



**MILWAUKEE SAFETY COMMISSION**

April 17, 2009

The Honorable Common Council  
Public Safety Committee  
C/o City Clerk's Office  
200 East Wells Street  
Milwaukee, Wisconsin 53202

Re: 2008 Status of Activities for the Milwaukee Safety Commission

Dear Committee Members:

A report on the 2008 Status of Activities for the Milwaukee Safety Commission previously scheduled for April 23, 2009 before the Public Safety Committee has been rescheduled for May 14, 2009. During 2008, the Milwaukee Safety Commission has utilized their skills, employment experiences and expertise to advise and recommend appropriate program initiatives to various City Departments in an effort to eradicate public safety matters that impact on this community.

In our role as Milwaukee Safety Commissioners, we have taken the approach of the 3 E's of Safety: **EDUCATION, ENGINEERING AND ENFORCEMENT** in our effort to support ongoing program initiatives that have been implemented by City Departments. This report provides an overview of the City-Wide Public Safety Actions Undertaken by various City Departments to proactively reduce and eliminate safety dangers throughout the greater Metropolitan area.

This report has been prepared on behalf of the Milwaukee Safety Commission by the MPD- Safety Division in collaboration with DPW-Infrastructure Services Division-Traffic Engineering Section, the Health Department, MPD-Records Management Section and the Wisconsin Department of Health and Human Services.

Sincerely,

JAMES KOLEAS  
CHAIR, MILWAUKEE SAFETY COMMISSION

Cc: Florence Dukes  
Safety Director

JK:fd

# **EDUCATION**

## **City of Milwaukee School Crossing Guard Program**

The MPD-Safety Division administers and coordinates the largest School Crossing Program within the State of Wisconsin. The MPD- Safety Division provides School Crossing Protection and services to (128) Elementary Schools comprised of Public, Private, and Parochial Schools throughout the City of Milwaukee. Within the fifteen (15) City of Milwaukee Aldermanic Districts, the School Crossing Guard Program services (15,862) children crossing two hundred (200) School Crossing Intersections. The Milwaukee Police Department employs (213) regular School Crossing Guards/Substitutes. There are (181) Regular School Crossing Guards and (32) Substitute School Crossing Guards. Attachment- A provides an overview and breakdown of the number of children who cross in each of Aldermanic Districts throughout the School Year.

### ***RECOMMENDATIONS:***

- Continue the recruitment of a diversified pool of qualified applicants to provide ongoing crossing protection for children for each of the Police Districts (1,2,3,4,5,6 & 7).
- Continue the implementation and coordination of a Comprehensive Training Program for School Crossing Guards/Substitutes including;
  - On the Job Training at School Crossing Intersections
  - Provide Career Development Enrichment, and Safety Training;
    - a. City of Milwaukee Annual School Crossing Recognition Program.
    - b. Fall School Crossing Guard Meeting. (Annually in August).
    - c. Refresher Training Course all School Crossing Guards with a minimal ten (10) years of Service.
    - d. Annual School Crossing Guard Training School
      - 1. Provide (15 to 20 hours) of Training (for newly hired School Crossing Guards)

## **Pedestrian Safety Program**

In 2008, the City of Milwaukee experienced a total of (412) pedestrian injuries and (10) fatalities. This reduction of pedestrian injuries and fatalities continues to demonstrate a trend decline from 2007 traffic statistics. In 2007, the City of Milwaukee experienced a total of (490) pedestrians injures and 18 fatalities. The MPD-Safety Division will continue their efforts to improve upon these traffic declines with the implementation of the following recommendations.

### ***RECOMMENDATIONS:***

- Ongoing collaboration with Police Districts for the continuation of speed enforcement in school zone areas.
- On an annual basis develop a Pedestrian Safety Curriculum for Private and Public Schools.
- Continue to provide pedestrian fall school packet for schools.
- Continue to provide & update Safe Routes to School Maps for Elementary Schools.
- Continued collaboration with Neighborhood Associations as well as schools to improve upon pedestrian safety awareness for students and drivers within their school neighborhood community.

<b>Years</b>	<b>Pedestrians</b>	<b>Injuries</b>	<b>Fatalities</b>
<b>2008</b>	<b>422</b>	<b>412</b>	<b>10</b>
<b>2007</b>	<b>490</b>	<b>472</b>	<b>18</b>

Please note: The City of Milwaukee Police Department and Infrastructure Services does not receive final 2008 totals for pedestrian injuries and fatalities until June of 2009.

### **Water Safety Program**

In 2008 and 2007, the City of Milwaukee experienced no Water related deaths for children ages 0-14. It is the goal of the MPD-Safety Division to continue this zero water fatalities for children 14 years and younger through Education and Public Awareness.

#### ***RECOMMENDATIONS:***

- On an annual basis provide an Updated Water Safety Program for distribution to (225) Public & Private Schools and Community/Non-Profit Organizations. Upon request provide In-Service Training to Teachers and Students.
- Continue collaboration with the Milwaukee Water Safety Taskforce provide education and water safety information to assist in the prevention of unintentional childhood drownings in the City of Milwaukee.

### **Bicycle Safety Program**

In 2008, the City of Milwaukee reported a total of (137) bicycle injures and no fatalities. Twelve injuries involved children ages (5 – 9). Thirty-three injuries were from the age group of (10 – 14). In 2006, the total of injures were (121) and (1) fatality. There was an increase of 16 injuries and 1 fatality in the City of Milwaukee. To bring attention to these all too common problems and to remind students that a bicyclist is a driver, the MPD-Safety Division developed and distributed a Bicycle Program Curriculum for implementation to (220) Public and Private Schools in Milwaukee.

The Bicycle Program Curriculum is designed for students in Grades K – 8<sup>th</sup>: This program curriculum includes the following components:

#### Students in Grades K5 – 3<sup>rd</sup>:

- Bicycle Safety Color Book
- Teacher’s Guide
- Suggested discussion questions and answers

#### Students in Grades 4<sup>th</sup> – 8<sup>th</sup>

- Pamphlet entitled “You Are A Driver”
- Teacher’s Guide
- Suggested discussion questions/answers

The MPD-Safety Division conducted (5) Bicycle Safety Workshop presentations at area Elementary Schools with the participation of (577). The MPD-Safety Division participated in (6) Safety Health Fairs, distributing Bicycle, Pedestrian, Water, and Firework Safety Educational materials to over 2,730 participants. During 2008, the MPD-Safety Division presented (3) Bicycle Rodeos at area Community Safety Events (including the dissemination of book bags, pencils, key chains, stuffed animals, and the gold/black “Jr Police Officer badges”)

**RECOMMENDATIONS:**

- Continue to provide updated revisions of a Bicycle Program Curriculum for area local elementary and middle schools.
- Increase the number of bicycle presentations/rodeos for the 2008- 2009 School Year.
- Continued participation and workshop presentations at Health and Safety Fairs to broaden the awareness of Bicycle Safety to both children and adults.

Years	Bicycle	Fatalities
2007	137	0
2006	121	1

Please note: The City of Milwaukee Police Department and Infrastructure Services does not receive final 2008 totals for bicycle injuries and fatalities until June of 2009.

**Child Safety Seat Installation & Education Program**

**Introduction:**

Many citizens in the City of Milwaukee are transporting their children without the use of an appropriate child safety seat or booster seat for children under the age of 8 years of age, which is a violation of Wisconsin Statute 347.48(4). However, the Milwaukee Police Department is committed to providing effective enforcement initiatives to ensure compliance with child safety seats and booster seat usage by citizens; and further educate and motivate motorists to drive safely and responsibly by obeying traffic laws, specifically the law mentioned above.

**Background:**

The high unemployment rates and the median incomes listed in the chart below for each of the Police Districts within the urban center, shows the predicament that many Milwaukee Citizens are disadvantaged. Meaning they may want to comply with the law, but do not have the financial resources to comply without eliminating the fiscal funds it takes to maintain the basic needs for their household (shelter, food, etc.), thus being unable to provide the appropriate child safety seat for their child.

Characteristics	POLICE DISTRICTS						
	1	2	3	4	5	6	7
Total Population	37,543	97,579	83,860	94,152	81,166	96,007	106,697
*Minority Pop.	17,801	39,993	53,381	56,006	57,049	33,856	67,899
Median Household Income	\$21,092	\$35,179	\$21,741	\$35,597	\$25,803	\$37,892	\$36,000
Unemployment	6.41%	4.88%	8.46%	5.45%	7.82%	4.18%	5.54%

Source: City of Milwaukee Compass Reporting system.

For the past seven years, the MPD-Safety Division has provided installation of child safety seats, and child safety seat education for parents in the City of Milwaukee and neighboring municipalities. Currently, the Milwaukee Police Department has four certified Child Safety Seat Technicians that provide over (125) installations of child safety seats annually. The MPD Child Safety Seat Technicians provide these services throughout the City of Milwaukee with Car Seat Checkup Events that are sponsored by Safe Kids Southeast Wisconsin of Children's Hospital of Wisconsin and Kohl's Department Store, which has forged city and statewide campaigns to ensure children are safe when traveling in motor vehicles. The first couple of years of the child safety seat (css) installation and education program, the Milwaukee Police Department was able to provide free booster seats to parents of children four (4) to eight (8) years of age that were donated by General Motors Company in a National Booster Seat Campaign.

### Findings:

Although, the primary reason that the Milwaukee Police Department Police Officers make a motor vehicle traffic stop is for speeding, during this time, if an observation is made that a child is inappropriately restrained, an MPD Police Officer by state statute may issue a citation to the driver of the vehicle. From January 1, 2008 to September 30, 2008, the Milwaukee Police Department issued (750) citations to drivers for non-compliance with the law. Five hundred twenty five (525) of these citations were for violation of the child passenger safety law for children up to (4 years of age) and (225) citations were issued for booster seat violations for children (4-7 years).

### **CHILD SAFETY SEAT RESTRAINT CITATIONS ISSUED IN THE CITY OF MILWAUKEE FROM 2006 - 2008**

Type of Child Safety Seats	2006	2007	2008
Infant to 4 yrs. (infant, convertible, FF)	<b>434 citations</b>	<b>484 citations</b>	<b>525 citations</b>
4 yrs. To 8 yrs. (BPS)	<b>151 citations</b>	<b>153 citations</b>	<b>225 citations</b>
<b>TOTALS:</b>	<b>585 Citations</b>	<b>637 Citations</b>	<b>750 Citations</b>

## **The law requires:**

1. Children at least four (4) years of age but less than eight (8) years old, weighing at least 40 pounds, but not more than 80 pounds and less than 57 inches tall, are to be properly restrained in a child BPB seat.
2. Retained legislation mandates that children less than one year (1) of age or weighing less than 20 pounds must be in a rear-facing child safety seat in the back seat.
3. Children at least one (1) year of age, but less than four (4) years old and weighing at least 20 pounds but less than 40 pounds, must be in a forward-facing child safety seat and ride in the back seat.

The law went into effect June 1, 2006. The law started with a 6-month grace period where violators were given a written warning for the first offense; repeat offenders during the grace period however could be subject to a financial penalty. After December 31, 2006, infringements bring a penalty of \$10-\$25 for a first offense and \$25-\$200 for a repeat offense occurring within three years of the prior violation. All fines are forgiven if the responsible adult provides proof of obtaining an appropriate restraint device within 30 days of the citation. {{280 Wisconsin State Legislature 2005;}} Emphasis is to be placed on public education and not financial penalties.

## ***RECOMMENDATIONS:***

The Milwaukee Police Department is committed to actively exploring grant opportunities to secure additional funding for child passenger Safety Grants and Research. The MPD-Safety Division has partnered with the local leading medical physician in the City of Milwaukee, Dr. Suzanne Brixey an expert in the field of Child Passenger Safety Research to continue the Department's efforts to insure Car Seat compliance within the City of Milwaukee. Because of the state of the economy, many Foundations and Federal Grants in the area of Traffic Safety have been delayed, or significantly reduced. Nevertheless, the Milwaukee Police Department continues to be hopeful that President Obama's Federal Stimulus package will provide needed resources to ensure access to car seats and booster seats to the most vulnerable families within the urban center.

- Target a specific population that is at the greatest risk: poor, minority urban children, and educate on car seats for children under 8 years of age, and where affordable seats may be obtained.
- Provide a service to a restricted population that is able to afford seats, however, unable to install properly.
- Emphasize the prevention of motor vehicle crash morbidity and mortality by providing access to the life-saving tools of age-appropriate car seats or booster seats.
- Transform health improvement efforts through capacity building and strengthening systems within the Milwaukee Police Department to better combat this problem and improve enforcement of Wisconsin child passenger safety statutes.

## **Conclusion:**

To ensure access to car seats and booster seats, installation and education, the MPD-Safety Division is committed to assisting all families within the urban center, so that when families are fined they have access to the tools they need to keep their children safe, therefore increasing compliance with the law and reducing injuries and deaths of children under the age of eight (8) in motor vehicle crashes.

## School Safety Patrol Program

During the 2007-2008 School Year, there were approximately (75) Elementary and Middle Schools participating in the Safety Patrol Program administered by the MPD-Safety Division. The majority of the schools' Safety Patrol Program participants are 5<sup>th</sup>-8<sup>th</sup> graders that serve in this voluntary program. The students visibility assists with the prevention of pedestrian accidents, motor vehicle crashes, and to some extent, provides low-level crime prevention deterrent by their very presence.

### **RECOMMENDATIONS:**

- Encourage all Elementary/Middle Schools to implement an active Safety Patrol Program at their respective schools.
- Continuation of In-Service Training to all Safety Patrol Advisors
- Continuation and dissemination of Fall School Training Packets for all Safety Patrol Advisors.
- Provide Workshop Presentations to the School's Safety Patrollers.
- Explore incentives to encourage continuation of the Safety Patrol Program, and provide special recognition to outstanding Safety Patrol Programs including (Recognition Luncheons, Movies, Wisconsin Dells Congress and Reward pens/certificates)

Years	Advisor Inservice	Training For Cadets	Cadet Recognition Movie
2008-2009	11 for 3 sessions	9 schools	13 schools/276 Cadets
2007-2008	9 for 3 sessions	11 schools	16schools/288 Cadets

Source: City of Milwaukee Police Department Safety Division.

## Defensive Driving Classes and Public Passenger Test

In 2008, the MPD-Safety Division administered (36) Defensive Driving Classes for area citizen residents who were mandated by the Municipal Court to enroll in Traffic Related Courses to maintain their Drivers' License. The MPD-Safety Division registered (660) participants who participated and met the necessary requirements to receive a Certificate of completion. The MPD-Safety Division forwards a listing of all completed participants to the Municipal Courts for their files. One of the requirements for the maintenance of a Public Passenger Vehicle License is that individuals must pass a written Public Passenger Map Test. The MPD-Safety Division administers this test. During 2008, there were (594) individuals that successfully completed the requirements for a Public Passenger Vehicle License.

### **RECOMMENDATIONS:**

- Continuation of the Defensive Driver's Course with Certified Instructors by the National Safety Council.

- Continue increased opportunities for larger Companies to have access to the offerings of the PPV Test to meet their agency's licensing requirements.

### **Vision Setback Ordinance**

The MPD-Safety Division is responsible for enforcing the Vision Setback Ordinance 105-71. This Ordinance requires the maintenance of a suitable line of sight at street and alley corners. The Vision Setback Ordinance requires clear line of sight, three feet above the elevation of the roadway, (25) feet back from the intersecting lot lines. During 2008, the MPD-Safety Division collaborated with DPW-Forestry Division for compliance of these reported violations by city residents and Alderpersons requests. During 2008, the MPD-Safety Division investigated (35) complaints.

#### ***RECOMMENDATIONS:***

- Continuation of reportable Vision Setback complaints for investigation and compliance by city residents.

### **Fireworks Educational Campaign**

In 2008, the MPD-Safety Division developed a (two-minute informational DVD) to provide public awareness and education to school age children and adults on the City of Milwaukee's legislation and laws on the dangers of fireworks. This DVD along with an updated flyer and coloring sheet are posted on the Common Council website under Fireworks Taskforce. The MPD-Safety Division implemented the following initiatives to support the City of Milwaukee's Fireworks Educational Campaign;

Mass mailings were sent to Milwaukee Area Businesses, MPS, Community Agencies, Non-Profit Organizations, Churches, MPS Recreational Centers. Fraternities and Sororities on the revised Fireworks Legislation and a flyer entitled "Celebrate the Safe Way".

Over two hundred thousand (200,000) revised Fireworks Brochures were developed highlighting the new fines for use of fireworks within the City of Milwaukee. These brochures were distributed to each of the Police District's Liaison Officers for distribution to residents residing in each of the (7) Police Districts. Brochures were distributed at each of the local festivals by the MPD-Auxiliary Members.

Fireworks flyers were provided to each City Employee via payroll stuffers in advance of the Memorial Day Weekend.

MPD-Safety Division reviewed the issuance permit process for compliance with the National Fire Protection Association.

The MPD Public Information Officer coordinated a comprehensive media campaign to provide public awareness of the dangers of fireworks and the revised Fireworks Legislation adopted by the Common Council. Fireworks Billboards were donated by Clear Channel to support the Department's efforts to educate the community on fireworks dangers.



MPD-Safety Division collaborated with the Health, Fire Department, City Clerk's Office, Department of Neighborhood Services, 4<sup>th</sup> of July Commission, Milwaukee Safety Commission, County Safety Commission and the Common Council Fireworks Taskforce.

***RECOMMENDATION:***

Ongoing comprehensive media campaign to provide educational and public awareness of the dangers of fireworks within the City of Milwaukee.

## **City of Milwaukee Infant Mortality Rate**

**Introduction:**

The City of Milwaukee has one of the highest infant mortality rates in the nation.<sup>1</sup> Infant Mortality refers to infants who die during their first year of life. The Infant Mortality Rate is derived by the number of infant deaths per 1,000 live births. Infant mortality is a complex problem within the City of Milwaukee with many causes.

**Findings:**

The most common causes of infant death in Milwaukee are<sup>2</sup>:

1. Premature Births. Over 50% of all infants die because they were born too soon. Infants born too soon have a greater risk of medical complications, long-term disabilities and death.
2. Congenital abnormalities, including associated complications.
3. A combination of Sudden Infant Death Syndrome (SIDS), Sudden Unexpected Death in Infancy (SUDI), and sleeping accidents.

**Course of Action:**

In a press released by the Milwaukee Health Department on December 4, 2008, Mayor Tom Barrett, Alderman Michael Murphy and Commissioner of Health Bevan K. Baker announced that the infant mortality rate had decreased in the City of Milwaukee, but that the rate was still too high.<sup>3</sup> The City of Milwaukee Health Department (MHD) has a number of programs that address infant mortality by providing home visits to at-risk families, educating the community and hospitals about safe sleep and infant mortality, and providing good nutrition to pregnant women and children through WIC. It recommends that expectant moms not smoke or expose themselves to tobacco, know their medical history, educating themselves on signs and symptoms of premature labor and medical issues, get early, regular prenatal care, treat any infections - whether dental or urinary or sexually transmitted, get the proper medical treatment, and practice safe sleep for babies.

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<sup>1</sup> Source: Milwaukee Journal Sentinel. Date: March 30, 2009.

<sup>2</sup> Fetal Infant Mortality Review 2002-2004 Infant Mortality. 2003-2004 Fetal Mortality Executive Summary. City of Milwaukee Health Department.

<sup>3</sup> City Officials Announce Drop in Infant Mortality Rate. Decreases in prematurity-related deaths help improve city rate. City of Milwaukee Health Department, Press Release 12/2008. website:www.Milwaukee.gov/health.

The Milwaukee Police Department Safety Division is committed to working with the MHD and the Wisconsin Department of Health & Human Services to assist in reducing the Infant Mortality Rate here in the City of Milwaukee. The Milwaukee Police Department Safety Division is committed to the Healthiest Wisconsin 2010 State Plan which aims to improve the health of Wisconsin residents, through the provision of adequate health care programs and state health policies, accurate statistical health data to show trends, and working with medical providers and insurance carriers so that the infant mortality rate is decreased.

### **CONCLUSIONS/RECOMMENDATIONS:**

The Milwaukee Police Department supports the recommendations of the MHD's Fetal Infant Mortality Review Executive Summary:<sup>4</sup>

- Health Care: Improve screening and counseling for risk factors.
- Data Access: Create better access to relevant state data, on which to base public health decisions.
- Health Policies: Alter health policy to fund alternative care models that are community-centered, multidisciplinary, and which include fathers.
- Personal Behavior: Improve personal behaviors, such as reduced smoking, treatment of infections, and knowing the signs and symptoms of preterm labor.
- Race Relations: Improve race relations within the City of Milwaukee by encouraging insightful dialogue regarding racism and disenfranchisement.

By working with the MHD, the Milwaukee Police Department Safety Division can assist with educational initiatives by participating in health fairs, handing out specific health literature, and providing information to schools and daycares through packets of safety information that is provided on an annual basis. Further, the Milwaukee Police Department Safety Division will endeavor to do the following:

- Educate MPD employees on what safe sleep is, be aware of what an infant sleeping environment looks like and ensure that when they are in homes with a baby – that baby has a safe place to sleep.
- MPD will have an understanding of the relationship between domestic violence and pregnancy, and the unique risks that domestic violence poses towards infant mortality. Also MPD staff will have appropriate awareness of community resources available to address such situations.
- MPD will have an understanding of the relationship between tobacco, drug and alcohol abuse by mothers (during pregnancy and after) and infant mortality. Employees will be active in providing referrals to available resources to assist mothers in addressing their addictions.
- MPD employees, when interacting with a pregnant woman, will demonstrate an active interest and concern for the well-being of that woman and her unborn child, by inquiring into her general health, the health care she is receiving, insurance issues and, most importantly, her safety.

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<sup>4</sup> Fetal Infant Mortality Review 2002-2004 Infant Mortality. 2003-2004 Fetal Mortality Executive Summary. City of Milwaukee Health Department.

## INFANT MORTALITY RATE BY ZIP CODE

Rates have been calculated for zips with livebirths >300

	2007	2006	2005	2004	2003	2002	2001	2000
53202								
53203								
53204	3.8	11.1	12.8	9.1	8.6	11.3	6.3	7.7
53205	8.1	16.6	19.6	12	20.8	10.3	2.7	10.8
53206	18.2	21.1	11.2	19.6	17.5	24.2	21.7	19.6
53207	4.1	7.5	4.3	10.1	13.7		3.9	6
53208	8.6	10.2	13.0	10.3	15.8	26.2	19	14
53209	15.5	13.9	16.2	23.1	14.6	17.7	12.9	12
53210	16.9	24.0	15.7	16.8	11.8	18.5	15	20
53211								
53212	12.3	18.6	13.6	9.8	10.2	15.4	15.8	13.2
53213								
53214								
53215	8.6	4.5	9.3	7.3	7.3	7.5	10.5	9.7
53216	8.5	17.9	18.6	21.2	28.3	10.9	12.1	12.2
53217								
53218	14.8	16.8	7.9	13	20.3	19	9.3	6.8
53219								
53220								
53221	13.8	2.5	12.2	4.9	5.0	5.8	5.4	6
53222	2.6	8.2	5.5	5.8	11.5		3.3	14.7
53223	6.4	15.6	11.8		14.3	24		25.6
53224	5.0		13.7	20.2	19.7	8.1	12	10.5
53225	16.8	19.8	21.1	20	8.8	12.7	17.6	9.5
53226								
53227								
53228								
53233	20.8	24.2	14.0	12.4			22.9	33.8

2001-2007 Number of infant deaths per zip from FIMR data

1993-2000 Number of infant deaths per zip from Access database

Rates in red=zip with livebirths <300 but zips important for many programs -

THESE ARE NOT STABLE AND MAY FLUCTUATE  
DRAMATICALLY

## ENFORCEMENT

The Milwaukee Police Department will utilize data captured from the 2008 Crash Reports to better coordinate enforcement strategies. The Department will continue to use the statistical analysis provided the DPW- Infrastructure Services Division. MPD-Neighborhood Task Force will be kept abreast of the problem crash intersections, as well the leading factors that contributed to those crashes. Enforcement efforts will be geared towards deploying resources more effectively to prevent future crashes. By addressing specific contributing factors, MPD- will proactively seek out Speed and Enforcement Traffic Grants to assist the Department's efforts to assign additional resources to address problem areas.

During 2008, the MPD-Safety Division utilized 2007 Asset Forfeiture Funds to purchase (7) Speed Board Trailers equipped with (7) EZ Statistical Data Collection Serial Modules to capture traffic speeding and monitoring within the City of Milwaukee.

The EZ Statistical Data Collection Module will provide the Department with pertinent data in our efforts to monitor speeding in neighborhoods. These Modules will capture *Maximum Speeds, Average Speeds, Time/Speed Intervals, Number of Vehicles Above the Speed Limit, and Total Number of Vehicles Traveling*. Each Police District should receive one of the Speed Board Trailers/Modules by May 1, 2009. This equipment will provide each District Commander with management tools to actively explore initiatives to monitor and control traffic patterns within their respective Districts.

## RECOMMENDATIONS

- Continued collaboration with Police Districts and the MPS/MPD Safe Routes to School Program Grant for the 2008-2009 School Year for speed enforcement in all school zones.
- Continued collaboration with DPW-Traffic Section to randomly place hand-held Radar Units to monitor School Bus speed enforcement in neighborhoods.
- On-going distribution of the newly revised brochure "*This Is Why We're Enforcing Speed Limits*" to area businesses, non-profit organizations, District Community Liaison Officers, Block Watch Meetings, and Alderpersons (for inclusion in their newsletter).
- Continued distribution of "Pedestrian Fall Packets" to elementary schools, which includes: *School Bus Safety Information and Safe Routes to School Maps and Brochures*.

## **ENGINEERING**

A primary component of the Department of Public Works (DPW) effort to reduce traffic crashes and improve traffic safety Citywide is the Department's ongoing Accident Identification and Surveillance Program. Focused around a computerized database of traffic crashes on City streets, the program was developed in the late '60s through the efforts and mutual cooperation of DPW, the Milwaukee Police Department (MPD) and the Wisconsin Department of Transportation (WISDOT). Since its inception, this computerized database has provided the information necessary to monitor trends in accidents at both intersection and midblock locations on City streets, and to provide detailed information necessary to determine crash and other driver behavioral patterns necessary to develop appropriate and effective accident countermeasures.

Based on reports of reportable accidents submitted by the Milwaukee Police Department and other enforcement agencies, a statewide database of traffic accidents is compiled on an ongoing basis by WISDOT. From this database, an electronic extract of reportable accidents occurring on streets in the City of Milwaukee is provided to DPW on a monthly basis, and is then supplemented by non-reportable accident data obtained from MPD and entered into the database by DPW staff. From this, information on crash frequency and various factors contributing to crashes on City streets are compiled on a monthly or yearly basis, with detailed engineering reports available to investigate crash history at a specific location. Collision diagrams can also be prepared electronically with collision diagramming software incorporated into this system.

When data is received for a given month, accident frequency data is compiled for all intersections and individual blocks in the City to identify any unusual or hazardous conditions which may have developed in a given month. Similarly, data will be compiled on the frequency of crashes by individual traffic control type, such as at traffic signal, stop sign and yield sign controlled intersections, to be able to identify unusual trends in traffic crash frequency at these points. Once high frequencies or unusual trends in accident patterns are identified at a location, any specific safety deficiencies or other causal factors can be identified and appropriate countermeasures developed and implemented.

An example of the monthly report prepared for August, 2008 is attached to this report. These seven tables present the highest crash frequency at intersections and midblock locations for that given month, as well as the year to date totals for signalized, stop controlled, yield controlled and uncontrolled intersections, and at midblock locations.

When accident patterns are identified which can be addressed through engineering related remedial measures, in many cases low cost accident countermeasures can be implemented quickly with funding available in the Department's Capital Improvement Program.

For projects requiring higher cost improvements, such as significant upgrades of traffic signal installations, changes in traffic patterns or modifications of roadway geometrics, funding is available through WISDOT under the Federal Highway Safety Improvement Program (HSIP). This program has been established specifically to develop

and implement roadway and traffic control improvements which will reduce accident frequency or rate, and has supported the implementation of numerous safety improvement projects throughout the City of Milwaukee. More recently, in addition to providing funds to reduce crashes, HSIP funds have been made available for systematic improvements to roadway safety, and have successfully been used by the City as a source of funds for the implementation of an upgrade of traffic signal indications operated with incandescent light bulbs at numerous locations to Light-Emitting Diode (LED) traffic signal indications to improve the visibility and reliability of traffic signals.

In addition to the monthly crash frequency report, a series of engineering and other statistical reports of crash experience in the City are prepared on an annual basis. The most recognizable report prepared is the listing of intersections experiencing 15 or more accidents in a given year. While providing a source of information on the safety performance of each intersection on the list, all locations included are typically investigated for the need to implement accident countermeasures. The attached table summarizes the number of crashes and the crash rate for all intersection experiencing 15 or more crashes in 2007, as well as the results of the engineering investigation conducted for these high frequency crash locations and countermeasures proposed or implemented. The table also includes anticipated funding sources for these required improvements.

In recent years, the City has partnered with the American Automobile Association (AAA) as part of their Roadway Improvement Demonstration Program. Under this project, roadway/intersection safety audits have been performed for high frequency accident locations identified by the City by an engineering consultant provided through AAA. Safety audits have been completed for street segments such as the S. 27<sup>th</sup> Street Corridor south of Kinnickinnic River Parkway, which was the arterial roadway segment with the highest frequency of accidents in the City, and also includes intersections within a specific roadway corridor and other individual high frequency crash locations. Roadway and traffic control improvements recommended under this project are then implemented by the City, most notably through Federal HSIP funds described above. Since inception of the cooperative agreement with AAA, safety audits have been completed and a series of accident countermeasures developed for 26 intersections. A summary of the locations where safety audits have been conducted and their implementation status is attached.

Major countermeasures recommended under the RIDP have been completely implemented at 3 intersections through both the federal aid paving program and with HSIP funding. