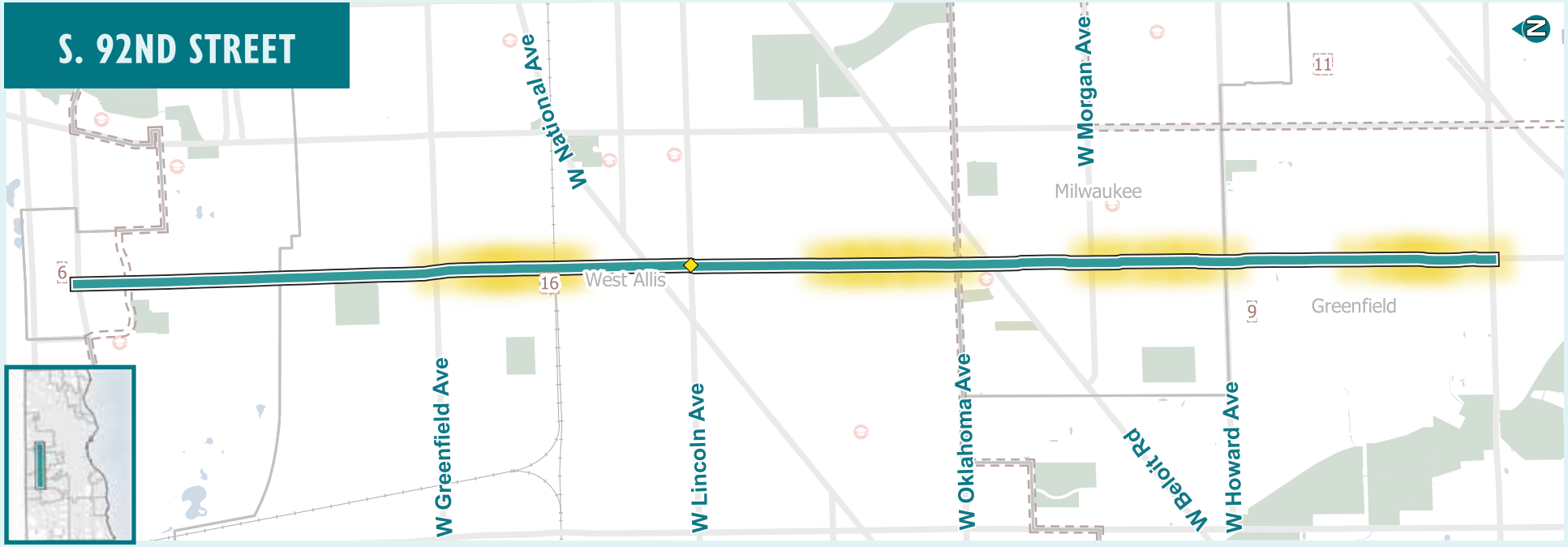
28% Reckless Driving

12% Speeding

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

ROADWAY OWNERSHIP/MAINTENANCE:
West Allis, City of Milwaukee, Greenfield, Milwaukee County

COUNTY SUPERVISORY DISTRICTS:
6 (Shawn Rolland), 16 (Justin Bielinski), 9 (Patti Logsdon)

CORRIDOR CONTEXT

SIDEWALK PRESENCE:
Yes, both sides of the corridor; Missing Sidewalks South of W. Howard Ave.

MCTS BUS ROUTE(S) ON CORRIDOR:
92 - 92nd Street, Route 34

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

S. 92ND STREET

CRASH PATTERNS (2018-2022)

FATAL CRASHES

1

SERIOUS INJURY CRASHES

4

TOP CRASH TYPES

60%
Angle

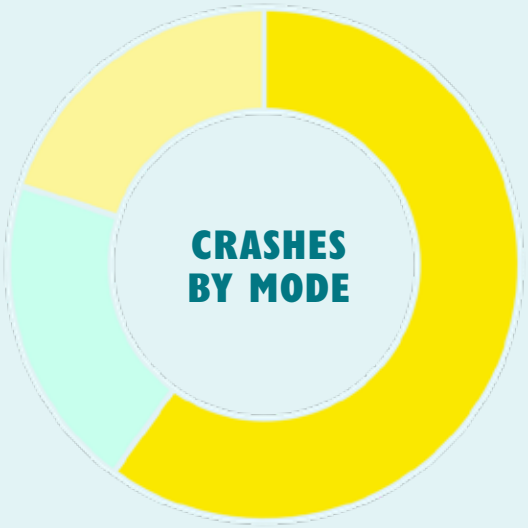
20%
Rear End

1 Pedestrian

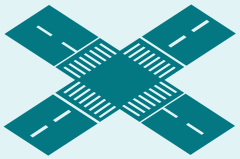
0 Bicycle

1 Motorcycle

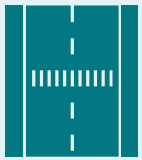
3 Vehicle Only



CRASH LOCATIONS



60%
Intersection



40%
Mid-Block

LIGHTING CONDITIONS

80%
Daylight

20%
Dark/Lit

TOP CRASH BEHAVIORS

40%
Reckless Driving

40%
Failure to Yield

20%
Speeding

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

ROADWAY OWNERSHIP/MAINTENANCE:
WisDOT

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

S. 108TH STREET

CRASH PATTERNS (2018-2022)

FATAL CRASHES

5

SERIOUS INJURY CRASHES

25

TOP CRASH TYPES

47%
Angle

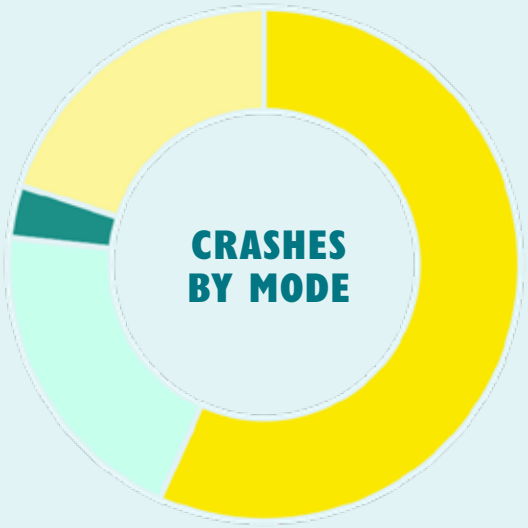
33%
Single Vehicle

6
Pedestrian

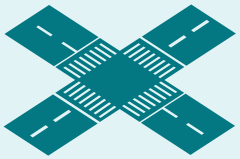
1
Bicycle

6
Motorcycle

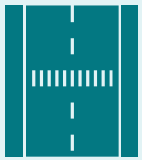
17
Vehicle Only



CRASH LOCATIONS

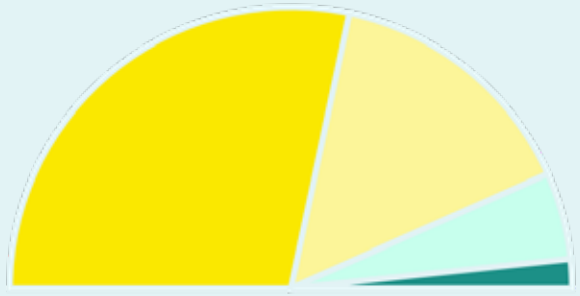


60%
Intersection



40%
Mid-Block

LIGHTING CONDITIONS



57%
Daylight

30%
Dark/Lit

13%
Other

TOP CRASH BEHAVIORS

37%
Reckless Driving

33%
Failure to Yield

27%
Speeding

MOST PREVALENT RISK FACTORS

High Traffic Volume & Proximity to Bus Stops

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 produces safety legislation and sets appropriations that direct the direction of Wisconsin Department of Transportation (WisDOT), WisDOT managed infrastructure, and the various jurisdictions around the state. Policies and practices at the county and municipal levels are inherited, are 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.

Research reports, design manuals and guidance issued by WisDOT influences the physical design of streets and sets 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 continue to hinder the consistent implementation and proactive development of safe streets for people walking 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. Analysis by the League of American Bicyclists, ranks Wisconsin 49th out of 50 states in federal spending on biking and walking projects at $0.85 per resident. More recently, the FY21-23 average is $1.31.

WisDOT evaluates all improvement project types for bicycle and pedestrian accommodations except bridge preventative work (FDM 11-1 Attachment 10.1). The evaluation includes an assessment of safety and Risk-Based Environmental Screening which identifies the presence of bike or pedestrian concerns or conflicts. When identified, accommodation alternatives are defined and incorporated into projects where and when feasible.

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.

(See subsequent pages for pertinent state-level recommendations).

COUNTY-LEVEL

Milwaukee County government has significant responsibilities in administering a safe system across the county. MCDOT operates and maintains bridges, major streets, traffic signals; oversees the county's chief transit provider, the Milwaukee County Transit System (MCTS); and convenes the multidisciplinary Transportation Safety Committee (TSC), commonly known as the Traffic Safety Commission, and the Bus and Bike Priority Collective. Other county departments including the Sheriff'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
- Increase funding for Community Sensitive Design (CSD) elements such as decorative or non-standard lighting and multimodal amenities, improving safety and encouraging non-motorized trips throughout the transportation network while showing appreciation of the community's history and culture.

"The repeal did not stop local governments from continuing to write safe streets policies. Since 2015, seven more communities have passed Complete Streets policies aimed to take a more concerted effort to improve public health and safety across the state."
- Wisconsin Bike Fed

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

North Avenue & Sherman Boulevard

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 (CRF)", 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, which also includes quality ratings based on the study design. Studies with a quality rating of three stars or higher were prioritized for this plan.

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 constrains 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 Development 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
Road Diets	Quick Build, Major Capital	The number of travel lanes is reduced, often replaced with a median, turn lanes, or bicycle facilities.	47%	$$
Slow Zones and Reduced Speed Limits	Low-Cost Systemic	Speed limits are reduced on key corridors or within larger zones	26%	$
High Visibility Crosswalk	Low-Cost Systemic	Ladder or continental-style crosswalks with wide, visible striping	40%	$
Lane Narrowing	Low-Cost Systemic	Reductions in the width of a travel lane to encourage a slower speed of travel	42%	$
Leading Pedestrian Interval	Low-Cost Systemic	Pedestrians receive a walk signal prior to vehicles receiving a green light to increase pedestrian visibility	13%	$
Left-turning Traffic Calming	Quick Build	Devices used to slow down left-turning vehicles at intersection locations	24%	$
Pedestrian Gateway Treatment	Low-Cost Systemic	Geometric narrowing and strategically placed signs used to slow vehicles and communicate vehicle priority.	*	$
Restrict Right-Turn-on-Red	Low-Cost Systemic	Restrict right turning during a red phase of a traffic signal cycle to slow traffic and reduce potentially conflicting movements between vehicles and pedestrians, bicyclists, or other oncoming traffic.	2-8%	$
Signal Improvements	Low-Cost Systemic	Dedicated left turn lanes, positive-offset left turn lanes, and protected left-turn phases that reduce left-turning conflicts and crashes	35%	$-$$

Countermeasure	Category	Description	CRF	Cost
Protected Bike Lanes and Intersections	Quick Build, Major Capital	Offers physical separation between automobile travel lanes and bicycle facilities.	23%	$$
Residential Traffic Calming	Quick Build, Major Capital	Devices such as speed humps, traffic circles, chicanes, and traffic diverters used to slow traffic primarily on residential streets.	28-71%	$$
Mid-Block Crossings	Quick Build, Major Capital	Signs, flashing beacons, and hybrid beacons that provide safer crossings for pedestrians at mid-block locations	18-47%	$-$$
Intersection Daylighting and Bump-Outs	Quick Build, Major Capital	Flex posts or concrete that improves visibility at intersection locations and shortens crossing distances	49%	$-$$
Raised Crossings and Intersections	Major Capital	Either a single pedestrian crossing or an entire intersection is elevated vertically to automobile traffic	35%	$$-$$$
Automated Enforcement	Low-Cost Systemic	Camera-based enforcement for speeding and red-light running	10%	$$
Edge Lines and Parking Lanes	Low-Cost Systemic	Painted lines to emphasize narrower travel lanes and delineate them from the curb/gutter or parking lane	52%	$
Intersection Realignment	Major Capital	Redesign of complex or irregular intersections to reduce the skew of the intersection and reduce conflict points	*	$$$$
One-Way to Two-Way Conversion	Major Capital	Streets are converted from one-way to two-way operations.	*	$$$
Raised Medians and Access Management	Major Capital	Barriers are added to the center of a roadway to reduce roadway conflicts in key locations	71%	$$$
Roundabouts	Major Capital	An intersection with a circular configuration that reduce vehicle speeds and conflict points.	82%	$$$
Transit Infrastructure	Major Capital	Dedicated transit lanes, transit signal priority, and bus rapid transit routes.	14-19%	$$-$$$
Sidewalks	Low-Cost Systemic	Sidewalk infill projects create safe, quality areas for pedestrians or people that use a wheelchair and keep them out of the street	65-89%	$$
Lighting	Low-Cost Systemic	Lighting makes all road users more visible so that people can avoid collisions	33-42%	$$

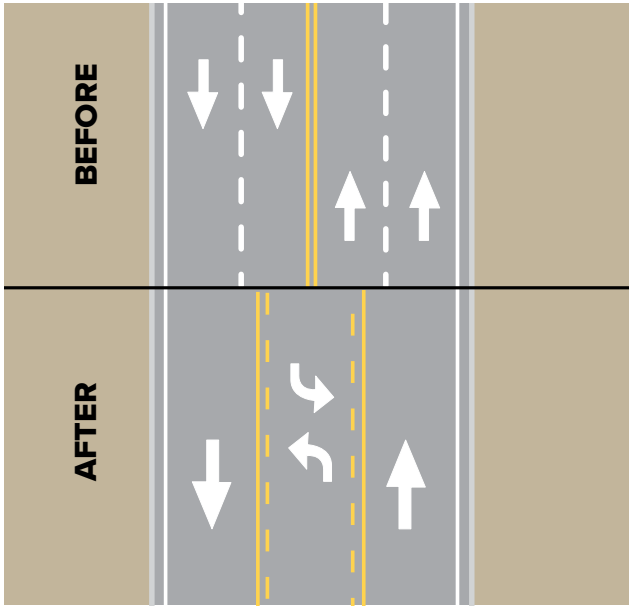
* Indicates that no Crash Modification Factor or Crash Reduction Factor is available for this type of improvement at this time.

Road Diet

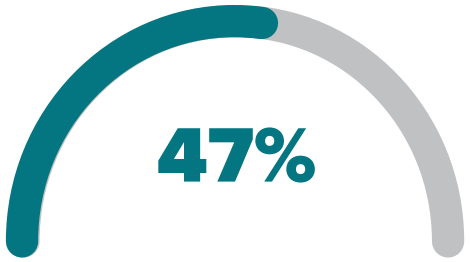
CATEGORY
Quick-Build or
Major Capital Project

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.



CRASH REDUCTION POTENTIAL

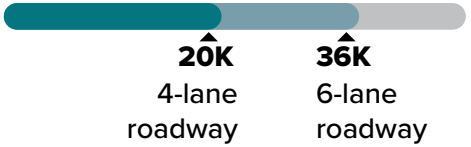


SOURCE: CMF 2841

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

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

Slow Zones / Reduced Speed Limits

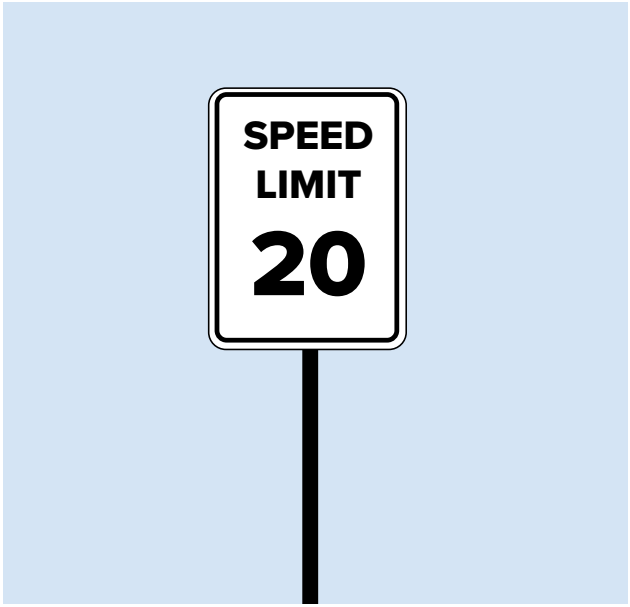
CATEGORY
Low-Cost Systemic/Policy

DESCRIPTION

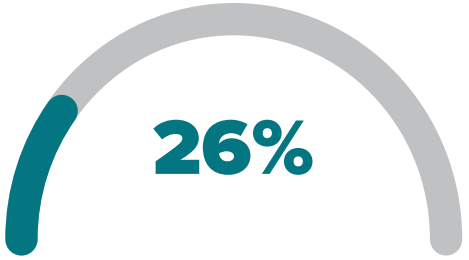
Slow Zones are areas that designate lower speeds than other areas nearby to create safe spaces for vulnerable populations (e.g., children, seniors, pedestrians, and bicyclists) that frequent them, such as parks, school zones, work zones, senior areas, neighborhoods, and downtowns. These areas typically 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. Changes in speed limits should generally be accompanied by geometry changes or traffic calming measures, but have been proven to be effective at reducing speeds and crashes in their own right.



CRASH REDUCTION POTENTIAL



SOURCE: NACTO 2012

COST

$$$$

TRAFFIC VOLUMES

EXAMPLE

Various School Zones
Milwaukee County, WI

AREA TYPES

DESIGN GUIDANCE NOTES

- State law and engineering studies should be considered when setting speed limits.
- Context is essential to engineering studies. Crash history, access points, and area type context should be considered in addition to speed observations. USLIMITS2 is an FHWA-developed tool that can provide contextually appropriate speed limit guidance.
- NACTO's City Limits provides guidance on default speed limits, slow zones, and corridor speed limits in urban areas.

High Visibility Crosswalk

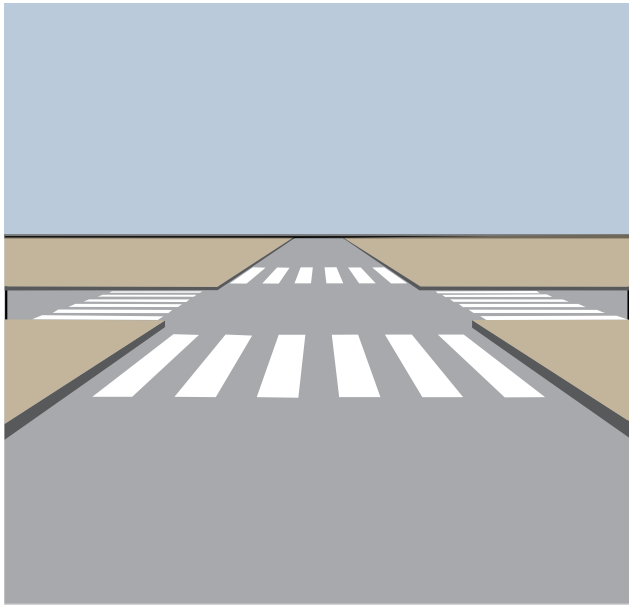
CATEGORY
Low-Cost Systemic

DESCRIPTION

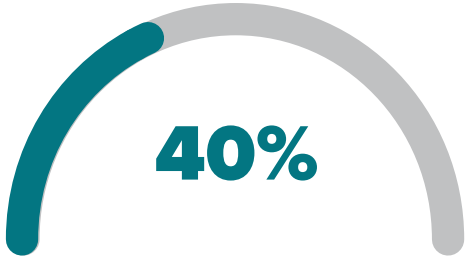
High-visibility crosswalks feature bold, retroreflective markings and supplemental signage to make them more visible to pedestrians and drivers in all conditions, thereby reducing the risk of pedestrian-vehicle conflicts and enhancing pedestrian access and mobility.

