

Rapid Implementation Improvements



- Increase in motorist yielding compliance from 3% to almost 20%
- Motor vehicle speeds reduced by 2-3mph on average
- Anecdotal testimonials of reduced passing on the right

Active Streets

Milwaukee Active Streets



Active Streets are for walking, biking, and running with people who live in the same house as you.



You can drive or park on an Active Street if you live there or if you're delivering to a house on the street.

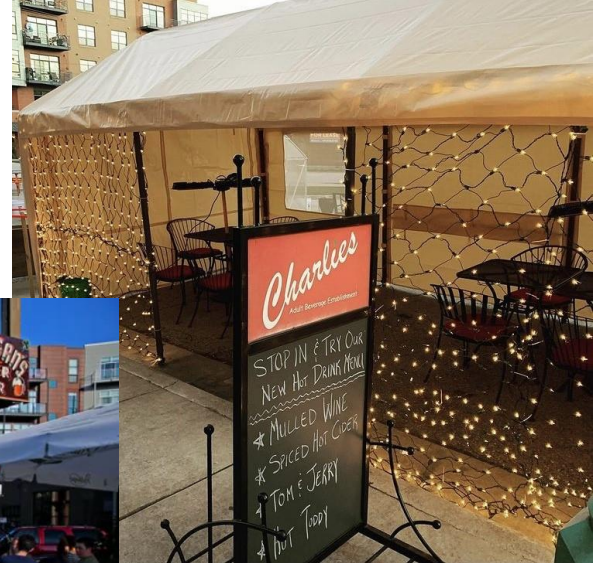
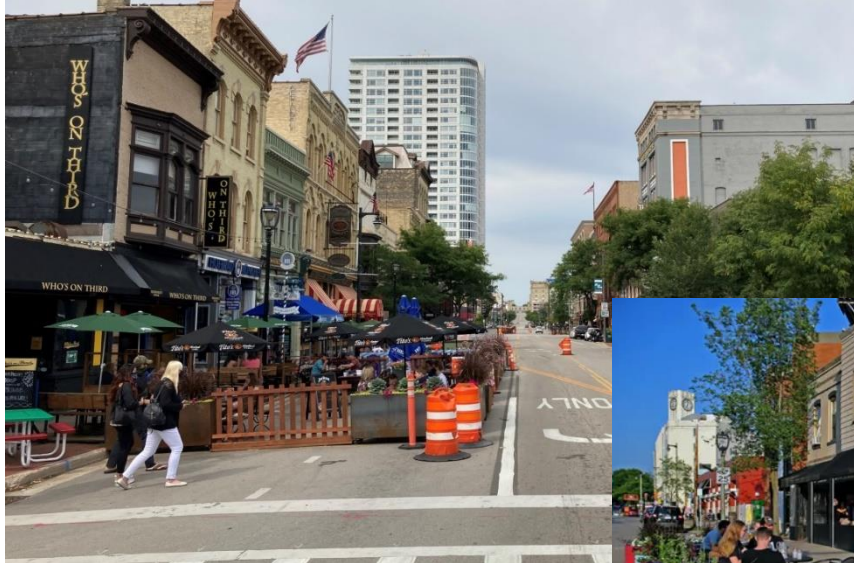


Stay at least 6 feet from people who don't live in the same house as you and wear a cloth face covering if you can.



LEARN MORE:
milwaukee.gov/ActiveStreets
CONTACT:
(414) 286-CITY (2489) | bikewalk@milwaukee.gov

Repurposing Street Space – Year Round!



Complete Streets Committee



“The committee shall prioritize, assign and monitor various actions to support implementation of the city’s complete streets policy, including but not limited to...”

Committee Roles and Responsibilities

Review and recommend policies, procedures, plans, regulations and other processes that support the complete streets policy.



