

**COUNTY OF MILWAUKEE**  
Inter-office Communication

**Date:** November 13, 2024

**To:** Marcelia Nicholson, Chairwoman, Milwaukee County Board of Supervisors

**From:** Donna Brown-Martin, Director, Department of Transportation

**Subject:** From the Director, Department of Transportation, providing an Informational Report regarding the Milwaukee County Department of Transportation Complete Communities Transportation Planning Project and Countywide Action Plan.

**File Type:** Informational Report

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**BACKGROUND**

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

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

All this prior work has led to the development of the Milwaukee County Comprehensive Safety Action Plan (MCCSAP). To complete the requirements of a United States Department of Transportation (USDOT) Comprehensive Safety Action Plan (CSAP), eight components must be completed (descriptions of each component can be found on our [project website](#)). As an informational only item, we are providing the Milwaukee County Board of Supervisors a first look at a draft of the MCCSAP. While this draft contains much of what will be in the final version of the MCCSAP, there is still more to add and revise. Now is the time to provide comment to MCDOT Director's Office so when we return to the County Board in January, we will present the final version of the countywide Action Plan for approval and adoption. Our team has already sent each Milwaukee County Supervisor directions on how to submit feedback for consideration. Below is a brief description of the status of all eight components of Milwaukee County's Comprehensive Safety Action Plan.

- 1) Leadership Commitment and Goal Setting
  - a. In July 2024, the Milwaukee County Board of Supervisors approved and adopted a resolution to commit Milwaukee County to achieving Vision Zero (zero fatalities and serious injuries on all roadways in Milwaukee County) by 2037 and its accompanying percentage reduction goals every three years between 2025 and 2037.
- 2) Planning Structure
  - a. The Complete Communities Transportation Planning Project has benefitted greatly from its steering committees, the [Public Advisory Committee](#) (PAC) and the [Safety Working Group](#) (SWG). It has also been helpful to have the County Executive's Office, the County Board of Supervisors, our municipal partners and staff from the Southeastern Wisconsin Regional Planning Commission involved in the process. We also hope to meet with Wisconsin Department of Transportation (WisDOT) Southeast Region staff to receive their input.
- 3) Safety Analysis
  - a. As part of Phase One of this project, in February 2024 MCDOT Director's Office published the [Milwaukee County Transportation Safety Assessment Report](#) which synthesizes recent crash data history from all roadways in Milwaukee County with public feedback themes to articulate the state of transportation safety in our county. During this year's Phase Two, in September and October 2024, we released our [Corridor Profiles](#), a detailed look at the transportation landscape and recent crash history of all 25 Milwaukee County [Corridors of Concern](#).
- 4) Engagement and Collaboration
  - a. Phase One's public engagement campaign of Summer 2023 was called "Milwaukee County's Safe Streets Roadshow", a series of 21 public meetings that sought resident and roadway user feedback on what would make them feel safer in their streets, which streets were the most hazardous and how and why they've changed their travel patterns. Those finds are detailed in the Transportation Safety Assessment Report mentioned above.

- b. Phase Two’s public engagement campaign during Fall 2024 was “Milwaukee County’s Safer Streets Workshops”, a follow-up series of five open house format events at which we received feedback from residents and roadway users about specific Corridors of Concern in the areas at which the workshops were held. We asked them what modes of transportation they would use if those particular streets were safer and which corridors would they use that they aren’t using currently. We also inquired about their preference for certain traffic calming and other safe streets infrastructure solutions called “countermeasures”. These countermeasures were separated into [Low Cost](#), [Medium Cost](#) and [High Cost](#) buckets and residents could only vote for four low cost, three medium cost and two high cost solutions, putting them in the position to weigh the tradeoffs and make decisions that transportation planners are faced with during the planning process.
    - c. Our Public Advisory Committee is also a critical piece to ensure we’re taking into account the transportation and safety needs of the populations and clients those particular members’ organizations represent.
- 5) Equity Considerations
  - a. MCDOT Director’s Office’s focus on a significant number of corridors within census tracts of underrepresented populations and communities of color ensures the Action Plan will address the safety needs of our county’s more vulnerable residents and roadway users. Also, the percentage of proposed project locations in socially vulnerable census tracts, combined with our intentional public engagement meeting locations and translated materials, encompass this component of the Action Plan.
- 6) Policy and Process Changes
  - a. The project team developed a report reviewing how Milwaukee County’s various departments and divisions provide services for transportation and transit, the processes by which they carry out those services and any potential roadblocks they experience.
  - b. Recommendations on changes to consider, including best practices from other municipalities, counties, states and nations, are detailed in this report.
- 7) Strategy and Project Selections
  - a. Over 150 priority roadway segments and intersections have been identified and costed out to depict how, where and how much it will cost to make those Corridors of Concern safer. Also included is by how much crashes will be reduced if the improvement listed can be implemented.
- 8) Progress and Transparency
  - a. MCDOT’s Complete Communities Transportation Planning Project website is continually updated with its latest deliverables, public engagement materials, Corridors of Concern Corridor Profiles, the Motor Vehicle Collision Dashboard and the Transportation Safety Assessment Report. Residents can continue to check back on the website for our latest initiatives to make their street safer.

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

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

While most of these corridors (Capitol Drive and 27<sup>th</sup> Street, for example) ranked highly with respect to fatal and serious injury crash risk during our Phase One analysis, some of these corridors did not. However, Milwaukee County residents repeatedly identified other corridors in which they consistently experienced safety hazards and witnessed reckless driving (Lake Drive and 108<sup>th</sup> Street/Mayfair Road, for example). These multi-jurisdictional corridors, many of which span the length of our county, are the emphasis of the countywide CSAP. Each municipality will have the opportunity, when developing their own CSAP with our consultant team, to develop their own Corridors of Concern list that is unique to their community. Despite having the opportunity to develop their municipality’s CSAP, it is critical for every municipality to be involved in the development of the countywide CSAP. Currently, most are already participating in one of our steering committees, the Safety Working Group.

The Vision Zero goal year of 2037 is a major aspect of the Milwaukee County Comprehensive Safety Action Plan. Zero fatalities and serious injuries is our goal. The Milwaukee County Comprehensive Safety Action Plan is how we’ll get there. We invite you to read through our draft of the MCCSAP and provide comments and questions as you deem necessary. We will return to the Milwaukee County Transportation & Transit Committee on January 22<sup>nd</sup> to ask for your approval and adoption of the countywide Action Plan to enable us to continue making progress on eliminating traffic fatalities and serious injuries throughout Milwaukee County by the year 2037.

**ALIGNMENT TO STRATEGIC PLAN**

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

**RECOMMENDATION**

This report is informational only.

**FISCAL EFFECT**

There is no fiscal effect.

**TERMS (If applicable)**

N/A

**VIRTUAL MEETING INVITES**

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

Jeff Sponcia, Transportation Program Planning Manager, Department of Transportation

**APPROVED BY:**

  
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Donna Brown-Martin, Director, Department of Transportation

**ATTACHMENTS:**

Fiscal Note  
Action Plan  
PowerPoint

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