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

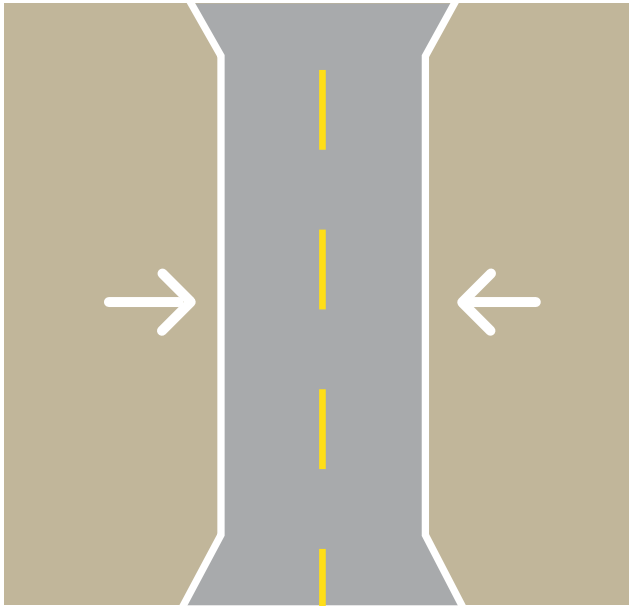
CATEGORY
Low-Cost Systemic

DESCRIPTION

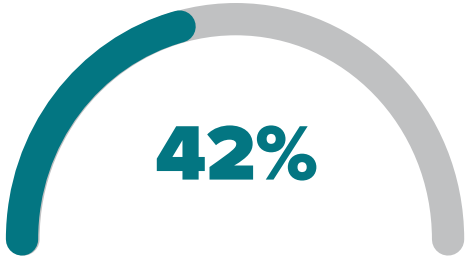
Lane narrowing refers to reducing the width of lanes on a roadway. The roadway narrowing can be achieved through several methods; reducing lane widths to 9-11 feet, removing travel lanes, and physically narrowing the street by extending the sidewalk/landscaped area or adding on-street parking.

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

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

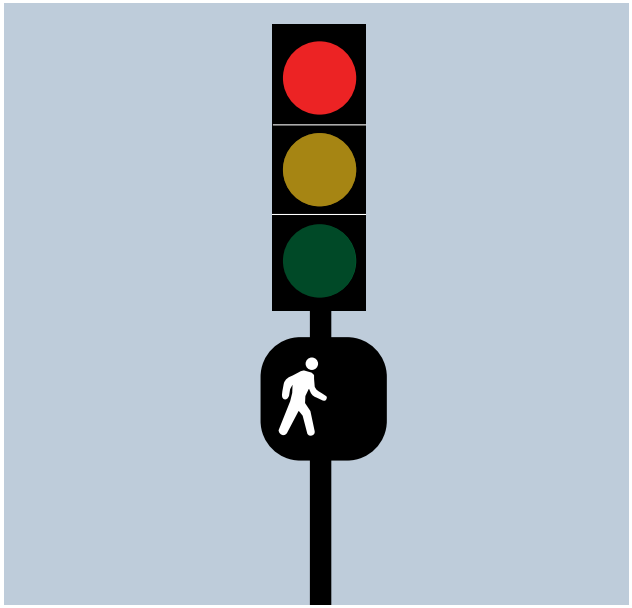
CATEGORY
Low-Cost Systemic

DESCRIPTION

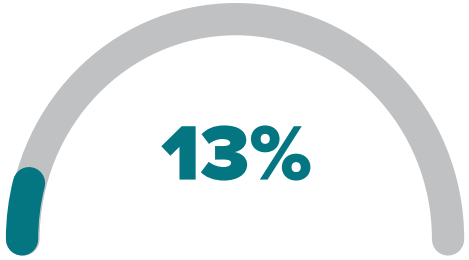
Leading Pedestrian Intervals (LPIs) is a strategy implemented at traffic signals to initiate the pedestrian crossing phase a couple of seconds prior to vehicular traffic receiving a green light. This allows pedestrians to enter the intersection before vehicle which establishes the pedestrian's presence,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

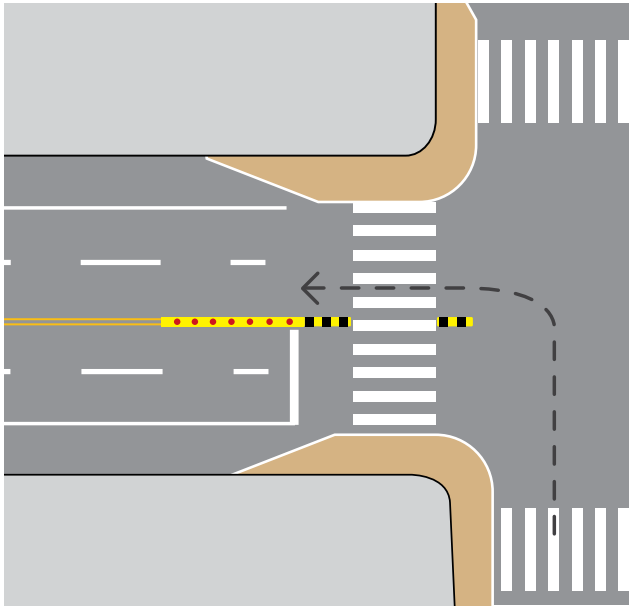
CATEGORY
Quick-Build

DESCRIPTION

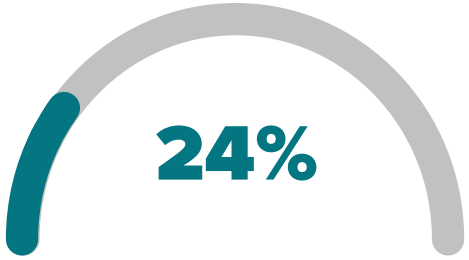
Left turn traffic calming (LTTC) are measures implemented to slow down vehicles making left turns at intersections and increase rates of drivers yielding to pedestrians. These measures "harden" centerlines using modular curbs, vertical delineators, and striping designed to reduce turning speeds, prevent 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

$$$$

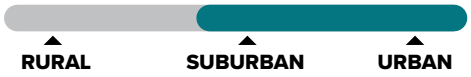
TRAFFIC VOLUMES

EXAMPLE

Ontario St. and State St.
Chicago, IL

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

AREA TYPES



Pedestrian Gateway

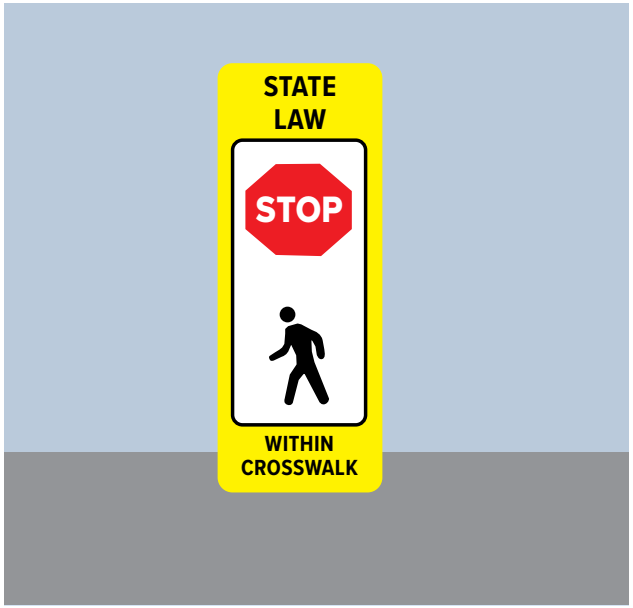
CATEGORY
Low-Cost Systemic

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.



COST
$$$$

TRAFFIC VOLUMES
<20K

AREA TYPES
RURAL | SUBURBAN | URBAN

EXAMPLE

Grand St.
Allegan, MI

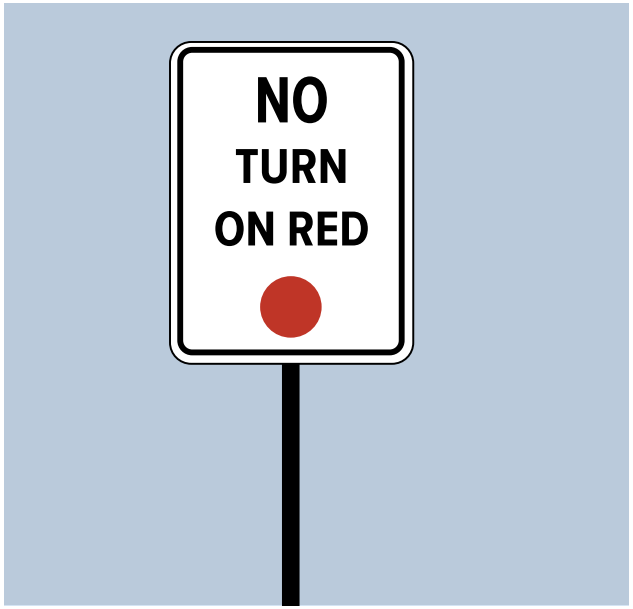
N. Rose St.
Kalamazoo, MI

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.



CRASH REDUCTION POTENTIAL

SOURCE: CMF 5194

COST

$$$$

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.

EXAMPLE

Milwaukee Ave & Wauwatosa Ave
Wauwatosa, WI

AREA TYPES

DESIGN GUIDANCE NOTES

- This countermeasure is most effective if deployed for a broader area (i.e. an entire district, city, or county).
- Evaluate signal warrants, timings, and use of detection and actuation at key locations

Signal Improvements

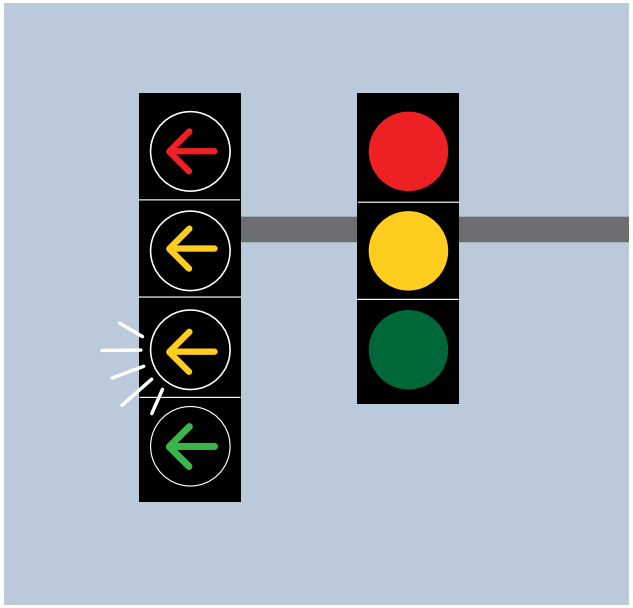
CATEGORY
Low-Cost Systemic

DESCRIPTION

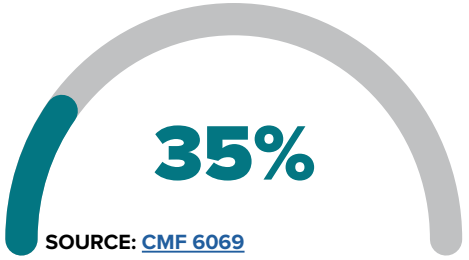
Signal improvements include countermeasures such as adding a dedicated turn lane, implementing protected or Flashing Yellow Arrow (FYA) phasing, introducing a positive offset, and improving signal head visibility with mast arms, one signal head per lane, and retroreflective signal backplates.

WHY IT WORKS

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 positions left-turning vehicles further to the left, increasing visibility of left-turning drivers and oncoming traffic. Increased signal visibility helps with stop and yield adherence.



CRASH REDUCTION POTENTIAL



SOURCE: CMF 6069

COST

$$$$

TRAFFIC VOLUMES

EXAMPLE

Green Bay Avenue at Good Hope Road
Glendale, WI

AREA TYPES

Protected Bike Lanes

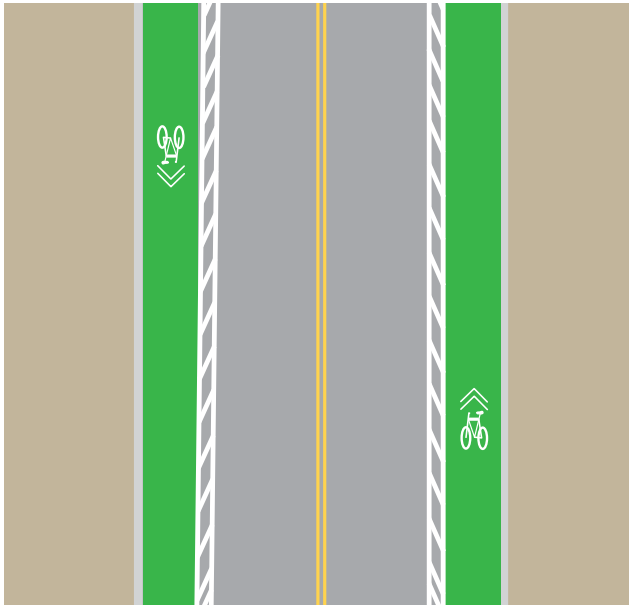
CATEGORY
Quick Build, Major Capital

DESCRIPTION

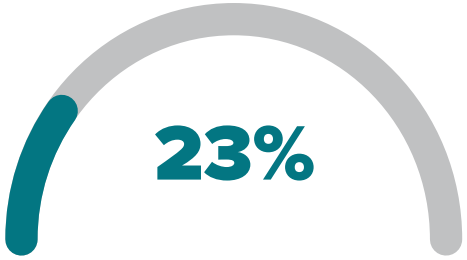
Protected bike lanes offer physical separation from vehicle traffic, such as bollards, parking lanes, a curb/median, landscaping. They can be placed within a roadbed or level with the curb of a street. Quick-build protected bike lanes are often built with striping, flex posts, and strategic use of concrete or other barriers at key locations.

WHY IT WORKS

Protected bicycle lanes offer a greater separation from traffic. They are a possible use of space leftover from a road diet or lane narrowing, but can be implemented by other means as well. Bicycle lanes help separate bicyclists from automobile traffic and can reduce motor vehicle speeds.



CRASH REDUCTION POTENTIAL



SOURCE: CMF 11297;CMF 11299

COST

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TRAFFIC VOLUMES

EXAMPLE

E. Pleasant St.
Milwaukee, WI

AREA TYPES

RESOURCES AND DESIGN GUIDANCE NOTES

- Wisconsin Bicycle Facility Design Handbook
- AASHTO Guide for the Development of Bicycle Facilities, 5th Ed.
- Massachusetts Separated Bike Lane Planning and Design Guide
- Consider more durable barrier separation where possible. Upgrade flex posts in quick-build projects to longer-lasting solutions where feasible.

Residential Traffic Calming

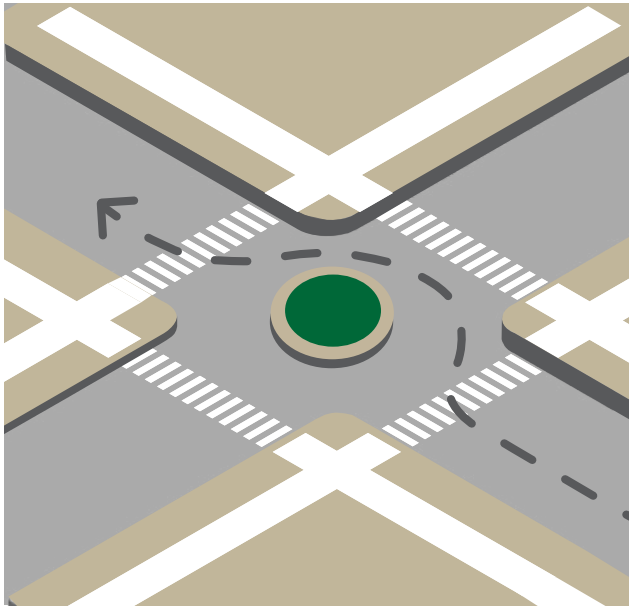
CATEGORY
Quick-Build or
Low-Cost Systemic

DESCRIPTION

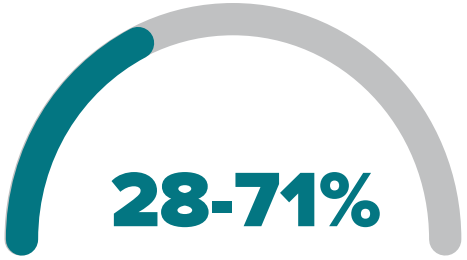
Residential traffic calming tools make low-volume local streets safer by reducing opportunities for speeding and aggressive driving. They can also enhance comfort for people walking and biking and contribute to complete networks. Traffic calming describes a diverse and growing toolbox which may include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

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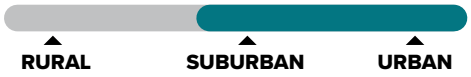
TRAFFIC VOLUMES

EXAMPLE

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

AREA TYPES



Mid-Block Crossings

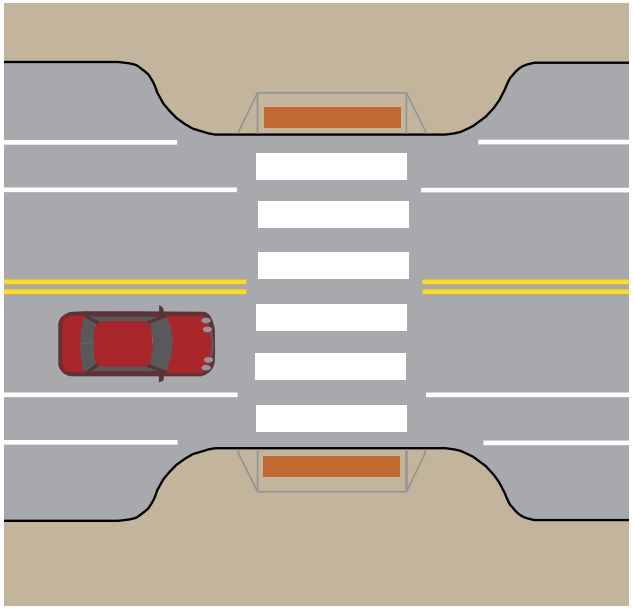
CATEGORY
Quick-Build or
Major Capital

DESCRIPTION

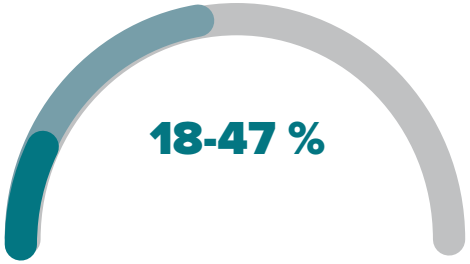
A mid-block crossing offers opportunities for pedestrians to cross between signalized or controlled locations. Depending on traffic volumes and speeds, warning signs, rapid flashing beacons (RRFBs), or Pedestrian Hybrid Beacons (HAWK symbols) can be used to control traffic. A curb extension or bump-out can shorten the crossing distance and improve pedestrian visibility. Median refuge islands are also frequently included in mid-block crossings.