MILWAUKEE CODE OF ORDINANCES

VOLUME 2

Building and Zoning Code



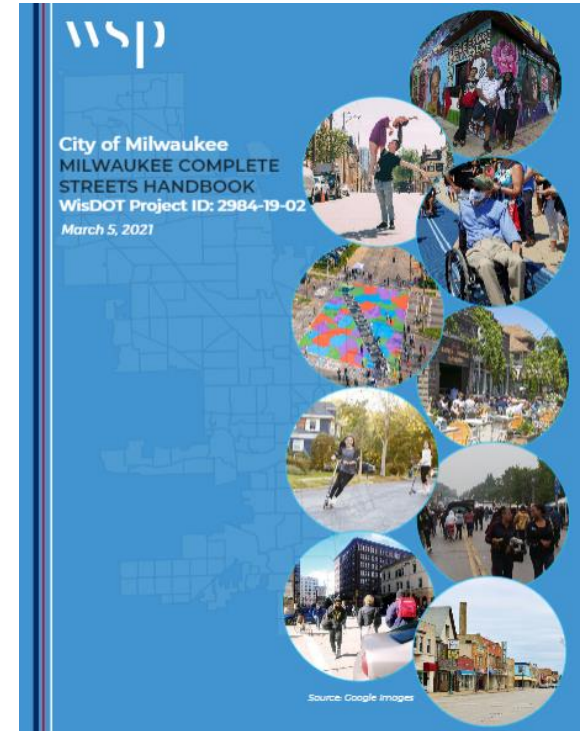
Published by Authority of the
COMMON COUNCIL

Edited by Legislative Reference Bureau
Office of the City Clerk

Committee Roles and Responsibilities

Oversight of Milwaukee's Complete Streets Handbook

- Community Visioning/Goal Setting
- Structure/Staffing
- Budgeting/Grant Pursuits
- Project Selection & Scoping
- Community Engagement
- Design Alternative & Operational Analysis
- Communications/PR/Marketing
- Data Collection and Evaluation



Committee Roles and Responsibilities

Review and approve an Annual Complete Streets Report that, in part, tracks implementation and metrics.



Milwaukee Complete Streets
Health and Equity Report 2019



Milwaukee Complete Streets
Health and Equity Report 2020

Health Equity Report



Equality is about Sameness

Equality promotes fairness and justice by giving everyone the same thing.

It can only work if everyone starts from the same place.



Equity is about Fairness


Equity gives people access to the same opportunities.

Our differences and our history can create barriers to participation, so we must first insure equity before we can enjoy equality.

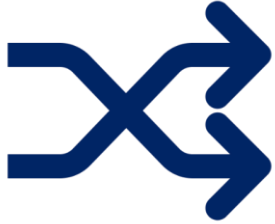
Common Council Resolution No. 190098

Passed by the City of Milwaukee Common Council on 7/30/19

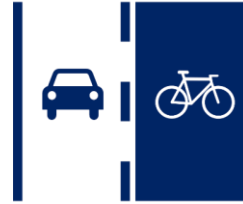
Resolution commits the City of Milwaukee to take actions toward achieving racial equity

- Organizational infrastructure
 - Organizational and workforce capacity
 - Internal practices and processes
 - Policy and legislative change
 - Community alliance building
- 

Milwaukee Complete Streets Health & Equity Report



Changes to Internal
Processes



Our Streets Today



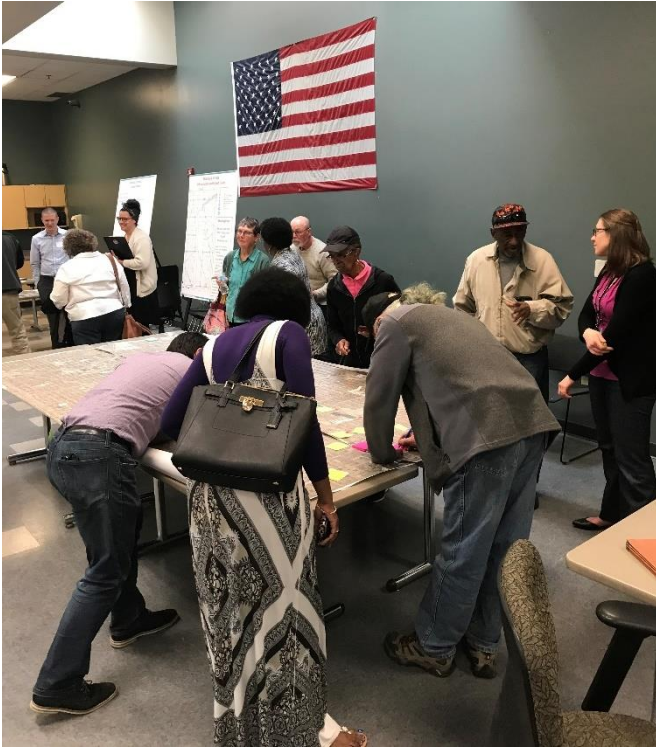
Complete Streets
Projects



Changes in Long-
Term Health Trends



Changes to Internal Processes



- Funding
- Coordination Efforts
 - Complete Streets Implementation Team
 - Building Awareness Around Complete Streets
 - Improving Communications
- Project Development
 - Project Selection
 - Project Scoping
 - Data Framework
- Engagement
 - Safe Passages Pre- and Post-Walks
 - Surveying

Our Streets Today – Data Collection Efforts

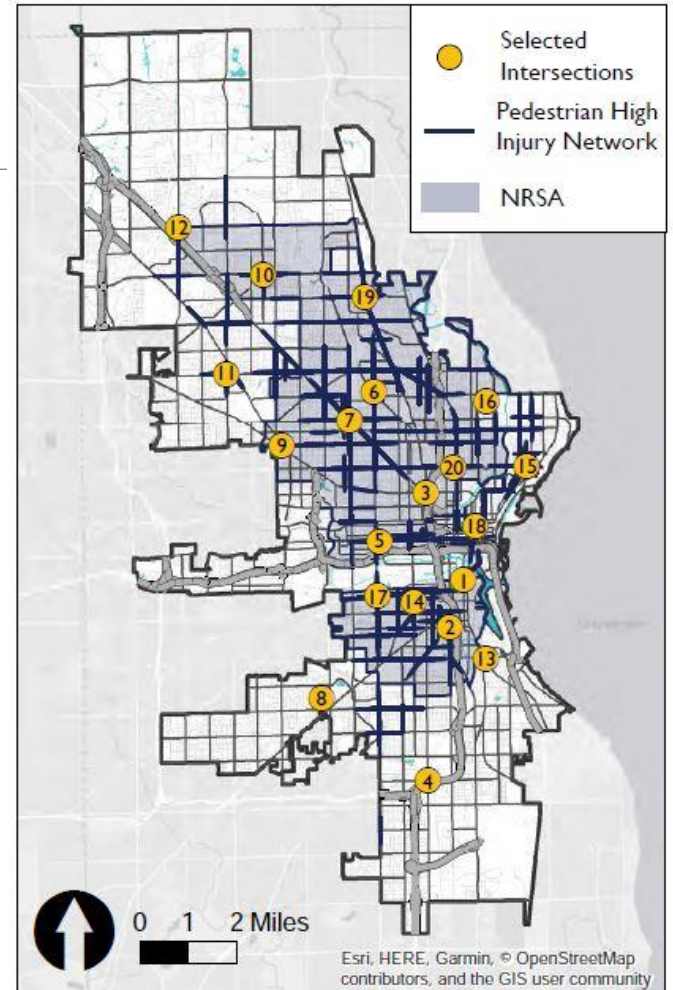


- Complete Streets Projects
 - Measuring changes to project delivery
- Our Streets Today
 - Measuring changes to travel behavior, traffic safety, perceptions about transportation options and safety, and economic development
- Long-Term Health Trends
 - Measuring health benefits from increased physical activity and reduced air pollution

Our Streets Today – Data Examples

Fatalities and Serious Injuries			
		Citywide	NRSAs
Pedestrian fatalities	2020	16	11
	2019	12	9
Bicyclist fatalities	2020	3	1
	2019	1	1
Motor vehicle fatalities	2020	61	43
	2019	41	18
Pedestrian serious injuries	2020	60	38
	2019	71	45
Bicyclist serious injuries	2020	5	3
	2019	11	6
Motor vehicle serious injuries	2020	278	170
	2019	245	154

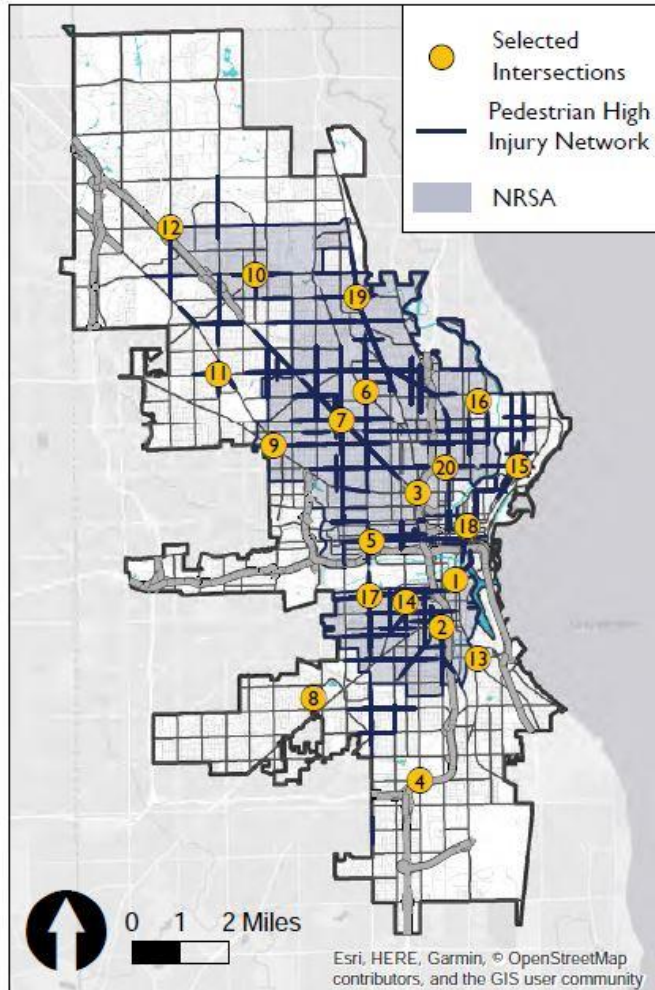
Data source: WisTransPortal



Our Streets Today – Data Examples

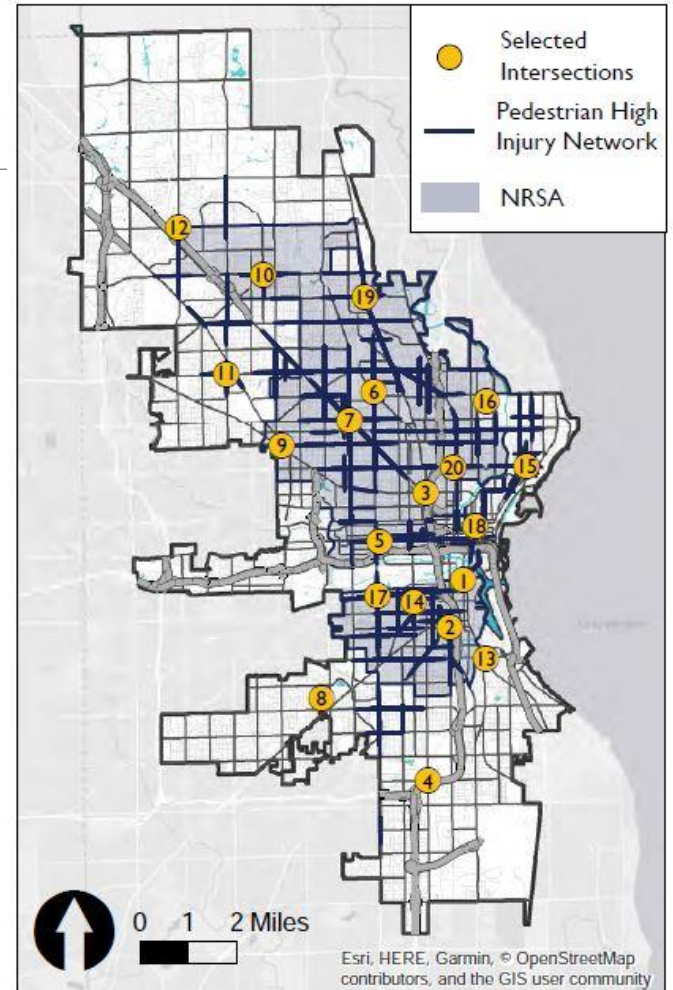
	Selected Locations	Posted Speed Limit (PSL)	Average Speed	85th Percentile Speed*	% Vehicles more than 10 MPH over PSL	
1	S. 2nd St.	W. Florida St. to W. National Ave.	30 MPH	25.7 MPH	31 MPH	3.5%
2	S. 6th St.	W. Historic Mitchell St. to W. Maple St.	30 MPH	24.7 MPH	31 MPH	0.8%
3B	N. 27th St.	W. Clarke St. to W. Meinecke Ave.	30 MPH	36.9 MPH	43 MPH	24.1%
4	S. 13th St.	W. Layton Ave. to W. Howard Ave.	35 MPH	38.4 MPH	43 MPH	8.5%
5	N. 26th St.	W. Wells St. to W. Wisconsin Ave.	25 MPH	24.5 MPH	29 MPH	1.2%
6	W. Hopkins St.	N. 31st St. to N. 27th St.	30 MPH	42.4 MPH	48 MPH	60.1%
7	W. Fond du Lac Ave.	W. Auer Ave. to W. Burleigh St.	25 MPH	31.0 MPH	37 MPH	6.3%
8	W. Dakota St.	N. 47th St. to N. 45th St.	25 MPH	20.2 MPH	25 MPH	0.2%
9	W. Center St.	N. 56th St. to N. 51st St.	30 MPH	32.2 MPH	37 MPH	6.5%
10	W. Silver Spring Dr.	N. 68th St. to N. 64th St.	35 MPH	37.8 MPH	43 MPH	8.6%
11	W. Capitol Dr.	N. 84th St. to N. 76th St.	35 MPH	40.6 MPH	46 MPH	17.8%
12	N. 91st St.	W. Good Hope Rd. to W. Mill Rd.	40 MPH	46.7 MPH	53 MPH	23.7%
13	S. Kinnickinnic Ave.	E. Becher St. to E. Lincoln Ave.	30 MPH	27.1 MPH	32 MPH	1.5%
14	W. Washington St.	S. 20th St. to S. 10th St.	30 MPH	22.1 MPH	27 MPH	0.5%
15	E. North Ave.	N. Oakland Ave. to N. Prospect Ave.	25 MPH	25.0 MPH	30 MPH	2.2%
16	N. Fratney St.	E. Keefe Ave. to E. Locust St.	25 MPH	17.2 MPH	20 MPH	0.0%
17	W. National Ave.	S. Layton Blvd. to S. 20th St.	30 MPH	31.9 MPH	37 MPH	5.9%
18	E./W. Kilbourn Ave.	N. Vel R. Phillips Ave. to N. Water St.	30 MPH	28.3 MPH	34 MPH	2.4%
19	W. Villard Ave.	N. Sherman Blvd. to N. Teutonia Ave.	30 MPH	28.1 MPH	33 MPH	1.9%
20	N. Doctor Martin Luther King Jr. Dr.	W. Meinecke Ave. to W. Garfield Ave.	30 MPH	34 MPH	39 MPH	11.4%

* 85th percentile speed means the speed at or above which 15% of people are driving



Our Streets Today – Data Examples

Perceptions		
Respondents who ENJOY each mode		
	Citywide	NRSAs
Walking	68.4%	47.6%
Bicycling	43.0%	10.8%
Bus	12.4%	18.2%
Auto (Driver)	53.0%	48.6%
Auto (Passenger)	49.3%	48.6%
Traffic Safety: Respondents who perceive each mode to be SAFE		
	Citywide	NRSAs
Walking	58.3%	26.2%
Bicycling	38.2%	13.2%
Bus	41.0%	22.9%
Auto (Driver)	57.7%	30.8%
Auto (Passenger)	55.6%	28.2%
Personal Security: Respondents who perceive each mode to be SAFE		
	Citywide	NRSAs
Walking	54.1%	25.6%
Bicycling	46.9%	13.2%
Bus	36.8%	18.2%
Auto (Driver)	64.7%	36.8%
Auto (Passenger)	62.2%	35.1%



Complete Streets Projects Case Study: N. Hawley Rd.

- Residents and local alder desired traffic safety improvements
- Community walks and traditional meetings were held
- Reduced driving lanes
- Added protected bike lanes
- Vehicle speeds decreased



Complete Streets Projects Case Study: S. Chase Ave.

- Limited opportunities for meaningful public engagement
- Need for additional data collection
- Design alternatives created without adequate community input
- Report provides recommendations for future projects



Complete Streets Trainings

Smart Growth America – National Complete Streets Coalition

COMPLETE STREETS POLICY IMPLEMENTATION

- Assess local Complete Streets policy and decision-making outcomes.
- Consider policy implementation strategies to strengthen current policy and practices.
- Identify real and perceived barriers to Complete Streets implementation and discuss solutions.
- Draft specific steps to achieve local Complete Streets policy goals.

COMPLETE STREETS DESIGN CONSIDERATIONS

- Discuss design context in Complete Streets policy implementation strategies.
- Consider design for all users informed by standards, guides, research, best practices and technical tools.
- Assess local decision-making processes and performance measures.
- Develop a design implementation workplan.

Nurturing Diversity Partners – Unconscious Bias: Can We See Our Own Blind Spots?

Community Justice through Safe & Healthy Streets SUMMIT





Thank You!