WHY IT WORKS

Mid-block crossings break up the distances between pedestrian crossings on long blocks or in areas without traffic control. They can shorten crossing distances when implemented with bump-outs and refuge islands, which also slow traffic and increase visibility.



CRASH REDUCTION POTENTIAL



SOURCE: CMF 11181

COST

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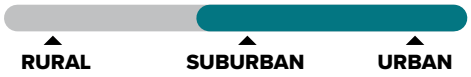
TRAFFIC VOLUMES

EXAMPLE

Wilson Dr.
Whtiefish Bay, 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

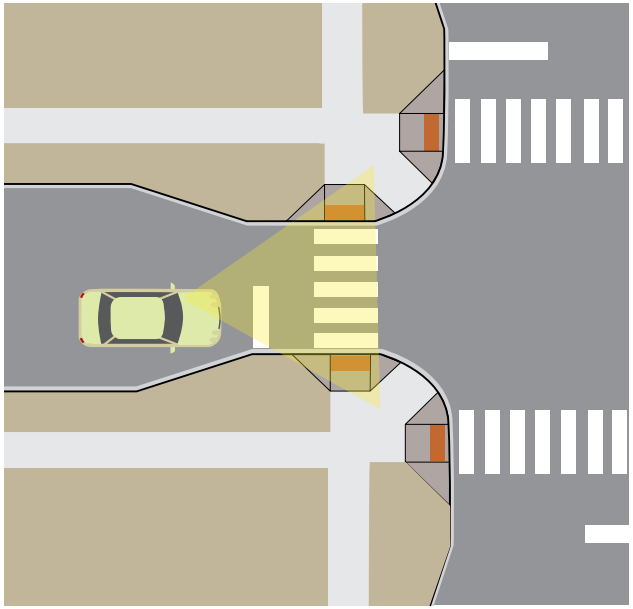
CATEGORY
Quick-Build

DESCRIPTION

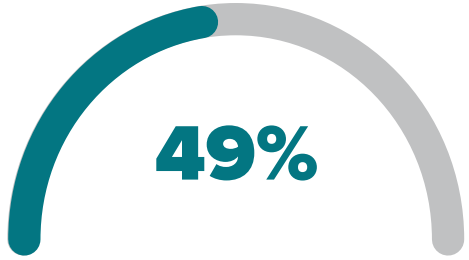
Daylighting typically restricts parking within 20–30’ of the intersection to enhance sight lines and visibility for drivers, cyclists, and pedestrians, reducing the potential for collisions and improving overall safety at road junctions. Daylighting installations can include different combinations of 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

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TRAFFIC VOLUMES

EXAMPLE

6th St
Hoboken, New Jersey

Lancaster, PA

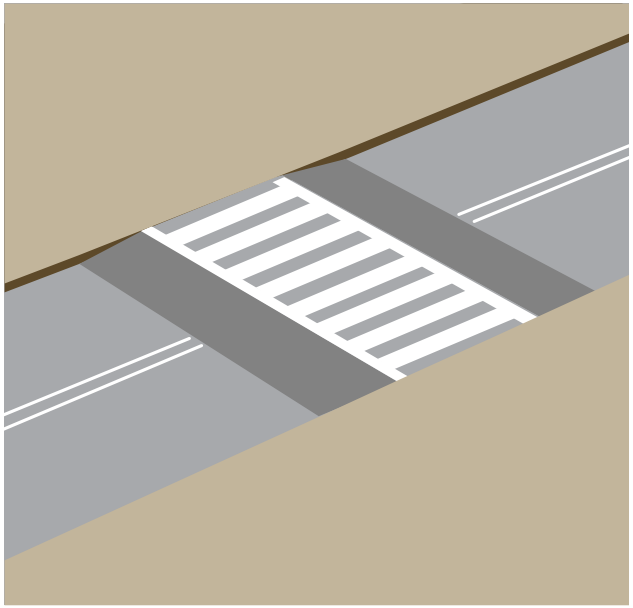
AREA TYPES

Raised Crossings and Intersections

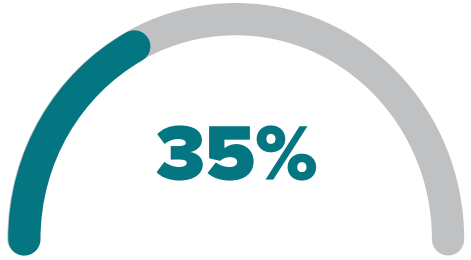
CATEGORY
Major Capital

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

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TRAFFIC VOLUMES

WHY IT WORKS

Raised intersections allows 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. Changes to state law are likely necessary to make automated enforcement viable. Additionally, these

WHY IT WORKS

Automated enforcement establishes and monitors safe, responsible driving behaviors by people while removing law enforcement interaction with drivers. 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

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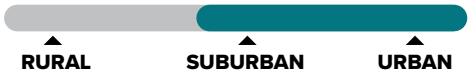
EXAMPLE

Kent Des Moines Rd
Kent, Washington

School Zone
Sugar Hill, Georgia

AREA TYPES



NOTES

- Enabling legislation is likely required to enable automated enforcement.
- Cameras should be deployed equitably so as not to over-burden specific communities. Warnings, graduated fines, or income-based fines would result in a fairer enforcement strategies.

Edge Lines and Parking Lanes

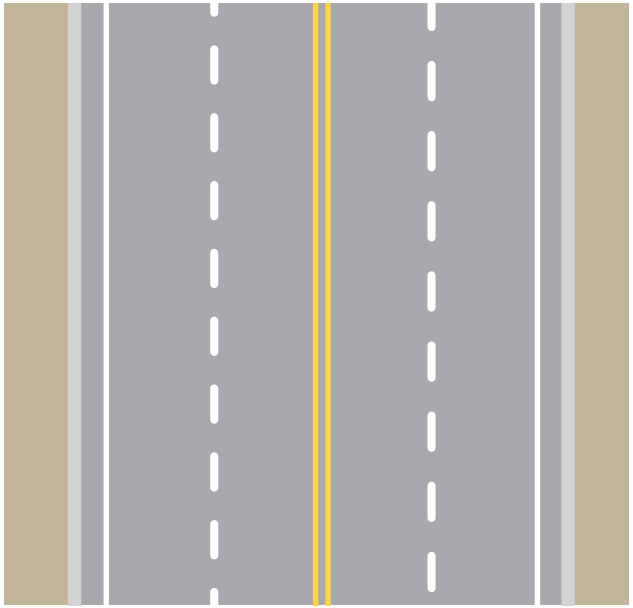
CATEGORY
Low-Cost Systemic

DESCRIPTION

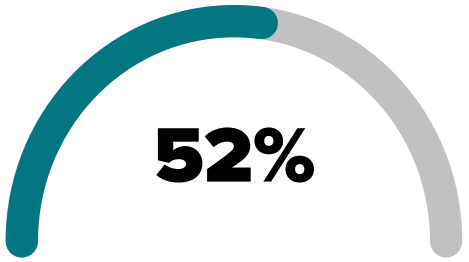
As a traffic calming measure, marked on-street parking reduces travel lane width and increases side friction to traffic flow, resulting in slower speeds. Markings can be applied to one or both sides of the roadway where parking is allowed and can be combined with daylighting and other traffic calming 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.



CRASH REDUCTION POTENTIAL



SOURCE: CMF 9253

COST

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TRAFFIC VOLUMES

EXAMPLE

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

AREA TYPES

DESIGN GUIDANCE NOTES

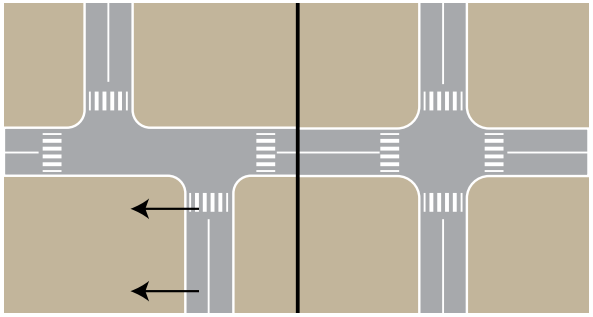
- Should only be considered a traffic calming measure when parking is utilized consistently throughout the day. Can be combined with curb extensions where parking is less consistently utilized to prevent people from driving in the parking lane.
- Where present, peak hour parking restrictions should be 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
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.



COST
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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.

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

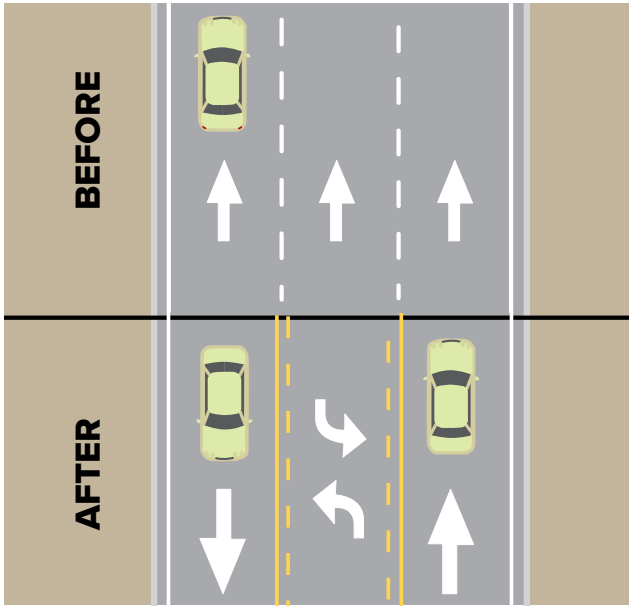
CATEGORY
Major Capital

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). This reduces vehicle emissions and time spent traveling. There is also "friction" with vehicles traveling in opposing directions, which can help reduce vehicle speeds. Two-way streets also encourage drivers to be more observant in multiple directions at intersections, increasing the safety of pedestrians.



COST
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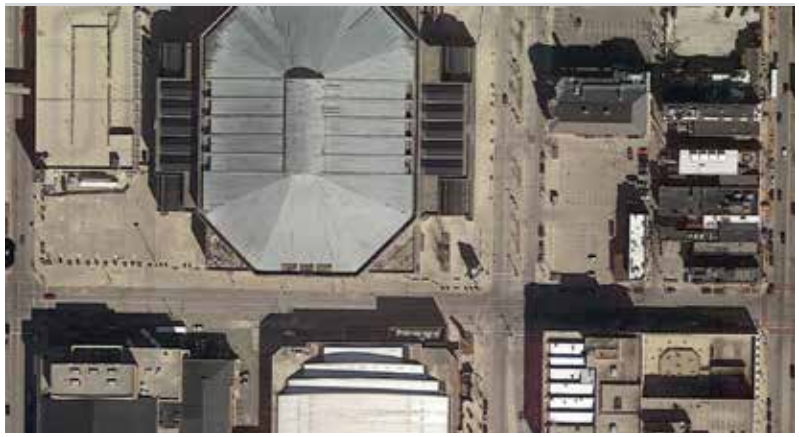
TRAFFIC VOLUMES

<20K

EXAMPLE

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



AREA TYPES

RURAL | SUBURBAN | URBAN

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

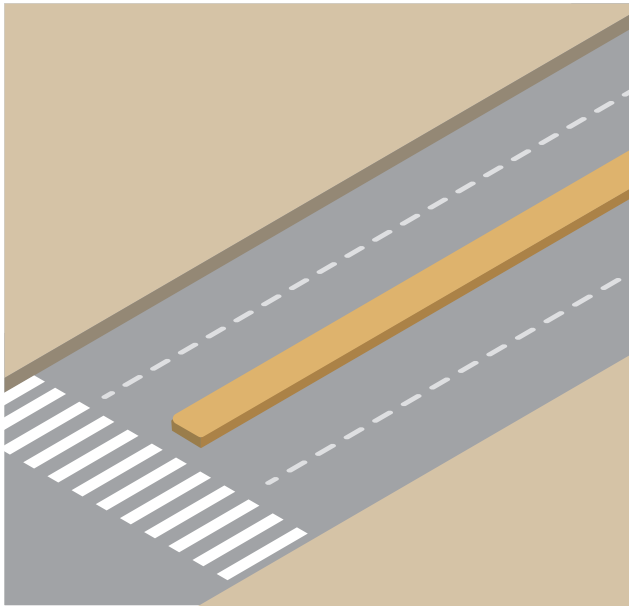
CATEGORY
Major Capital

DESCRIPTION

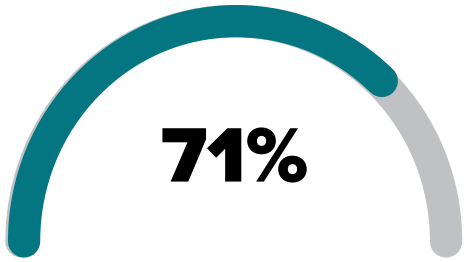
Raised medians—medians built higher than the road level—separate opposing streams of traffic and serve as a way managing access to the roadway by certain modes of transportation. These types of medians are applicable at intersections, along blocks, and at midblock crossings for pedestrians and bicyclists. 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

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EXAMPLE

Blue Mound Road
Milwaukee, WI

AREA TYPES

DESIGN GUIDANCE NOTES

Wisconsin DOT Access Management

Roundabouts

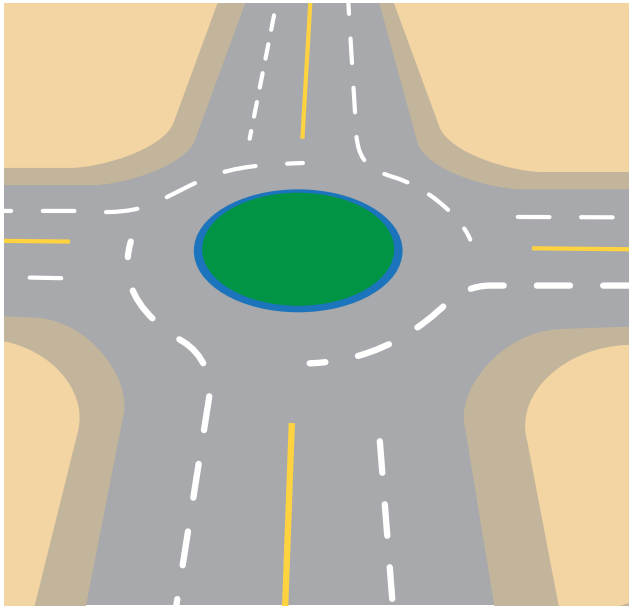
CATEGORY
Major Capital

DESCRIPTION

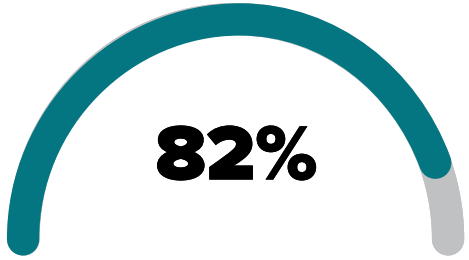
The modern roundabout is an intersection with a circular configuration that safely and efficiently moves traffic. Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central 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

RURAL | SUBURBAN | URBAN

DESIGN GUIDANCE NOTES

FDM, Section 11-26

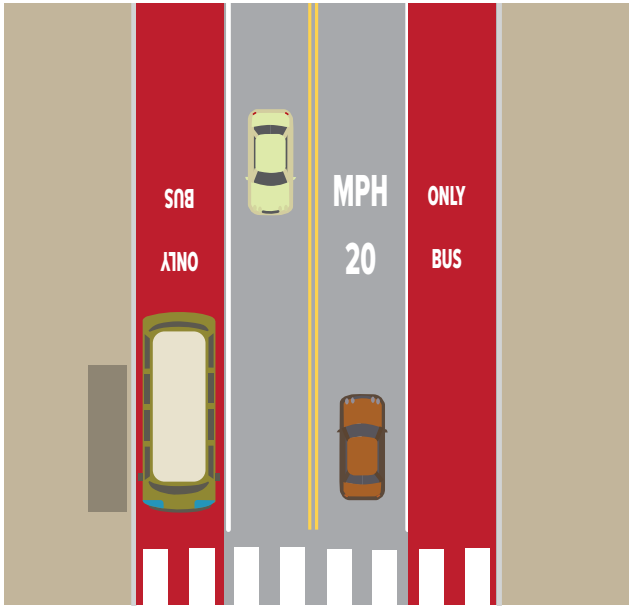
Transit Infrastructure

DESCRIPTION

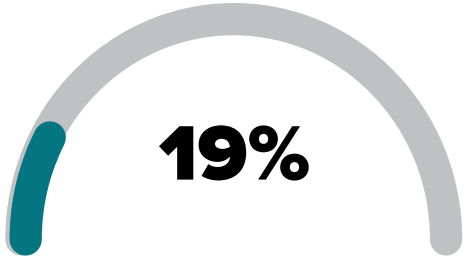
Transit infrastructure are roadway interventions that dedicate lanes of traffic for fixed route transit services. These lanes can be configured in a multitude of ways, including bus or rail-only, mixed, and hybrid lanes. Transit infrastructure allow for a higher volume of transit riders on a bus or train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

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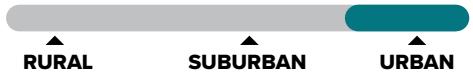
TRAFFIC VOLUMES

AREA TYPES



EXAMPLE

MCTS CONNECT 1
Milwaukee, WI

Sidewalks

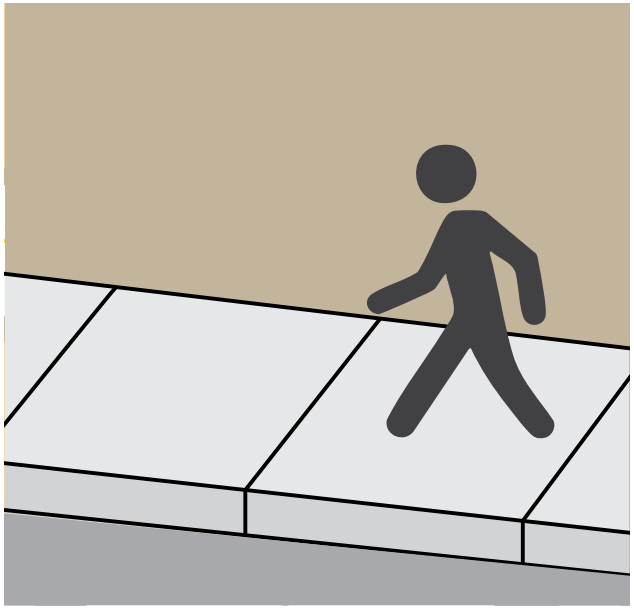
CATEGORY
Low-Cost Systemic

DESCRIPTION

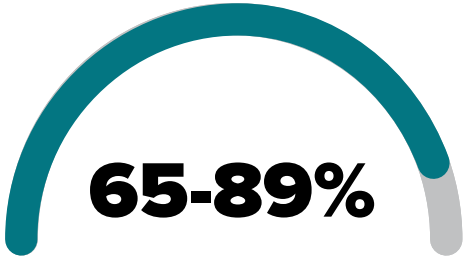
Sidewalks and walkways are dedicated spaces for people walking or using a wheelchair. Filling sidewalk gaps, fixing and replacing broken sidewalk panels, and upgrading sidewalks and curb ramps to modern ADA standards helps improve safety for people walking or using a wheelchair.

WHY IT WORKS

Gaps in sidewalks and impassible or unusable sidewalks often put pedestrians in the shoulder or travel lane of a street. Reducing sidewalk gaps keeps people walking or rolling out of traffic.



CRASH REDUCTION POTENTIAL



SOURCE: FHWA Proven Safety Countermeasures

COST

$$$$

EXAMPLE

W. Marquette Ave
Franklin, WI

AREA TYPES

Lighting

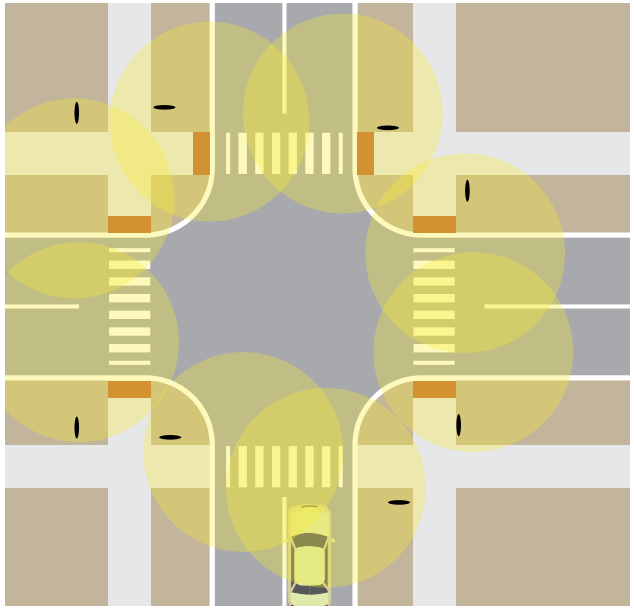
CATEGORY
Low-Cost Systemic

DESCRIPTION

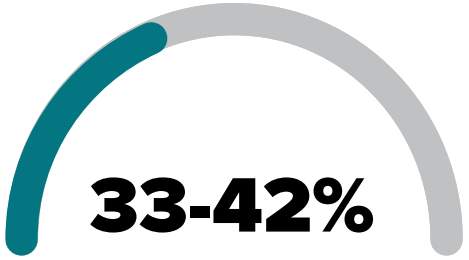
Adequate lighting creates an evenly-lit right-of way that increases the visibility for all road users. Lighting at intersections and pedestrian crossings is particularly important, but continuous roadside lighting is also helpful at improving safety.

WHY IT WORKS

Lighting helps increase the visibility of all road users, but especially pedestrians, bicyclists, and motorcyclists. Increased visibility helps increase awareness, yielding, and avoiding collisions.



CRASH REDUCTION POTENTIAL



SOURCE: FHWA Proven Safety Countermeasures

COST

$$$$

EXAMPLE

Various Locations on Milwaukee High Injury Network
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.

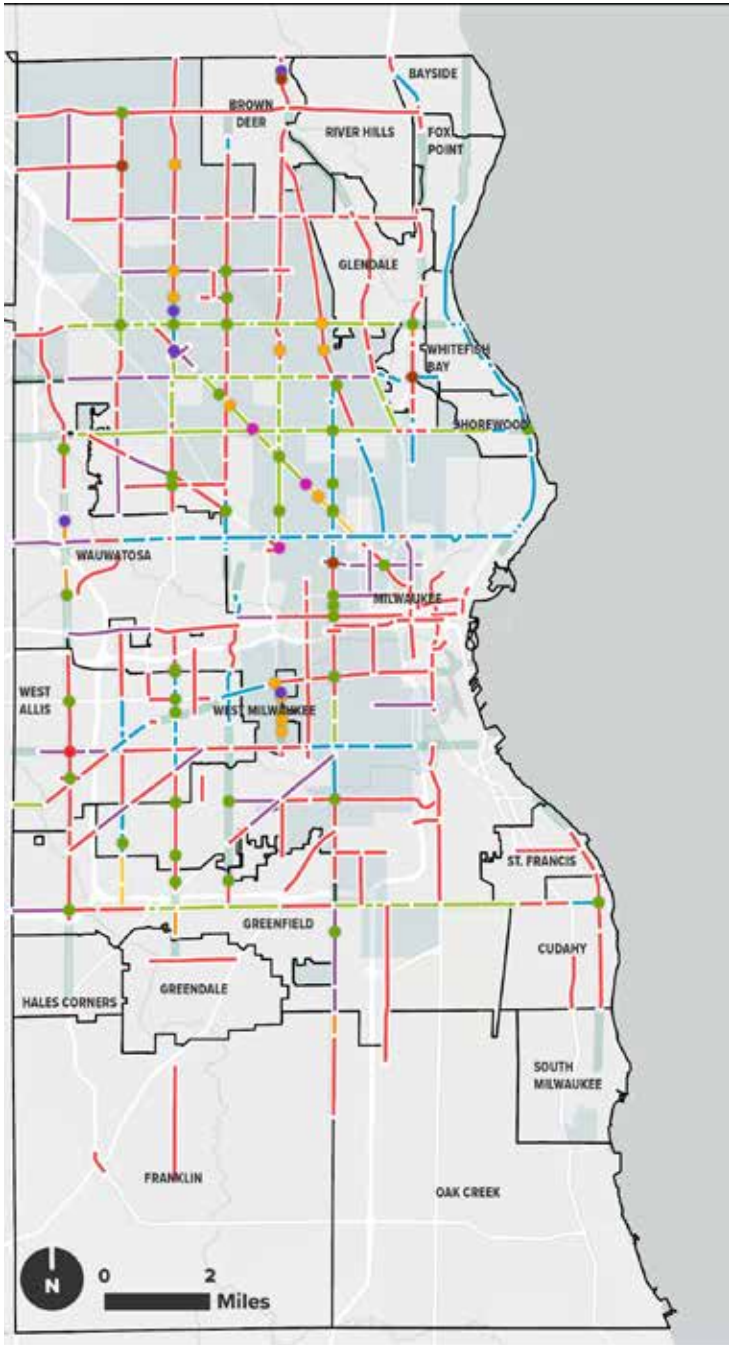
The identification of these strategies is intended to be a starting point for safety. Further coordination with local jurisdictions, community and stakeholder engagement, and engineering analysis would be incorporated into the development of any project before it is implemented. Furthermore, the safety opportunities identified in this plan are not meant to supersede or conflict with existing plans, where they exist.

	Strategy	Description	Crash Reduction Factor	Cost Range (2024 dollars)
Segments	**Road Diet**	Reduce the number of lanes on the roadway and repurpose the remaining space. Road diets are generally feasible for 4-lane roads under 18,000 daily vehicles and 6-lane roads under 36,000 vehicles, depending on the results of traffic operational analysis.	40%	$ 800K to $ 1.5M/mile
	Road Diet and Access Management	Reduce the number of lanes on the roadway; add medians or other access control devices	50%	$ 1.3 M to $ 2.0M/mile
	Median and Access Management	Maintain the number of lanes but construct a raised median and reduce access along the corridor	45%	$ 2.0 M to $ 3.0M/mile
	Traffic Calming / Pedestrian and Bicycle ("Vulnerable Road User" / "VRU") Improvements	Introduce traffic calming measures and pedestrian and bicyclist improvements while maintaining the number of lanes	30%	$ 500K to $ 1M/mile
	VRU Improvements and Access Management	Introduce traffic calming measures and pedestrian and bicyclist improvements and manage access	40%	$ 1M to $ 2M/mile
	RSA and Improvements	Conduct a Road Safety Audit and plan and develop improvements based on these findings	25%	$ 2.2M to $ 3M/mile
Intersections	**Single-Lane Roundabout**	Construct a single-lane roundabout	80%	$ 1.5M to $ 2.5M
	Multi-Lane Roundabout	Construct a multi-lane roundabout	20%	$ 5M to $ 7M
	Systemic Traffic Signal Improvements	Invest in safer signal equipment and timing	40%	$ 75K to $ 250K
	Traffic Calming / VRU Improvements	Introduce traffic calming and bike/ped improvements at intersection	30%	$ 250K to $500K
	Reduced Left-Turn Conflict Intersection	Design an RCUT/Michigan U-Turn intersection	55%	$ 2M to $ 3M
	Geometric Realignment	Redesign the roadway to create right angle, eliminate access points, and calm traffic	50%	$ 4M to $ 6M
	Road Safety Audit & Improvements	Conduct a Road Safety Audit and plan and develop improvements based on these findings	40%	$ 1.5M to $ 2.5M

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

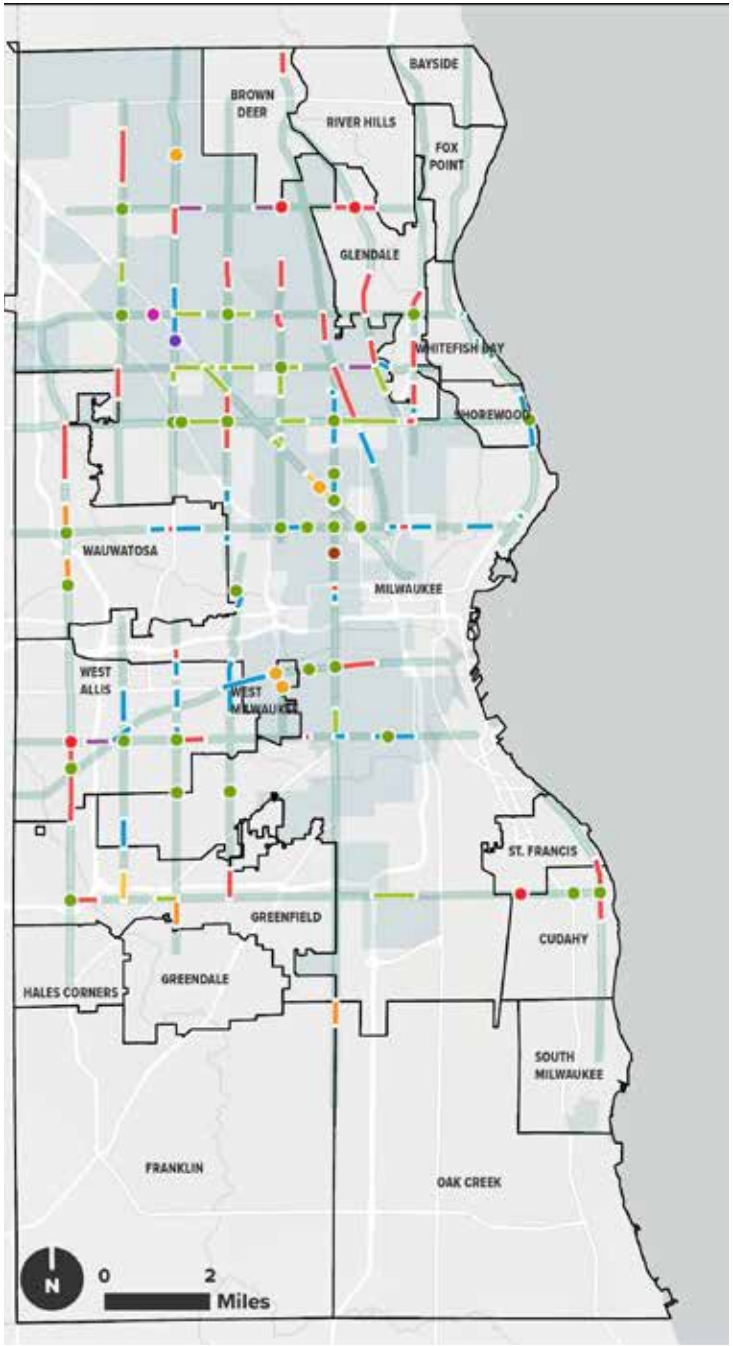
Segment Projects

- 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.

South 92nd Street & Cleveland Avenue



Legend

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Intersection Projects

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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

S. 108TH ST.

Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	I-94	Lincoln Ave.	Road Diet	$ 78.7 M	1.84	11	126	WisDOT	While this meets the traffic volume threshold for a 6-lane roadway, it is used as an emergency detour for I-894. Consider impacts these impacts in future project development.
2*	Lincoln Ave.	Cleveland Ave.	Road Diet	$ 6.4 M	0.50	8	62	WisDOT	
3	Cleveland Ave.	National Ave.	Road Diet	$ 14.1 M	0.11	4	60	WisDOT	
4*	National Ave.	Morgan Ave.	Road Diet	$ 82.4 M	0.89	6	110	WisDOT	
5	Morgan Ave.	Layton Ave.	Road Diet	$ 20.7 M	1.50	6	73	WisDOT	
6	Layton Ave.	I-43	Road Diet	$ 1.9 M	0.20	2	11	WisDOT	

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	Greenfield Ave.	Traffic Calming / VRU Improvements	$ 374 K	0	4	WisDOT	
2*	Cleveland Ave.	Traffic Calming / VRU Improvements	$ 1.9 M	3	22	West Allis, WisDOT	
3*	Layton Ave.	Traffic Calming / VRU Improvements	$ 826 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

27TH - S. LAYTON BLVD.

Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	Cornell St. / Teutonia Ave.	Atkinson Ave.	Traffic Calming / VRU Improvements	$ 7.2 M	0.40	2	33	City of Milwaukee	
2*	Atkinson Ave.	Capitol Dr.	Traffic Calming / VRU Improvements	$ 42.9 M	0.50	13	76	City of Milwaukee	
3*	Capitol Dr.	Hopkins St.	Traffic Calming / VRU Improvements	$ 36.2 M	0.43	17	93	City of Milwaukee	
4	Hopkins St.	Burleigh St.	Traffic Calming / VRU Improvements	$ 54.7 M	0.57	10	98	City of Milwaukee	
5*	Burleigh St.	Center St.	Traffic Calming / VRU Improvements	$ 92.9 M	0.51	19	206	City of Milwaukee	
6	Fond Du Lac Ave.	Meinecke Ave.	Traffic Calming / VRU Improvements	$ 11.8 M	0.34	6	85	City of Milwaukee	
7	Garfield Ave.	Lisbon Ave.	Traffic Calming / VRU Improvements	$ 15.4 M	0.40	9	71	City of Milwaukee	
8	Lisbon Ave.	Highland Ave. / Highland Blvd.	Road Diet	$ 27.2 M	0.62	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	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
9*	Highland Ave. / Highland Blvd.	State St.	Road Diet	$ 13.6 M	0.09	4	27	City of Milwaukee	
10*	State St.	Wells St.	Traffic Calming / VRU Improvements	$ 7.3 M	0.20	6	48	City of Milwaukee, WisDOT Connecting Hwy	
11	Wells St.	Wisconsin Ave.	Traffic Calming / VRU Improvements	$ 18.8 M	0.11	5	43	City of Milwaukee, WisDOT Connecting Hwy	
12	27th St. / Wisconsin Ave.	National Ave.	Traffic Calming / VRU Improvements	$ 9.0 M	1.14	13	137	City of Milwaukee, WisDOT Connecting Hwy	WisDOT project 1060-27-74
13	National Ave.	Greenfield Ave.	Road Diet	$ 28.9 M	0.36	5	62	City of Milwaukee, WisDOT Connecting Hwy	
14	Greenfield Ave.	Burnham St.	VRU Improvements and Access Management	$ 13.5 M	0.45	7	78	City of Milwaukee	
15*	Burnham St.	Lincoln Ave. / 27th St.	VRU Improvements and Access Management	$ 28.4 M	0.50	5	78	City of Milwaukee	
16	Lincoln Ave. / Layton Blvd.	Oklahoma Ave.	Traffic Calming / VRU Improvements	$ 38.6 M	1.01	6	115	City of Milwaukee	TIP #: 8005110
17	Oklahoma Ave.	Morgan Ave.	Road Diet	$ 32.2 M	0.51	6	67	City of Milwaukee, WisDOT Connecting Hwy	
18	Loomis Rd.	Coldspring Rd. / Bolivar Ave.	Road Diet	$ 57.5 M	0.91	3	51	City of Milwaukee, WisDOT Connecting Hwy	TIP #: 8005110
19	Layton Ave.	Ramsey Ave.	Road Diet and Access Management	$ 17.5 M	1.50	5	104	Milwaukee, Greenfield, WisDOT Connecting Hwy	TIP #: 8005110
20	Ramsey Ave.	College Ave.	Road Diet and Access Management	$ 82.7 M	0.50	1	28	WisDOT	TIP #: 8005110
21*	College Ave.	Sycamore Ave. / Sycamore St.	RSA and Improvements	$ 9.0 M	0.42	5	27	WisDOT	
22	Sycamore Ave. / Sycamore St.	Drexel Ave.	Road Diet	$ 42.5 M	1.55	6	28	WisDOT	

*indicates priority location

27TH - S. LAYTON BLVD.

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1*	Capitol Dr.	Traffic Calming / VRU Improvements	$ 16.6 M	9	40	City of Milwaukee, WisDOT
2*	Burleigh St.	Traffic Calming / VRU Improvements	$ 1.3 M	4	33	City of Milwaukee
3*	Center St.	Traffic Calming / VRU Improvements	$ 1.5 M	4	88	City of Milwaukee
4*	Fond Du Lac Ave.	Traffic Calming / VRU Improvements	$ 1.5 M	4	57	City of Milwaukee, WisDOT
5*	North Ave.	Traffic Calming / VRU Improvements	$ 4.8 M	4	42	City of Milwaukee
6*	Lisbon Ave.	Single-Lane Roundabout	$ 9.7 M	5	39	City of Milwaukee
7	Kilbourn Ave.	Traffic Calming / VRU Improvements	$ 1.2 M	3	10	WisDOT
8	Wisconsin Ave.	Traffic Calming / VRU Improvements	$ 9.8 M	4	23	City of Milwaukee, WisDOT
9	Highland Ave.	Traffic Calming / VRU Improvements	$ 9.0 M	2	14	City of Milwaukee, WisDOT
10	National Ave.	Traffic Calming / VRU Improvements	$ 4.0 M	4	17	City of Milwaukee, WisDOT
11	National Ave.	Traffic Calming / VRU Improvements	$ 11.8 M	4	17	City of Milwaukee, WisDOT
12*	Oklahoma Ave.	Traffic Calming / VRU Improvements	$ 8.3 M	2	18	City of Milwaukee, WisDOT
13	Edgerton Ave.	Traffic Calming / VRU Improvements	$ 4.0 M	2	17	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. 91ST / 92ND ST.

Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	Brown Deer Rd. / Swan Rd.	Dean Rd.	Road Diet	$ 3.3 M	0.51	0	20	City of Milwaukee	
2*	Dean Rd.	Calumet Rd.	Road Diet	$ 62.6 M	0.99	8	39	City of Milwaukee	
3	Calumet Rd.	Good Hope Rd.	Road Diet	$ 14.9 M	0.50	8	55	City of Milwaukee	
4	Good Hope Rd.	Mill Rd.	Road Diet	$ 19.0 M	1.01	8	96	City of Milwaukee	
5*	Mill Rd.	Fond Du Lac Ave.	VRU Improvements and Access Management	$ 29.8 M	0.38	3	55	City of Milwaukee	
6	Fond Du Lac Ave.	Silver Spring Dr.	VRU Improvements and Access Management	$ 16.2 M	0.62	5	74	City of Milwaukee	
7	Silver Spring Dr.	Appleton Ave.	VRU Improvements and Access Management	$ 13.1 M	0.48	5	68	City of Milwaukee	
8	Appleton Ave.	Hampton Ave.	Road Diet	$ 26.1 M	0.54	2	42	City of Milwaukee	
9*	Hampton Ave. / Swan Rd.	Congress St.	Road Diet	$ 8.4 M	0.55	2	41	City of Milwaukee, Wauwatosa	
10	Congress St.	Capitol Dr.	Road Diet	$ 6.1 M	0.50	3	22	City of 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

N. 91ST / 92ND ST.

Segment Projects (Continued)

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
11	Capitol Dr.	Center St.	Road Diet and Access Management	$ 12.7 M	1.51	2	41	City of Milwaukee	

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1	Brown Deer Rd.	Traffic Calming / VRU Improvements	$ 525 K	0	10	City of Milwaukee, WisDOT
2*	Bradley Rd.	Single-Lane Roundabout	$ 15.4 M	1	13	City of Milwaukee
3*	Good Hope Rd.	Traffic Calming / VRU Improvements	$ 5.8 M	6	39	Milwaukee County, City of Milwaukee
4*	Silver Spring Dr.	Traffic Calming / VRU Improvements	$ 2.3 M	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	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	124th St.	Mayfair Rd.	Road Diet and Access Management	$ 1.3 M	0.98	3	51	Wauwatosa	
2	Mayfair Rd.	Met To Wee Ln.	Road Diet and Access Management	$ 9.0 M	0.56	2	20	Wauwatosa	
3	Met To Wee Ln.	Swan Blvd.	Road Diet	$ 4.2 M	0.47	2	15	Wauwatosa	
4	Swan Blvd.	83rd St.	Traffic Calming / VRU Improvements	$ 17.9 M	0.57	2	38	Wauwatosa	
5*	83rd St.		Traffic Calming / VRU Improvements	$ 23.8 M	0.34	2	12	Wauwatosa	
6*			Road Diet	$ 20.2 M	0.15	0	9	Wauwatosa	
7*		68th St.	Traffic Calming / VRU Improvements	$ 9.2 M	0.45	4	19	Wauwatosa	
8	68th St.	60th St.	Traffic Calming / VRU Improvements	$ 9.2 M	0.50	1	19	Wauwatosa, City of Milwaukee	
9	60th St.	Sherman Blvd.	Traffic Calming / VRU Improvements	$ 54.5 M	1.01	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	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
10*	Sherman Blvd.	35th St.	Traffic Calming / VRU Improvements	$ 31.7 M	0.51	15	102	City of Milwaukee	
11	35th St.	30th St.	Traffic Calming / VRU Improvements	$ 24.9 M	0.32	6	59	City of Milwaukee	
12	30th St.	24th St.	Traffic Calming / VRU Improvements	$ 25.7 M	0.43	8	83	City of Milwaukee	
13	24th St.	12th St.	Traffic Calming / VRU Improvements	$ 11.5 M	0.79	11	160	City of Milwaukee	
14*	12th St.	9th St.	Traffic Calming / VRU Improvements	$ 32.9 M	0.21	6	32	City of Milwaukee	
15*	9th St.	6th St.	Road Diet	$ 16.0 M	0.21	2	45	City of Milwaukee	
16*	6th St.	1st St.	Traffic Calming / VRU Improvements	$ 8.9 M	0.37	4	73	City of Milwaukee	
17	1st St.	Humboldt Ave. / Humboldt Blvd.	Traffic Calming / VRU Improvements	$ 13.2 M	0.75	1	42	City of Milwaukee	
18*	Humboldt Ave. / Humboldt Blvd.	Oakland Ave.	Traffic Calming / VRU Improvements	$ 7.8 M	0.50	3	55	City of Milwaukee	
19	Oakland Ave.	Lake Dr.	Traffic Calming / VRU Improvements	$ 48.0 M	0.39	2	35	City of Milwaukee	

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1*	Mayfair Rd.	Traffic Calming / VRU Improvements	$ 579 K	2	9	Wauwatosa, WisDOT
2	Wauwatosa Ave.	Traffic Calming / VRU Improvements	$ 9.0 M	0	6	City of Milwaukee
3*	Sherman Blvd.	Traffic Calming / VRU Improvements	$ 4.4 M	3	26	City of Milwaukee
4*	North Ave.	Traffic Calming / VRU Improvements	$ 5.7 M	5	36	City of Milwaukee
5*	North Ave.	Traffic Calming / VRU Improvements	$ 1.9 M	4	42	City of Milwaukee
6	Fond Du Lac Ave.	Systemic Traffic Signal Improvements	$ 4.0 M	1	20	City of Milwaukee, WisDOT
7*	North Ave.	Traffic Calming / VRU Improvements	$ 1.5 M	3	19	City of Milwaukee
8	5th St.	Traffic Calming / VRU Improvements	$ 1.7 M	1	8	City of Milwaukee
9	2nd St.	Traffic Calming / VRU Improvements	$ 1.1 M	1	9	City of Milwaukee
10	Murray Ave.	Traffic Calming / VRU Improvements	$ 4.5 M	1	6	City of Milwaukee

*indicates priority location

PORT WASHINGTON RD.

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	County Line Rd.	Laramie	Road Diet	$ 503 K	0.40	0	3	Milwaukee County	Road Diet completed
2	Laramie	**Glencoe Pl.**	Traffic Calming / VRU Improvements	$ 399 K	0.74	0	2	Milwaukee County	
3	**Glencoe Pl.**	Bergen Dr.	Traffic Calming / VRU Improvements	$ 329 K	0.45	0	1	Milwaukee County	
4	Mall Rd.	Daphne Rd.	Road Diet	$ 4.4 M	0.85	0	18	Milwaukee County	TIP #: 4000016; review traffic volumes
5	**Bender Rd.**	Bayside Dr.	Road Diet	$ 2.6 M	0.33	0	11	Glendale	
6*	Bayside Dr.	Silver Spring Dr.	Road Diet	$ 6.2 M	0.47	3	18	Glendale	
7	Silver Spring Dr.	Lexington Blvd.	RSA and Improvements	$ 5.1 M	0.32	3	25	Glendale	
8	Lexington Blvd.	Henry Clay St.	Road Diet	$ 2.5 M	0.18	0	11	Glendale	
9*	Henry Clay St.	Hampton Ave.	Road Diet	$ 7.0 M	0.50	3	20	Glendale, City of Milwaukee	
10	Hampton Ave.	River Woods Pkwy.	Road Diet	$ 5.3 M	0.32	2	18	Glendale, City of Milwaukee	

Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

Intersection Projects

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- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- 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

***indicates priority location**

PORT WASHINGTON RD.

Segment Projects (Continued)

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
11*	River Woods Pkwy.	Olive St.	Road Diet	$ 2.6 M	0.45	1	3	Glendale, City of Milwaukee	
12*	Olive St.	Fiebrantz Ave.	Traffic Calming / VRU Improvements	$ 466 K	0.09	0	3	City of Milwaukee, Glendale	
13	Fiebrantz Ave.	Dr. Martin Luther King Jr Dr.	Traffic Calming / VRU Improvements	$ 7.5 M	0.76	1	29	City of Milwaukee	

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1*	Silver Spring Dr.	Traffic Calming / VRU Improvements	$ 1.3 M	2	8	Glendale
2	Hampton Ave.	Traffic Calming / VRU Improvements	$ 766 K	1	9	Glendale, City of Milwaukee, WisDOT

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Legend

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Intersection Projects

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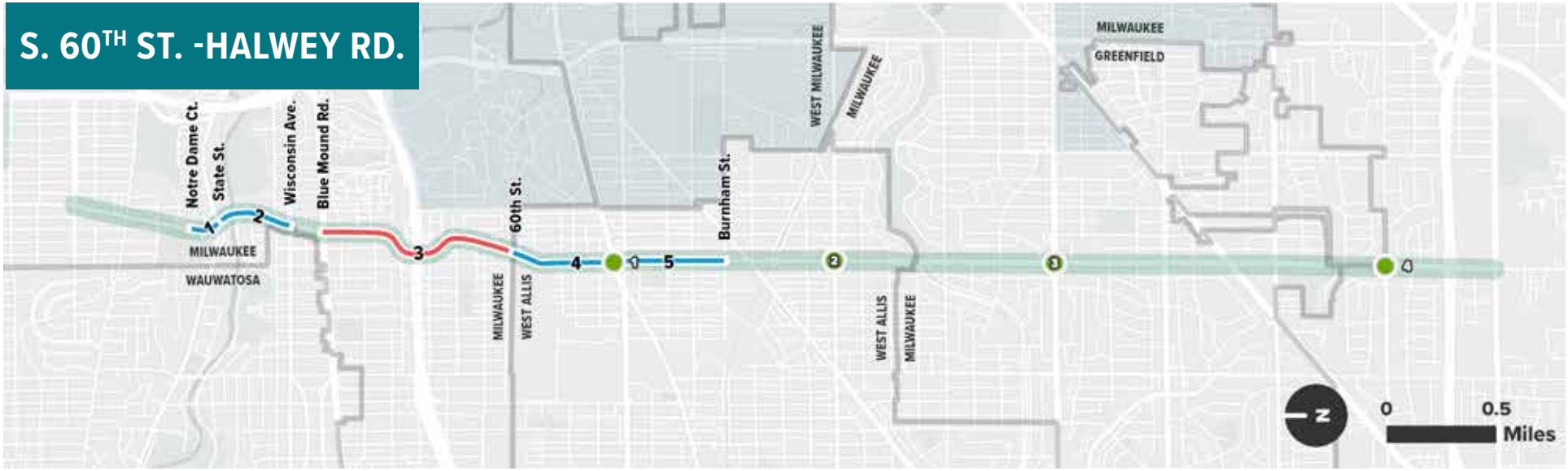
Segment Projects

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

S. 60TH ST. -HALWEY RD.



Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	Notre Dame Ct.	State St.	Traffic Calming / VRU Improvements	$ 1.4 M	0.13	1	1	City of Milwaukee	
2*	State St.	Wisconsin Ave.	Traffic Calming / VRU Improvements	$ 18.7 M	0.35	2	19	City of Milwaukee, Wauwatosa	
3	Bluemound Rd.	60th St.	Road Diet	$ 13.9 M	0.93	2	41	City of Milwaukee, West Allis	Road diet proposed in existing project (10602703 / 10602771)
4*	Hawley Rd.	National Ave.	Traffic Calming / VRU Improvements	$ 11.8 M	0.47	3	55	West Allis, City of Milwaukee	Traffic calming project in planning stages
5*	National Ave.	Burnham St.	Traffic Calming / VRU Improvements	$ 19.4 M	0.50	5	80	West Allis	

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	National Ave.	Traffic Calming / VRU Improvements	$ 863 K	0	17	West Allis, WisDOT Connecting Hwy	
2	Lincoln Ave.	Traffic Calming / VRU Improvements	$ 1.7 M	0	26	West Allis	Near Miss Study Planned in 2025
3*	Oklahoma Ave.	Traffic Calming / VRU Improvements	$ 2.6 M	1	18	City of Milwaukee	
4	Cold Spring Rd.	Traffic Calming / VRU Improvements	$ 1.8 M	1	12	Greenfield, City of Milwaukee	

Legend

- Municipal Boundaries
- Corridors of Concern
- Vulnerable Tracts

Intersection Projects

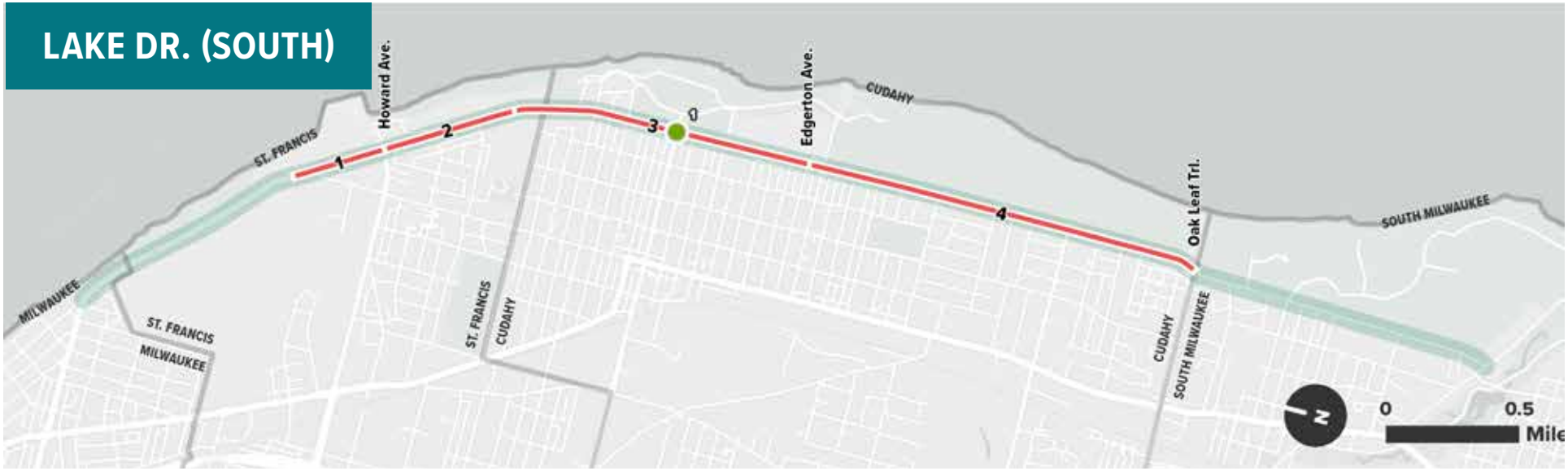
- Traffic Calming & VRU Improvements
- Systemic Traffic Signal Improvements
- Reduced Left-Turn Conflict Intersection
- Geometric Realignment
- Multi-Lane Roundabout
- Single-Lane Roundabout

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

LAKE DR. (SOUTH)



Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	Packard Ave.	Howard Ave.	Road Diet	$ 200 K	0.34	0	1	St. Francis	
2	Howard Ave.	Lunham Ave.	Road Diet	$ 208 K	0.51	0	1	St. Francis, WisDOT Connecting Hwy	
3*	Lunham Ave.	Edgerton Ave.	Road Diet	$ 6.2 M	1.13	3	10	St. Francis, Cudahy, WisDOT Connecting Hwy	
4	Edgerton Ave.	Oak Leaf Trl.	Road Diet	$ 1.1 M	1.50	0	5	Cudahy, WisDOT Connecting Hwy	

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1*	Layton Ave.	Traffic Calming / VRU Improvements		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	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	117th St.	108th St.	Road Diet and Access Management	$ 6.0 M	0.56	2	31	West Allis	Project 2110-03-71 scheduled for Feb 2025; Existing HSIP Improvements Consider Traffic Volumes / Conduct Traffic Study for Road Diet along corridor.
2	108th St.	97th St.	Road Diet and Access Management	$ 4.4 M	0.29	2	26	West Allis	
3*	97th St.	92nd St.	Traffic Calming / VRU Improvements	$ 9.3 M	0.71	3	36	West Allis	
4	92nd St.	76th St.	VRU Improvements and Access Management	$ 35.7 M	1.00	6	74	West Allis	
5*	76th St.	Beloit Rd. / 68th St.	Road Diet	$ 16.8 M	0.51	6	64	West Allis	
6	Beloit Rd. / 68th St.	60th St.	Road Diet	$ 12.9 M	0.50	3	50	West Allis	
7	60th St.	43rd St. / Miller Park Way.	Road Diet	$ 33.0 M	1.00	3	65	West Allis, West Milwaukee, City of Milwaukee	
8	43rd St. / Miller Park Way.	36th St.	Road Diet	$ 14.5 M	0.44	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)

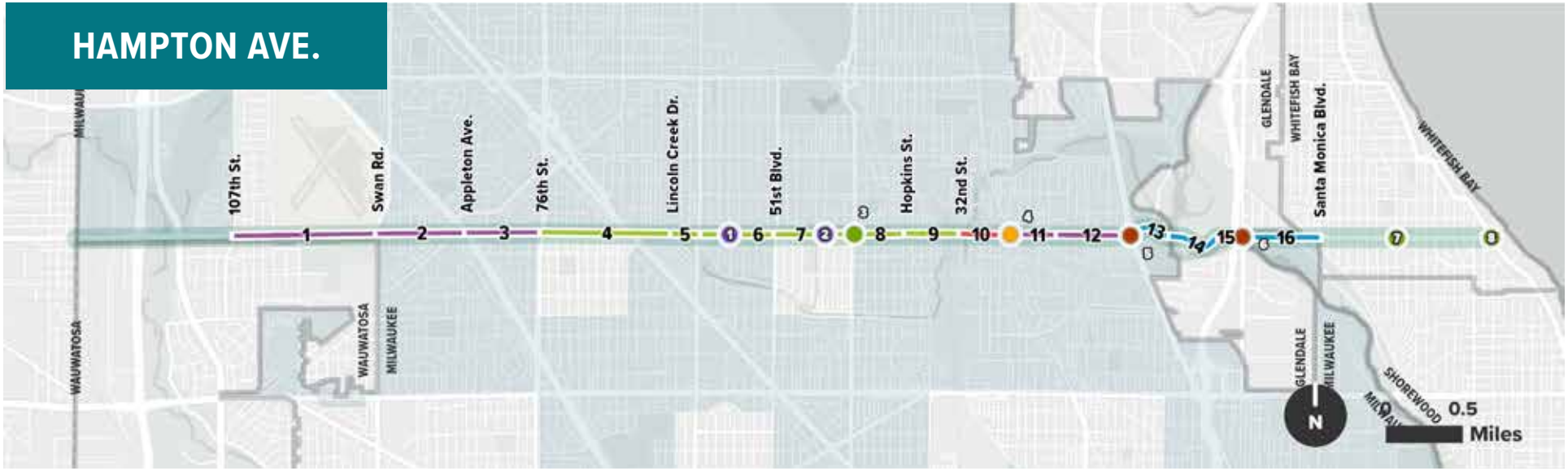
#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
9*	36th St.	35th St.	Road Diet	$ 11.1 M	0.06	1	10	City of Milwaukee	
10	35th St.	Layton Blvd. / 27th St.	Traffic Calming / VRU Improvements	$ 23.8 M	0.50	2	71	City of Milwaukee	
11*	Layton Blvd. / 27th St.	Forest Home Ave.	Traffic Calming / VRU Improvements	$ 9.3 M	0.18	4	59	City of Milwaukee	
12	Forest Home Ave.	16th St.	Traffic Calming / VRU Improvements	$ 9.2 M	0.56	2	44	City of Milwaukee	
13*	16th St.	6th St.	Traffic Calming / VRU Improvements	$ 43.6 M	0.74	12	93	City of Milwaukee	

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)	Notes
1*	108th St.	Traffic Calming / VRU Improvements	$ 1.1 M	2	19	West Allis, WisDOT	
2	National Ave.	Traffic Calming / VRU Improvements	$ 231 K	0	7	West Allis	WisDOT project 2110-03-71 (Feb 2025)
3*	92nd St.	Traffic Calming / VRU Improvements	$ 466 K	1	7	West Allis	Improvements completed with HSIP 2022 funds
4*	76th St.	Traffic Calming / VRU Improvements	$ 1.5 M	2	27	West Allis	Improvements completed with HSIP 2020 funds
5	60th St.	Traffic Calming / VRU Improvements	$ 1.7 M	0	26	West Allis	Miovision Camera Near Miss Analysis planned
6	43rd St.	Traffic Calming / VRU Improvements	$ 918 K	1	10	City of Milwaukee, West Milwaukee	
7*	13th St.	Traffic Calming / VRU Improvements	$ 2.8 M	2	14	City of Milwaukee	
8	Allis St.	Traffic Calming / VRU Improvements	$ 2.4 M	1	6		

*indicates priority location

HAMPTON AVE.



#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	107th St.	Swan Rd. / 92nd St.	Road Diet and Access Management	$ 20.2 M	0.93	3	56	Milwaukee County	Conduct traffic study for road diet
2	Swan Rd. / 92nd St.	Appleton Ave.	Road Diet and Access Management	$ 61.9 M	0.58	5	80	City of Milwaukee	
3	Appleton Ave.	76th St.	Road Diet and Access Management	$ 33.0 M	0.49	3	74	Milwaukee County	
4*	76th St.	Lincoln Creek Dr.	VRU Improvements and Access Management	$ 35.6 M	0.84	10	117	Milwaukee County	
5*	Lincoln Creek Dr.	60th St.	VRU Improvements and Access Management	$ 44.7 M	0.17	4	33	City of Milwaukee	
6*	60th St.	51st Blvd.	VRU Improvements and Access Management	$ 28.9 M	0.51	6	83	City of Milwaukee	
7	51st Blvd.	Sherman Blvd.	VRU Improvements and Access Management	$ 37.0 M	0.51	6	88	City of Milwaukee	
8*	Sherman Blvd.	Hopkins St.	VRU Improvements and Access Management	$ 37.9 M	0.33	9	76	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	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
9	Hopkins St.	32nd St.	VRU Improvements and Access Management	$ 23.4 M	0.35	4	99	City of Milwaukee	
10	32nd St.	Teutonia Ave.	Road Diet	$ 9.2 M	0.32	3	68	City of Milwaukee	
11	Teutonia Ave.		Road Diet and Access Management	$ 9.5 M	0.28	4	44	City of Milwaukee	
12*		Green Bay Ave.	Road Diet and Access Management	$ 17.4 M	0.50	4	50	City of Milwaukee	
13*	Green Bay Ave.		Traffic Calming / VRU Improvements	$ 3.1 M	0.29	2	28	Milwaukee County	
14			Traffic Calming / VRU Improvements	$ 1.4 M	0.36	0	5	Milwaukee County	
15		Iroquois Ave.	Road Diet	$ 3.8 M	0.21	1	19	Glendale, Milwaukee	
16	Iroquois Ave.	Santa Monica Blvd.	Traffic Calming / VRU Improvements	$ 5.9 M	0.43	3	10	City of Milwaukee, Whitefish Bay	

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1	56th St.	Reduced Left-Turn Conflict Intersection	$ 894 K	0	5	City of Milwaukee
2	46th St.	Reduced Left-Turn Conflict Intersection	$ 1.2 M	0	8	City of Milwaukee
3*	Sherman Blvd.	Traffic Calming / VRU Improvements	$ 1.6 M	3	24	City of Milwaukee
4	Teutonia Ave.	Systemic Traffic Signal Improvements	$ 2.8 M	3	34	City of Milwaukee
5	Green Bay Ave.	Single-Lane Roundabout	$ 3.1 M	1	23	Milwaukee County, City of Milwaukee, WisDOT
6	Port Washington Rd.	Single-Lane Roundabout	$ 2.0 M	1	9	Glendale, City of Milwaukee
7	Marlborough Dr.	Traffic Calming / VRU Improvements	$ 24 K	0	0	Whitefish Bay
8	Lake Dr.	Traffic Calming / VRU Improvements	$ 146 K	0	1	Whitefish Bay

*indicates priority location

S. 92ND ST.

Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)
1	Bluemound Rd.	Greenfield Ave.	Road Diet	$ 7.3 M	1.34	1	28	City of Milwaukee, West Allis
2*	Greenfield Ave.	Rogers St.	Traffic Calming / VRU Improvements	$ 19.0 M	0.58	1	29	West Allis
3	Rogers St.	Lincoln Ave.	Traffic Calming / VRU Improvements	$ 2.9 M	0.37	1	28	West Allis
4	Lincoln Ave.	Beloit Rd.	Road Diet	$ 10.3 M	1.12	2	41	West Allis, City of Milwaukee
5	Beloit Rd.	Morgan Ave.	Traffic Calming / VRU Improvements	$ 440 K	0.38	0	5	Milwaukee County
6*	Morgan Ave.	Howard Ave.	Traffic Calming / VRU Improvements	$ 1.9 M	0.50	1	10	Milwaukee County
7	Howard Ave.	Coldspring Rd.	VRU Improvements and Access Management	$ 1.3 M	0.50	0	8	Milwaukee County
8*	Coldspring Rd.	Layton Ave.	VRU Improvements and Access Management	$ 4.1 M	0.50	1	12	Milwaukee County

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)	Notes
1*	Lincoln Ave.	Traffic Calming / VRU Improvements	$ 466 K	1	7	West Allis	HSIP 2022 project
2	Wilbur Ave.	Traffic Calming / VRU Improvements	$ 850 K	1	3	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

S. 76TH ST.

Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	Bluemound Rd.	Kearney St.	Road Diet	$ 28.6 M	0.52	4	24	City of Milwaukee, Wauwatosa	
2*	Kearney St.	Pierce St.	Road Diet	$ 5.8 M	0.24	3	13	City of Milwaukee, West Allis	
3*	Pierce St.	Washington St.	Traffic Calming / VRU Improvements	$ 1.1 M	0.25	1	7	West Allis	
4	Washington St.	Greenfield Ave.	Traffic Calming / VRU Improvements	$ 2.1 M	0.26	1	19	West Allis	
5*	Greenfield Ave.	National Ave.	Traffic Calming / VRU Improvements	$ 20.9 M	0.34	5	28	West Allis	
6	National Ave.	Becher St.	Traffic Calming / VRU Improvements	$ 4.2 M	0.37	1	22	West Allis	
7*	Becher St.	Lincoln Ave.	Traffic Calming / VRU Improvements	$ 3.9 M	0.24	3	35	West Allis	
8	Lincoln Ave.	Beloit Rd.	Traffic Calming / VRU Improvements	$ 3.9 M	0.39	4	43	West Allis	
9	Beloit Rd.	Oklahoma Ave.	Road Diet	$ 11.5 M	0.61	6	53	West Allis, City of Milwaukee, Milwaukee County	
10	Oklahoma Ave.	Forest Home Ave.	Road Diet	$ 46.0 M	1.66	8	107	Milwaukee County	Project # 20700505 (reconstruction)

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. 76TH ST.

Segment Projects (Continued)

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
11*	Layton Ave.	Edgerton Ave.	RSA and Improvements	$ 21.3 M	0.50	3	51	Milwaukee County	

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Notes
1	Main	Traffic Calming / VRU Improvements	$ 134 K	0	2	
2	Pierce St.	Traffic Calming / VRU Improvements	$ 477 K	1	1	
3	Greenfield Ave.	Traffic Calming / VRU Improvements	$ 819 K	1	9	Project #: 2230-05-72 / 22300503
4	Lapham St.	Traffic Calming / VRU Improvements	$ 1.1 M	1	5	
5*	Lincoln Ave.	Traffic Calming / VRU Improvements	$ 1.5 M	2	27	2020 HSIP project
6*	Oklahoma Ave.	Traffic Calming / VRU Improvements	$ 2.9 M	4	21	
7	Howard Ave.	Traffic Calming / VRU Improvements	$ 1.4 M	1	8	Project #: 20700505 (reconstruction)
8	Coldspring Rd.	Traffic Calming / VRU Improvements	$ 2.1 M	1	14	Project #: 20700505 (reconstruction)

*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

CAPITOL DR.

Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)
1	Grantosa Dr.	76th St.	VRU Improvements and Access Management	$ 47.1 M	1.79	8	108	WisDOT CTH, Wauwatosas, City of Milwaukee
2*	76th St.	60th St.	VRU Improvements and Access Management	$ 147.7 M	1.03	26	197	WisDOT CTH, City of Milwaukee
3	60th St.	Sherman Blvd.	VRU Improvements and Access Management	$ 88.4 M	1.00	16	259	WisDOT CTH, City of Milwaukee
4*	Sherman Blvd.	Roosevelt Dr.	VRU Improvements and Access Management	$ 45.2 M	0.48	5	109	WisDOT CTH, City of Milwaukee
5	35th St.	27th St.	VRU Improvements and Access Management	$ 53.2 M	0.51	12	157	WisDOT CTH, City of Milwaukee
6*	27th St.	10th St.	VRU Improvements and Access Management	$ 111.8 M	1.20	29	213	WisDOT CTH, City of Milwaukee
7	10th St.	7th St.	Road Diet	$ 16.2 M	0.19	1	39	WisDOT CTH, City of Milwaukee
8*	7th St.	I-43	Road Diet	$ 6.3 M	0.12	1	26	WisDOT CTH, City of Milwaukee
9	I-43	2nd St.	Road Diet	$ 3.6 M	0.26	1	14	WisDOT CTH, City of Milwaukee
10	2nd St.	Humboldt Blvd.	VRU Improvements and Access Management	$ 18.0 M	0.62	2	64	WisDOT CTH, City of Milwaukee
11	Humboldt Blvd.	Oakland Ave.	VRU Improvements and Access Management	$ 31.9 M	0.63	3	40	WisDOT CTH, Shorewood
12	Oakland Ave.	Maryland Ave.	Traffic Calming / VRU Improvements	$ 4.0 M	0.25	1	16	WisDOT CTH, Shorewood

*indicates priority location; CTH = Connecting Highway

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

CAPITOL DR.

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1*	76th St.	Traffic Calming / VRU Improvements	$ 1.4 M	2	25	WisDOT CTH
2*	Appleton Ave.	Traffic Calming / VRU Improvements	$ 3.5 M	2	23	WisDOT CTH
3*	60th St.	Traffic Calming / VRU Improvements	$ 7.9 M	5	32	City of Milwaukee, WisDOT CTH
4	Sherman Blvd.	Systemic Traffic Signal Improvements	$ 2.8 M	1	47	City of Milwaukee, WisDOT CTH
5	35th St.	Geometric Realignment	$ 7.3 M	2	32	WisDOT
6*	27th St.	Traffic Calming / VRU Improvements	$ 4.0 M	9	40	City of Milwaukee, WisDOT
7	Teutonia Ave.	Traffic Calming / VRU Improvements	$ 2.1 M	3	25	City of Milwaukee, WisDOT
8*	Lake Dr.	Traffic Calming / VRU Improvements	$ 5.6 M	2	3	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

TEUTONIA AVE.

Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	Green Bay Rd.	Good Hope Rd.	Road Diet	$ 10.3 M	1.76	2	41	Milwaukee County	TIP #: 4000801; Conduct traffic study and engage community on benefits and purpose of road diet.
2	Good Hope Rd.	Silver Spring Dr.	Road Diet	$ 136.9 M	2.04	20	162	City of Milwaukee	
3*	Silver Spring Dr.	Villard Ave.	Road Diet	$ 91.3 M	0.51	11	103	City of Milwaukee	
4	Villard Ave.	Hampton Ave.	Road Diet	$ 31.6 M	0.54	8	126	City of Milwaukee	
5*	Hampton Ave.	Capitol Dr.	Road Diet	$ 111.8 M	1.10	21	159	City of Milwaukee	
6*	Capitol Dr.	21st St.	Traffic Calming / VRU Improvements	$ 4.5 M	0.07	4	30	City of Milwaukee	
7	21st St.	20th St.	Traffic Calming / VRU Improvements	$ 1.2 M	0.16	0	7	City of Milwaukee	
8*	20th St.	Ring St.	Traffic Calming / VRU Improvements	$ 33.3 M	0.62	8	48	City of Milwaukee	
9	Ring St.	North Ave.	Traffic Calming / VRU Improvements	$ 29.3 M	1.24	6	121	City of Milwaukee	
10	North Ave.	Garfield Ave.	Traffic Calming / VRU Improvements	$ 1.7 M	0.09	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 AVE.

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1	Silver Spring Dr.	Systemic Traffic Signal Improvements	$ 1.5 M	2	15	City of Milwaukee
2	Villard Ave.	Systemic Traffic Signal Improvements	$ 11.5 M	3	37	City of Milwaukee
3	Hampton Ave.	Systemic Traffic Signal Improvements	$ 2.8 M	3	34	City of Milwaukee
4	Cornell St.	Traffic Calming / VRU Improvements	$ 1.2 M	1	11	City of Milwaukee
5	Capitol Dr.	Traffic Calming / VRU Improvements	$ 2.1 M	3	25	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

MILLER PARK WAY

Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1*	National Ave.	Greenfield Ave.	RSA and Improvements	$ 11.3 M	0.29	5	75	West Milwaukee, City of Milwaukee	

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)	Notes
1*	National Ave.	Systemic Traffic Signal Improvements	$ 940 K	1	10	City of Milwaukee, West Milwaukee, WisDOT	Existing project 10602703 / 24104770
2		Reduced Left-Turn Conflict Intersection	$ 1.4 M	1	2	West Milwaukee	
3*	Greenfield Ave.	Systemic Traffic Signal Improvements	$ 5.7 M	3	23	West Milwaukee	
4	Mitchell St.	Systemic Traffic Signal Improvements	$ 6.8 M	1	20	West Milwaukee	
5	Burnham St	Systemic Traffic Signal Improvements	$ 2.5 M	0	10	West Milwaukee	
6		Systemic Traffic Signal Improvements	$ 179 K	0	1	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

GREEN BAY AVE.

Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	Fairlane Ave.	Good Hope Rd.	Traffic Calming / VRU Improvements	$ 1.6 M	0.13	2	12	WisDOT CTH, Glendale	WisDOT project 2565-00-05
2	Good Hope Rd.	Bender Rd.	Traffic Calming / VRU Improvements	$ 5.9 M	1.33	3	29	WisDOT CTH, Glendale	
3*	Bender Rd.	Silver Spring Dr.	Traffic Calming / VRU Improvements	$ 6.5 M	0.78	3	16	WisDOT CTH, Glendale	
4	Silver Spring Dr.	Villard Ave.	Road Diet	$ 2.4 M	0.51	0	14	WisDOT CTH, City of Milwaukee	TIP #: 8005111
5*	Villard Ave.	Hampton Ave.	Road Diet	$ 63.2 M	0.51	4	35	WisDOT CTH, City of Milwaukee	
6*	Hampton Ave.	Cornell St.	VRU Improvements / Access Management	$ 29.0 M	0.50	3	48	WisDOT CTH, City of Milwaukee	
7	Cornell St.	Dr. Martin Luther King Jr Dr. / Capitol Dr.	VRU Improvements and Access Management	$ 20.8 M	0.62	1	48	WisDOT CTH, City of Milwaukee	

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1	Deer Run Dr.	Reduced Left-Turn Conflict Intersection	$ 1.6 M	1	2	Brown Deer
2	Schroeder Dr.	Single-Lane Roundabout	$ 405 K	0	2	Brown Deer
3	Hampton Ave.	Single-Lane Roundabout	$ 3.1 M	1	23	Milwaukee County, City of Milwaukee, WisDOT CTH

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; CTH = Connecting Highway

FOND DU LAC AVE.

Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1*	Hampton Ave	60th St.	VRU Improvements and Access Management	$ 76.0 M	0.63	12	111	WisDOT CTH, City of Milwaukee	
2	60th St.	Roosevelt Dr.	VRU Improvements and Access Management	$ 145.1 M	1.28	23	236	WisDOT CTH, City of Milwaukee	
3*	Roosevelt Dr.	Sherman Blvd.	VRU Improvements and Access Management	$ 50.6 M	0.17	6	46	WisDOT CTH, City of Milwaukee	
4	Sherman Blvd.	35th St.	VRU Improvements and Access Management	$ 56.1 M	0.72	10	144	WisDOT CTH, City of Milwaukee	
5*	35th St.	27th St.	Median and Access Management	$ 213.1 M	0.73	29	293	WisDOT CTH, City of Milwaukee	
6	27th St.	North Ave.	Median and Access Management	$ 68.1 M	0.64	11	168	WisDOT CTH, City of Milwaukee	
7	North Ave.	20th St.	Traffic Calming / VRU Improvements	$ 4.3 M	0.09	2	32	WisDOT CTH, City of Milwaukee	
8	20th St.	Walnut St.	Road Diet	$ 14.1 M	0.67	3	44	WisDOT CTH, City of Milwaukee	TIP #: 8006001
9	Walnut St.	6th St.	Road Diet	$ 16.6 M	0.68	2	66	WisDOT CTH, City of Milwaukee	TIP #: 8006001

*indicates priority location; CTH = Connecting Highway

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	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1	Baldwin St.	Traffic Calming / VRU Improvements	$ 155 K	0	2	WisDOT CTH, City of Milwaukee
2	58th St. and Congress St	Systemic Traffic Signal Improvements	$ 14.7 M	4	19	WisDOT CTH, City of Milwaukee
3	51st Blvd.	Geometric Realignment	$ 1.9 M	0	11	WisDOT CTH, City of Milwaukee
4	Sherman Blvd.	Traffic Calming / VRU Improvements	$ 522 K	0	12	WisDOT CTH, City of Milwaukee
5	35th St. and Burleigh St.	Geometric Realignment	$ 8.1 M	3	52	WisDOT CTH, City of Milwaukee
6*	Locust St.	Systemic Traffic Signal Improvements	$ 19.9 M	6	38	WisDOT CTH, City of Milwaukee
7*	27th St.	Traffic Calming / VRU Improvements	$ 4.0 M	4	57	WisDOT CTH, City of Milwaukee
8	21st St. and North Ave.	Systemic Traffic Signal Improvements	$ 1.9 M	1	20	WisDOT CTH, City of Milwaukee
9	Walnut St.	Traffic Calming / VRU Improvements	$ 644 K	0	13	WisDOT CTH, 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

GOOD HOPE RD.

Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)
1	107th St.	91st St.	Traffic Calming / VRU Improvements	$ 1.0 M	1.01	9	77	Milwaukee County
2	91st St.	76th St.	Road Diet and Access Management	$ 1.2 M	1.00	7	88	Milwaukee County
3*	76th St.	Unnamed Access	Road Diet and Access Management	$ 1.0 M	0.50	2	62	Milwaukee County
4	Unnamed Access	51st Blvd.	Road Diet	$ 521 K	1.02	3	49	Milwaukee County
5*	51st Blvd.	43rd St.	Road Diet and Access Management	$ 1.1 M	0.50	8	38	Milwaukee County
6	43rd St.	Teutonia Ave.	Road Diet	$ 654 K	0.45	5	51	Milwaukee County
7	Teutonia Ave.	Range Line Rd.	Road Diet	$ 335 K	0.57	1	37	Milwaukee County
8*	Range Line Rd.	Milwaukee River	Road Diet	$ 683 K	0.76	6	33	Milwaukee County
9	Milwaukee River	Port Washington Rd.	Road Diet	$ 693 K	0.83	1	49	Milwaukee County

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1*	91st St.	Traffic Calming / VRU Improvements	$ 5.8 M	6	39	Milwaukee County, Milwaukee
2	76th St.	Systemic Traffic Signal Improvements	$ 747 K	0	13	Milwaukee County, 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

MAYFAIR RD.

Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	Silver Spring Rd.	Hampton Ave.	Road Diet	$ 11.5 M	1.03	3	44	WisDOT	No road diet in existing project 2030-10-01 (consider for future)
2	Hampton Ave. / Lovers Lane Rd.	Capitol Dr.	Road Diet	$ 13.5 M	1.10	4	40	WisDOT	
3*	Capitol Dr.	Burleigh St.	Road Diet	$ 22.8 M	1.03	7	54	WisDOT	
4*	Center St.	North Ave.	Traffic Calming / VRU Improvements	$ 23.8 M	0.52	6	85	WisDOT	
5*	Walnut Rd.	Watertown Plank Rd.	Traffic Calming / VRU Improvements	$ 7.4 M	0.49	4	21	WisDOT	

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	Menomonee River Pkwy.	Traffic Calming / VRU Improvements	$ 1.9 M	2	6	WisDOT	
2*	North Ave.	Traffic Calming / VRU Improvements	$ 4.5 M	2	9	Wauwatosa, WisDOT	WisDOT project 2030-22-00
3*	Mayfair Rd.	Traffic Calming / VRU Improvements	$ 1.9 M	2	7	WisDOT	WisDOT project 2030-22-00

*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	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1*	108th St.	92nd St.	Road Diet	$ 10.4 M	0.51	4	30	Milwaukee County	Conduct traffic study for road diet
2	92nd St.	84th St.	Road Diet	$ 4.5 M	1.00	0	21	Milwaukee County	
3	84th St.	Forest Home Ave.	VRU Improvements and Access Mgmt.	$ 3.4 M	0.12	0	17	Milwaukee County	
4*	Forest Home Ave.	76th St.	VRU Improvements and Access Mgmt.	$ 8.6 M	0.38	1	37	Milwaukee County	
5	76th St.	60th St.	VRU Improvements and Access Mgmt.	$ 14.2 M	1.00	3	49	Milwaukee County	
6	60th St.	Loomis Rd.	VRU Improvements and Access Mgmt.	$ 12.6 M	0.95	1	44	Milwaukee County	
7	43rd St.	27th St.	Road Diet	$ 12.0 M	1.00	2	41	Milwaukee County	Conduct traffic study for road diet
8	27th St.	I-41	VRU Improvements and Access Mgmt.	$ 27.9 M	0.71	1	44	City of Milwaukee, Greenfield	
9*	I-41	6th St.	VRU Improvements and Access Mgmt.	$ 96.3 M	0.77	7	61	City of Milwaukee	
10	6th St.	Howell Ave.	VRU Improvements and Access Mgmt.	$ 7.7 M	0.49	2	33	City of Milwaukee	
11	Howell Ave.	Pennsylvania Ave.	VRU Improvements and Access Mgmt.	$ 12.4 M	1.52	3	43	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

LAYTON AVE.

Segment Projects Continued

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
12	Pennsylvania Ave.	Nicholson Ave.	Road Diet	$ 8.6 M	0.50	3	25	Milwaukee County	
13	Nicholson Ave.	Packard Ave.	Road Diet	$ 5.3 M	0.50	3	20	Milwaukee County	
14	Packard Ave.	Lake Dr.	Traffic Calming / VRU Improvements	$ 4.1 M	0.50	5	13	Milwaukee County	

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1*	108th St.	Traffic Calming / VRU Improvements	$ 826 K	2	8	Milwaukee County, WisDOT
2*	Packard Ave.	Traffic Calming / VRU Improvements	$ 737 K	3	8	Milwaukee County
3*	Lake Dr.	Traffic Calming / VRU Improvements	$ 1.8 M	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

N. 60TH ST.

Segment Projects

#	From	To	20-Year Crash Cost Savings	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
1	Dean Rd.	Tower Ave.	$ 3.2 M	0.29	$ 146.6 K	1	11	Brown Deer
2	Tower Ave.	Good Hope Rd.	$ 17.5 M	1.21	$ 971.8 K	4	60	City of Milwaukee, Brown Deer
3	Good Hope Rd.	Mill Rd.	$ 11.4 M	1.01	$ 808 K	1	84	City of Milwaukee
4*	Mill Rd.	Florist Ave.	$ 9.4 M	0.51	$ 404.8 K	3	55	City of Milwaukee
5	Florist Ave.	Silver Spring Dr.	$ 16.1 M	0.50	$ 403.5 K	8	72	City of Milwaukee
6	Silver Spring Dr.	Villard Ave.	$ 15.4 M	0.50	$ 402.8 K	6	87	City of Milwaukee
7	Villard Ave.	Hampton Ave.	$ 26.6 M	0.51	$ 405.5 K	5	74	City of Milwaukee
8	Hampton Ave.	Fond Du Lac Ave.	$ 9.2 M	0.45	$ 362.4 K	2	56	City of Milwaukee
9*	Fond Du Lac Ave.	Capitol Dr.	$ 44.3 M	0.57	$ 452.1 K	9	84	City of Milwaukee
10*	Capitol Dr.	Keefe Avenue Pkwy.	$ 29.6 M	0.50	$ 403.3 K	10	79	City of Milwaukee
11	Keefe Avenue Pkwy.	Appleton Ave.	$ 26.5 M	0.80	$ 639.7 K	3	69	City of Milwaukee
12*	Appleton Ave.	Center St. / Lisbon Ave.	$ 3.7 M	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. 60TH ST.

Segment Projects (Continued)

#	From	To	20-Year Crash Cost Savings	Length (mi)	Cost Estimate	FSI Crashes	Injury Crashes	Owner (s)
13	Center St. / Lisbon Ave.	Garfield Ave.	$ 4.7 M	0.64	$ 318.1 K	1	38	Milwaukee, Wauwatosa
14*	Garfield Ave.	Lloyd St.	$ 2.9 M	0.12	$ 60.4 K	2	2	Milwaukee, Wauwatosa

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1	Center St. and Lisbon Ave.	Traffic Calming / VRU Improvements	$ 1.3 M	0	21	City of Milwaukee
2*	Capitol Dr.	Traffic Calming / VRU Improvements	$ 503 K	5	32	City of Milwaukee, WisDOT
3	Mill Rd.	Traffic Calming / VRU Improvements	$ 2.7 M	0	37	Milwaukee County, City of Milwaukee
4*	Silver Spring Dr.	Traffic Calming / VRU Improvements	$ 7.9 M	5	35	City of Milwaukee
5	Florist Ave.	Traffic Calming / VRU Improvements	$ 944 K	1	4	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

*indicates priority location

NATIONAL AVE.

Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	124th St.	Oklahoma Ave.	VRU Improvements and Access Management	$ 4.4 M	0.63	1	24	West Allis	
2	Oklahoma Ave.	108th St.	Traffic Calming / VRU Improvements	$ 16.2 M	0.57	2	48	West Allis	
3	108th St.	I-41 Ramps	Road Diet	$ 9.9 M	0.56	3	106	West Allis	
4	I-41 Ramps	Lincoln Ave.	Road Diet	$ 2.5 M	0.64				Existing project 24101500
5*	Lincoln Ave.	90th St. / Becher St.	Traffic Calming / VRU Improvements	$ 16.4 M	0.42	2	37	West Allis	
6	90th St. / Becher St.	86th St.	Traffic Calming / VRU Improvements	$ 1.8 M	0.38	0	13	West Allis	
7	86th St	84th St.	Road Diet	$ 12.5 M	0.08	1	1	West Allis	
8	84th St.	82nd St.	Road Diet	$ 512 K	0.14	0	3	West Allis	
9*	Greenfield Ave. / 62nd St.	47th St. / General Mitchell Blvd.	Traffic Calming / VRU Improvements	$ 14.0 M	0.91	6	74	WisDOT CTH, West Allis, West Milwaukee	
10	47th St.	Layton Blvd.	Traffic Calming / VRU Improvements	$ 17.9 M	1.26	11	154	WisDOT CTH, West Milwaukee, City of Milwaukee	TIP: 8000265

*indicates priority location; CTH = Connecting Highway

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	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
11*	Layton Blvd.	Cesar E Chavez Dr.	Road Diet	$ 27.7 M	0.75	11	117	WisDOT CTH, City of Mllwaukee	TIP: 8000265
12	Cesar E Chavez Dr.	1st St.	Road Diet	$ 15.4 M	1.10	2	96	WisDOT CTH, City of Mllwaukee	TIP: 8000265

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1	Lincoln Ave.	Traffic Calming / VRU Improvements	$ 231 K	0	7	West Allis
2	90th St.	Single Lane Roundabout	$ 1.5 M	0	3	
3	82nd/83rd St.	Geometric Realignment	$ 10 K	0	0	
4	60th St.	Traffic Calming / VRU Improvements	$ 863 K	0	17	West Allis, WisDOT
5	54th St.	Traffic Calming / VRU Improvements	$ 1.0 M	1	3	WisDOT CTH
6	48th St.	Traffic Calming / VRU Improvements	$ 1.0 M	1	4	WisDOT CTH
7*	Miller Park Way.	Systemic Traffic Signal Improvements	$ 940 K	1	10	City of Milwaukee, West Milwaukee, WisDOT
8*	35th St.	Traffic Calming / VRU Improvements	$ 2.0 M	1	29	City of Milwaukee, WisDOT
9*	Layton Blvd.	Traffic Calming / VRU Improvements	$ 1.5 M	4	17	City of Milwaukee, WisDOT
10	21st St.	Traffic Calming / VRU Improvements	$ 8.0 M	1	8	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
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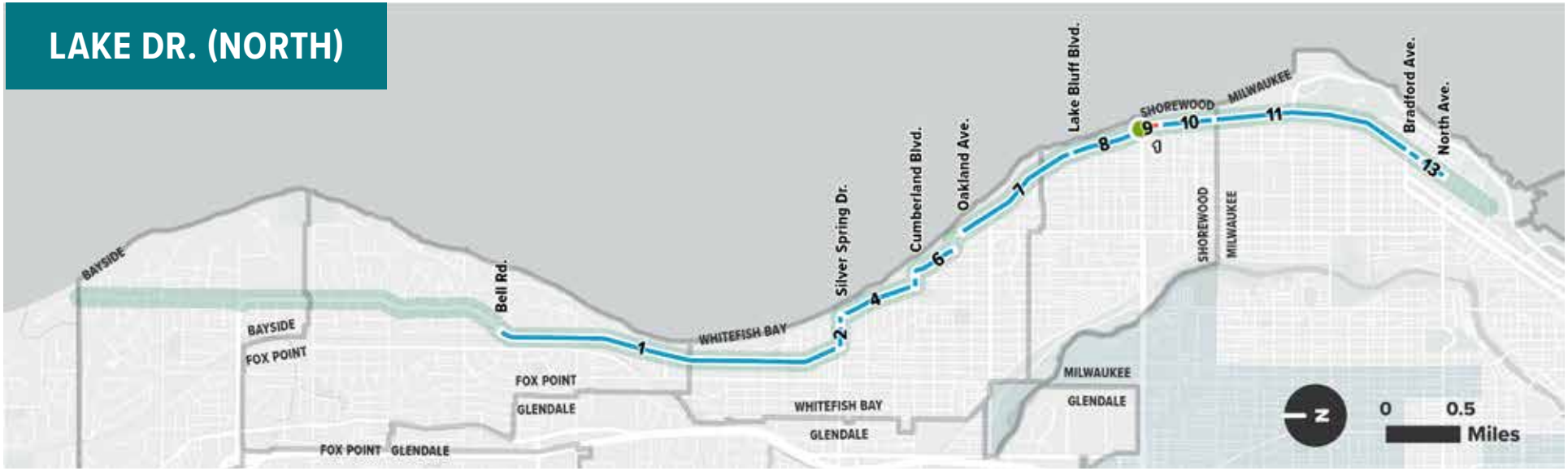
- Single-Lane Roundabout

Segment Projects

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

*indicates priority location

LAKE DR. (NORTH)



Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	Bell Rd.	Silver Spring Dr. / Marlborough Dr.	Traffic Calming / VRU Improvements	$ 23.4 M	2.31	4	24	WisDOT CTH, Fox Point	8000198
2	Marlborough Dr. / Lake Dr.	Shore Dr.	Traffic Calming / VRU Improvements	$ 1.0 M	0.16	0	6	WisDOT CTH, Whitefish Bay	
3*	Shore Dr.	Lake Dr.	Traffic Calming / VRU Improvements	$ 1.5 M	0.04	1	6	WisDOT CTH, Whitefish Bay	
4	Silver Spring Dr.	Henry Clay St. / Ardmore Ave.	Traffic Calming / VRU Improvements	$ 1.9 M	0.54	1	7	WisDOT CTH, Whitefish Bay	
5	Ardmore Ave. / Lake Dr.	Woodburn St.	Traffic Calming / VRU Improvements	$ .2 M	0.05	0	2	WisDOT CTH, Whitefish Bay	
6	Cumberland Blvd. / Henry Clay St.	Newhall St. / Fairmount Ave.	Traffic Calming / VRU Improvements	$ .5 M	0.30	0	2	WisDOT CTH, Whitefish Bay	
7	Oakland Ave.	Lake Bluff Blvd.	Traffic Calming / VRU Improvements	$ 1.2 M	0.91	0	5	WisDOT CTH, Whitefish Bay, Shorewood	8008956
8*	Lake Bluff Blvd.	Capitol Dr.	Traffic Calming / VRU Improvements	$ 10.0 M	0.48	4	13	WisDot CTH, Shorewood	8008956

*indicates priority location; CTH = Connecting Highway

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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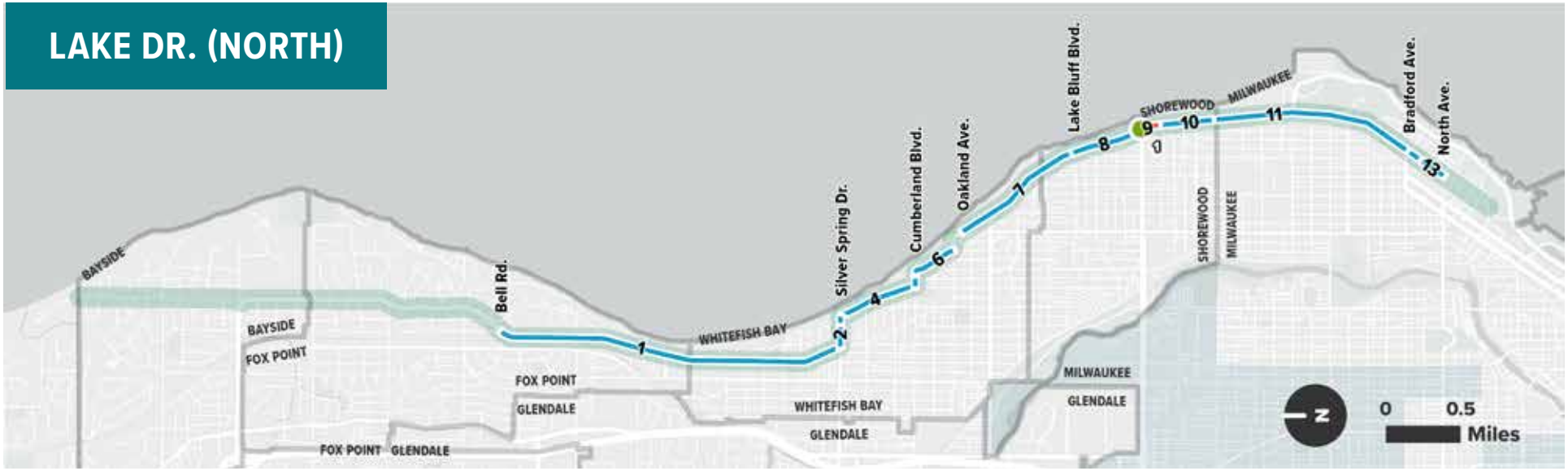
- Single-Lane Roundabout

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	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
9*	Capitol Dr.	Shorewood Blvd.	Road Diet	$ 12.0 M	0.15	4	8	WisDOT CTH, Shorewood	8008956
10*	Shorewood Blvd.	Edgewood Ave.	Traffic Calming / VRU Improvements	$ 149 K	0.36	0	2	WisDOT CTH, Shorewood	8008956
11	Edgewood Ave.	Bradford Ave.	Traffic Calming / VRU Improvements	$ 5.9 M	1.36	1	22	WisDOT CTH, City of Milwaukee	8008956
12*	Bradford Ave.	Downer Ave.	Traffic Calming / VRU Improvements	$ 1.5 M	0.07	1	2	WisDOT CTH, City of Milwaukee	
13	Downer Ave.	North Ave.	Traffic Calming / VRU Improvements	$ 316 K	0.20	0	3	WisDOT CTH, City of Milwaukee	

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1*	Capitol Dr.	Traffic Calming / VRU Improvements	$ 5.6 M	2	3	WisDOT CTH, Shorewood

*indicates priority location; CTH = Connecting Highway

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

SHERMAN BLVD.

Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1*	Mill Rd. / 43rd St.	Florist Ave.	Road Diet	$ 74.6 M	0.50	6	61	City of Milwaukee	
2	Florist Ave.	Silver Spring Dr.	Road Diet	$ 6.0 M	0.51	1	20	City of Milwaukee	
3*	Silver Spring Dr.	Custer Ave.	Road Diet	$ 70.9 M	0.27	5	36	City of Milwaukee	
4	Custer Ave.	Fairmount Ave.	Road Diet	$ 10.9 M	0.51	2	49	City of Milwaukee	
5	Fairmount Ave.	Hampton Ave.	VRU Improvements and Access Management	$ 8.2 M	0.25	4	46	City of Milwaukee	
6*	Hampton Ave.		VRU Improvements and Access Management	$ 66.8 M	0.52	12	87	City of Milwaukee	
7		Capitol Dr.	VRU Improvements and Access Management	$ 28.7 M	0.51	8	113	City of Milwaukee	
8	Capitol Dr.	Roosevelt Dr.	VRU Improvements and Access Management	$ 12.3 M	0.29	3	75	City of Milwaukee	
9*	Roosevelt Dr.	Fond Du Lac Ave.	VRU Improvements and Access Management	$ 50.7 M	0.20	4	42	City of Milwaukee	
10	Fond Du Lac Ave.	Lloyd St.	VRU Improvements and Access Management	$ 104.4 M	1.76	17	297	City of Milwaukee	4107000

*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

SHERMAN BLVD.

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1	Villard Ave.	Systemic Traffic Signal Improvements	$ 4.5 M	2	19	City of Milwaukee
2*	Hampton Ave.	Traffic Calming / VRU Improvements	$ 1.6 M	3	24	City of Milwaukee
3	Capitol Dr.	Systemic Traffic Signal Improvements	$ 2.8 M	1	47	City of Milwaukee, WisDOT
4	Fond Du Lac Ave.	Traffic Calming / VRU Improvements	$ 522 K	0	12	City of Milwaukee, WisDOT
5	Center St.	Traffic Calming / VRU Improvements	$ 5.7 M	2	39	City of Milwaukee
6*	North Ave.	Traffic Calming / VRU Improvements	$ 5.7 M	3	26	City of Milwaukee
7	Lisbon Ave.	Geometric Realignment	$ 2.4 M	1	12	City of Milwaukee

Legend

- Municipal Boundaries
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Intersection Projects

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*indicates priority location

SILVER SPRING DR.

Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	124th St.	107th St.	Road Diet	$ 21.9 M	1.03	6	52	Milwaukee County	4000806
2	107th St.	Appleton Ave.	VRU Improvements and Access Management	$ 8.6 M	0.46	1	27	City of Milwaukee	4000806
3	Appleton Ave.	91st St.	VRU Improvements and Access Management	$ 40.5 M	0.54	8	77	Milwaukee County	
4	91st St.	87th St.	VRU Improvements and Access Management	$ 5.7 M	0.25	3	49	City of Milwaukee	
5	87th St.	Unnamed Access	VRU Improvements and Access Management	$ 771 K	0.25	0	5	Milwaukee County	
6	Unnamed Access	WI-145	VRU Improvements and Access Management	$ 23.5 M	0.17	4	21	City of Milwaukee	
7	WI-145	76th St.	VRU Improvements and Access Management	$ 26.0 M	0.34	1	26	Milwaukee County	8000154
8*	76th St.	68th St.	VRU Improvements and Access Management	$ 66.8 M	0.50	7	52	Milwaukee County	

*indicates priority location

Legend

- Municipal Boundaries
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Intersection Projects

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Segment Projects

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Segment Projects (Continued)

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
9	68th St.	60th St.	VRU Improvements and Access Management	$ 32.3 M	0.50	9	92	City of Milwaukee	
10*	60th St.	52nd St.	VRU Improvements and Access Management	$ 22.2 M	0.44	10	75	City of Milwaukee	
11	52nd St.	51st Blvd.	VRU Improvements and Access Management	$ 1.7 M	0.06	0	10	City of Milwaukee	
12	51st Blvd.	39th St.	VRU Improvements and Access Management	$ 72.7 M	0.77	3	52	City of Milwaukee	
13	39th St.	Teutonia Ave.	VRU Improvements and Access Management	$ 25.7 M	0.53	9	73	City of Milwaukee	
14	Teutonia Ave.	Green Bay Ave.	VRU Improvements and Access Management	$ 11.9 M	0.80	4	46	City of Milwaukee, Glendale	
15	Green Bay Ave.	Milwaukee River Pkwy.	VRU Improvements and Access Management	$ 17.2 M	0.60	4	38	Glendale, City of Milwaukee	

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1*	91st St.	Traffic Calming / VRU Improvements	$ 2.3 M	3	38	Milwaukee County, City of Milwaukee
2*	Fond Du Lac Ave.	Geometric Realignment	$ 26.1 M	3	12	City of Milwaukee
3*	60th St.	Traffic Calming / VRU Improvements	$ 2.7 M	5	35	City of Milwaukee
4	35th St.	Systemic Traffic Signal Improvements	$ 2.6 M	1	13	City of Milwaukee
5	Teutonia Ave.	Systemic Traffic Signal Improvements	$ 1.5 M	2	15	City of Milwaukee
6	Bethmaur Ln.	Systemic Traffic Signal Improvements	$ 187 K	0	2	Glendale
7	Crestwood Blvd.	Systemic Traffic Signal Improvements	$ 203 K	0	1	Glendale, City of Milwaukee
8*	Port Washington Rd.	Traffic Calming / VRU Improvements	$ 1.3 M	2	8	Glendale
9	Lydell Ave.	Traffic Calming / VRU Improvements	$ 3.3 M	2	5	Glendale, Whtiefish Bay

***indicates priority location**

N. 76TH ST.

Segment Projects

#	From	To	Safety Project Opportunities	20-Year Crash Cost Savings	Length (mi)	FSI Crashes	Injury Crashes	Owner (s)	Notes
1	County Line Rd.	Brown Deer Rd.	Road Diet	$ 200 K	1.02	1	10	WisDOT	8000353
2	Brown Deer Rd.	Bradley Rd.	Road Diet	$ 1.5 M	1.02	3	51	WisDOT	8000353
3	Bradley Rd.	Good Hope Rd.	Road Diet	$ 2.7 M	1.01	5	66	WisDOT	8000353
4*	Good Hope Rd.	Green Tree Rd.	Road Diet	$ 2.9 M	0.50	6	60	WisDOT	8000353
5	Green Tree Rd.	Florist Ave.	Road Diet	$ 1.2 M	1.01	5	88	WisDOT	8000353
6*	Florist Ave.	Silver Spring Dr.	Traffic Calming / VRU Improvements	$ 870 K	0.48	8	57	WisDOT	
7*	Silver Spring Dr.	Fond Du Lac Ave.	Traffic Calming / VRU Improvements	$ 785 K	0.45	5	35	WisDOT	8000154
8	Fond Du Lac Ave.	Hampton Ave.	VRU Improvements and Access Management	$ 2.1 M	0.58	8	86	WisDOT CTH, City of Milwaukee	8005105
9*	Hampton Ave.	Glendale Ave.	VRU Improvements and Access Management	$ 466 K	0.27	3	41	WisDOT CTH, City of Milwaukee	8005105
10	Glendale Ave.	Hope Ave. / Appleton Ave.	VRU Improvements and Access Management	$ 1.3 M	0.51	5	42	WisDOT CTH, City of Milwaukee	8005105
11	Hope Ave. / Appleton Ave.	Capitol Dr.	Road Diet	$ 882 K	0.26	3	53	WisDOT CTH, City of Milwaukee	
12	Capitol Dr.	Center St. / Wauwatosa Ave.	Road Diet	$ 871 K	1.51	3	72	WisDOT CTH, City of Milwaukee	

Legend

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Intersection Projects

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- Single-Lane Roundabout

Segment Projects

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

*indicates priority location;
CTH = Connecting Highway

N. 76TH ST.

Intersection Projects

#	Intersection	Safety Project Opportunities	20-Year Crash Cost Savings	FSI Crashes	Injury Crashes	Owner (s)
1	Bradley Rd.	Systemic Traffic Signal Improvements	$ 2.7 M	2	19	WisDOT
2	Good Hope Rd.	Systemic Traffic Signal Improvements	$ 747 K	0	13	Milwaukee County, WisDOT
3	Mill Rd.	Systemic Traffic Signal Improvements	$ 1.0 M	0	15	Milwaukee County, WisDOT
4	Florist Ave.	Systemic Traffic Signal Improvements	$ 1.9 M	2	9	WisDOT
5	Carmen Ave.	Reduced Left-Turn Conflict Intersection	$ 2.1 M	1	6	WisDOT
6	Silver Spring Dr.	Traffic Calming / VRU Improvements	$ 9.0 M	2	10	WisDOT
7*	Villard Ave.	Reduced Left-Turn Conflict Intersection	$ 3.3 M	2	16	Milwaukee, WisDOT
8*	Capitol Dr.	Traffic Calming / VRU Improvements	$ 1.4 M	2	25	WisDOT
9	Lisbon Ave.	Traffic Calming / VRU Improvements	$ 218 K	0	5	City of Milwaukee, WisDOT
10	Burleigh St.	Traffic Calming / VRU Improvements	$ 4.1 M	1	9	City of Milwaukee, WisDOT

*indicates priority location

Legend

- Municipal Boundaries
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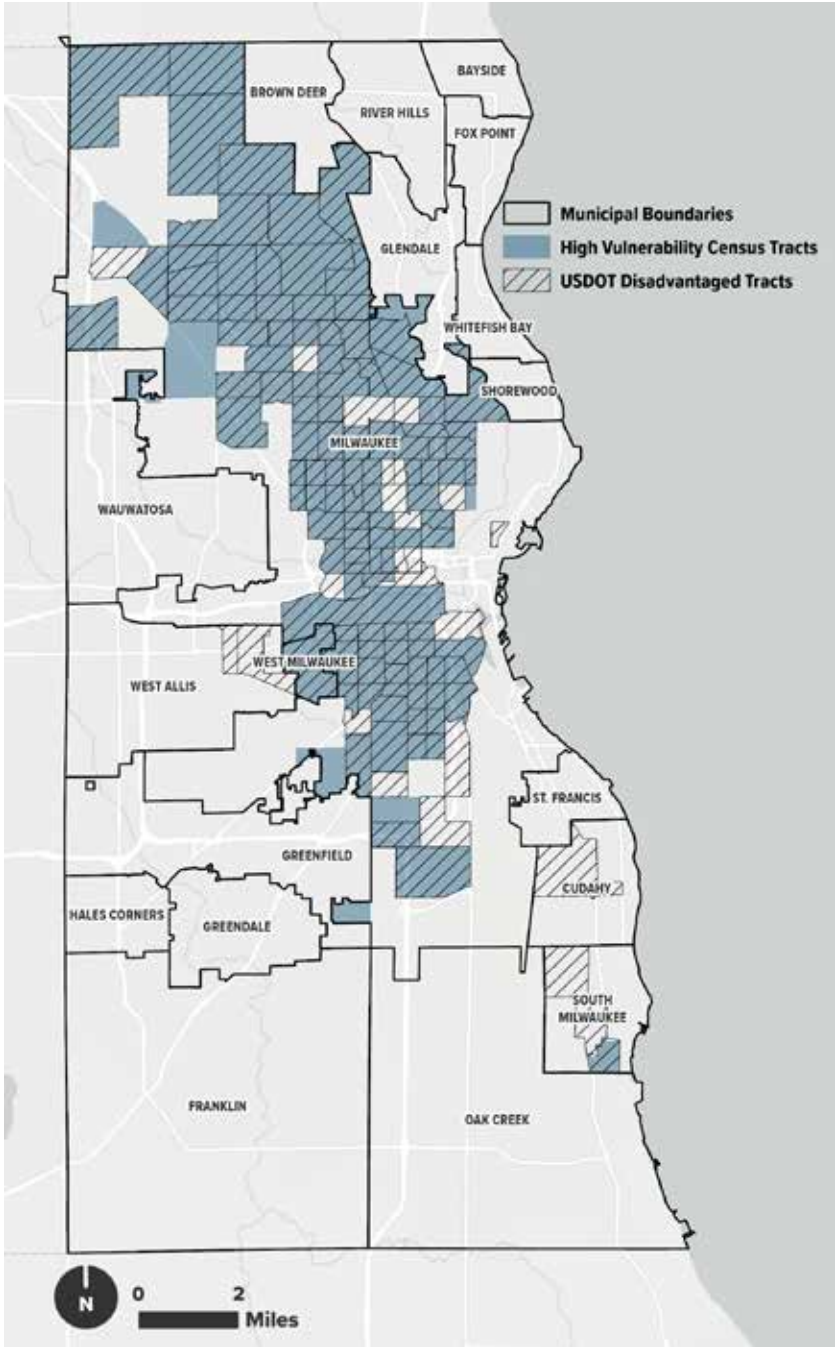
Equity Considerations

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 from access to transportation and economic opportunities. The negative impacts of transportation investments have also disproportionately impacted these same communities.

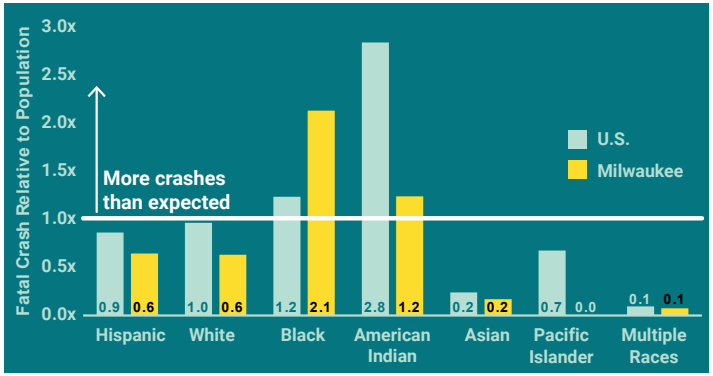
In 2020, Milwaukee County passed an ordinance to advance racial equity and improve health outcomes. These efforts were motivated by the public health disparities made clear by the COVID-19 pandemic. Milwaukee County's efforts focused on:

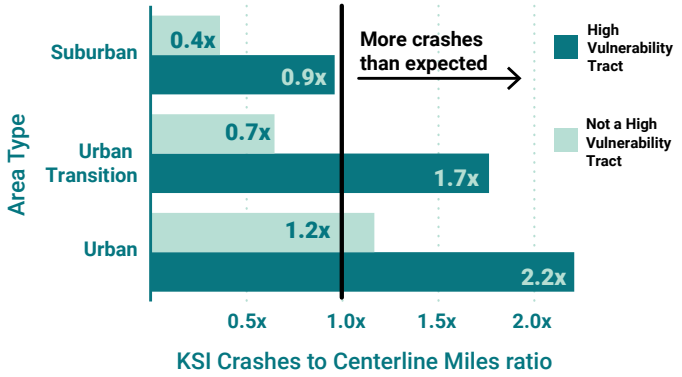
- Creating a diverse Milwaukee County workforce
- Establishing a diverse and representative group of employees in planning and design programs and services for the County
- Designing services to meet resident needs rather than asking residents to fit needs within the County's services
- Tracking and analyzing data to understand the impact of County services and find solutions
- Generating new sources of revenue to make needed investments that advance racial equity

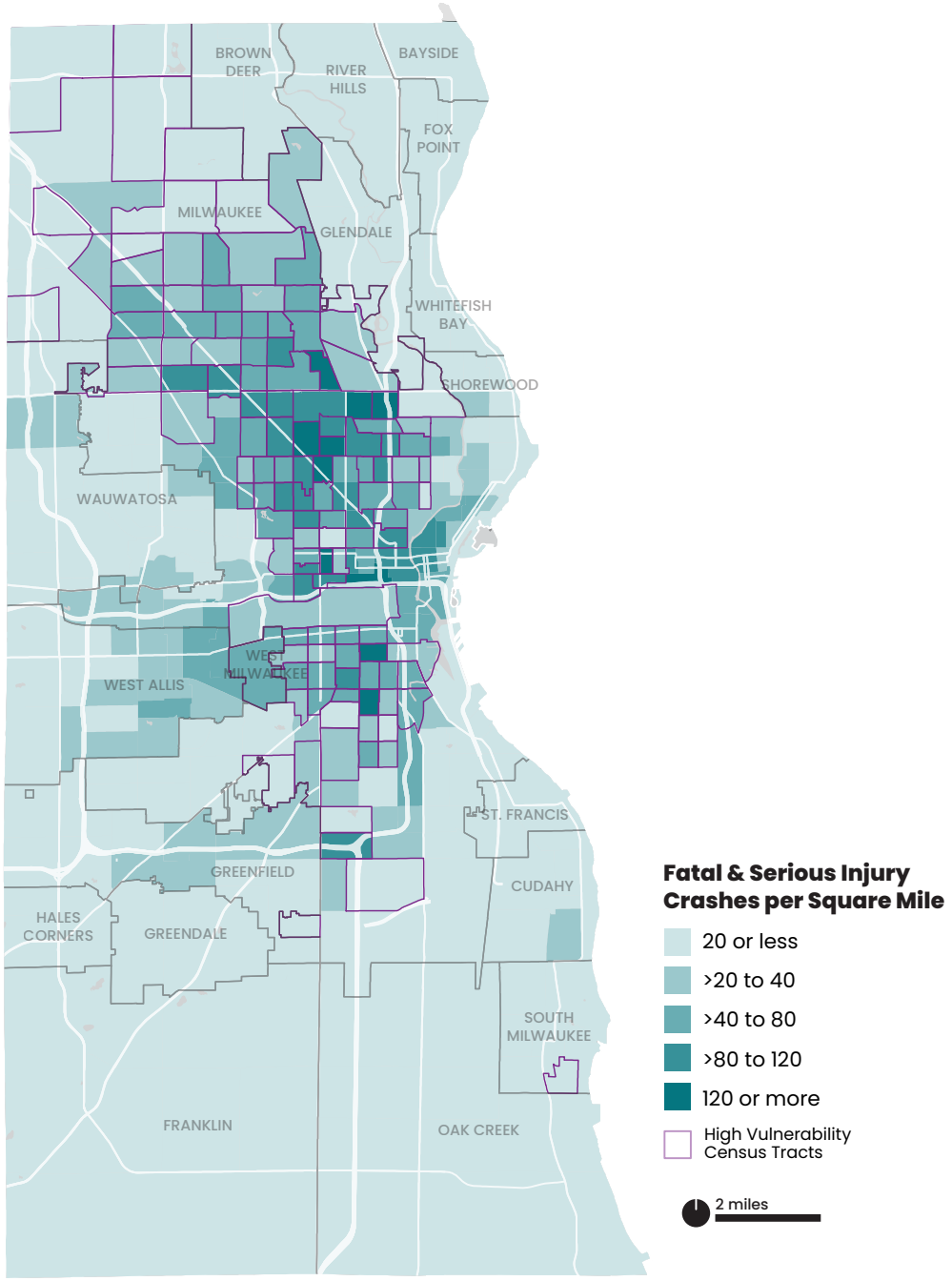
Milwaukee County also used the Centers for Disease Control (CDC)'s Social Vulnerability Index to identify High Vulnerability Census Tracts. These census tracts are used as the primary geography to evaluate disparate traffic safety outcomes and evaluate the fairness of proposed safety improvements. There 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. According to data from 2017-2021, 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. Fatal and Serious Injury Crashes (KSI) 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. 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.

Fundamentally, the plan aims to improve safety outcomes by intentional investment in high vulnerability areas. 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.

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

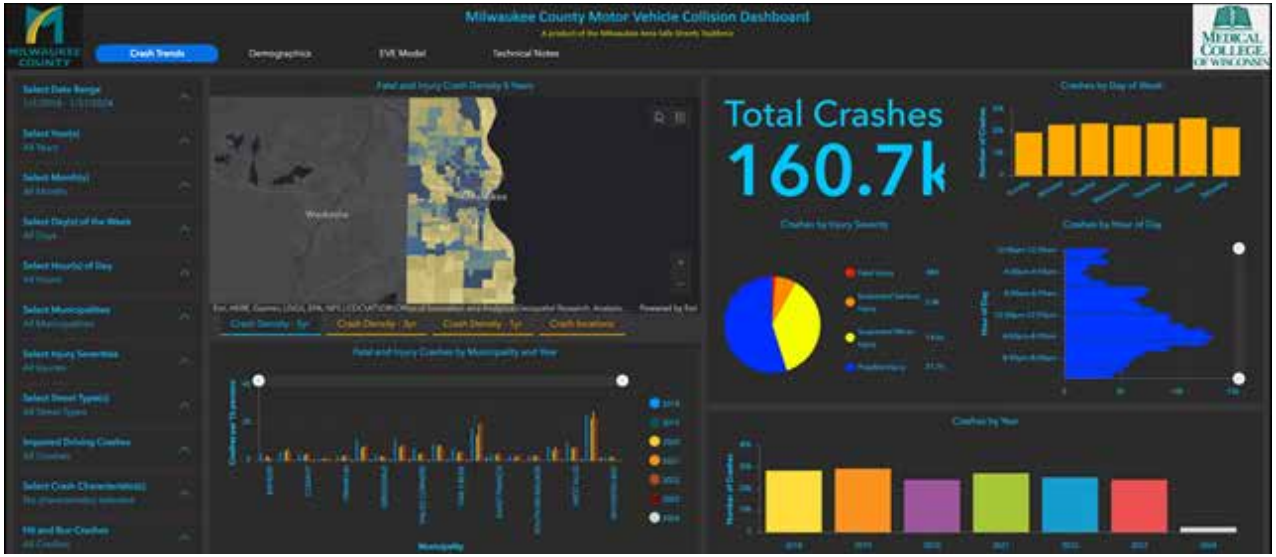
	High Vulnerability Census Tracts	USDOT Disadvantaged Census Tracts
% of Projects (by Number)	56%	64%
% of Priority Projects (by Number)	56%	64%
% of Projects (by Cost)	52%	64%
% of Priority Projects (by Cost)	58%	66%
% of Fatal and Serious Injury Crashes	49%	60%

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/completecommunities

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. This data is aggregated and provided for research and planning use by Wisconsin Traffic Operations and Safety (TOPS) Laboratory. TOPS utilizes law enforcement (LE) incident data, along with Emergency Management Services (EMS) crash victim data as the basis for its comprehensive dataset.

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 reducing fatal and serious injury crashes and the inequities within our communities. These metrics could be organized into a Traffic Violence Reduction Leaderboard which can serve as a friendly competition and accountability tracker, celebrating jurisdictions that are actively investing in planning, policy, and implementation efforts, and encouraging others to do the same.



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

Appendix A: Transportation Safety Assessment Report

Note: To electronically access this document, follow this link to the Transportation Safety Assessment Report.

Appendix B: Corridors of Concern Profiles

Note: To electronically access this document, follow this link to the Corridors of Concern.

Appendix C: Policy and Process Assessment

Note: To electronically access this document, follow this link to the Policy and Process Assessment.

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MILWAUKEE COUNTY

Complete Communities

Transportation Planning Project
Phase Two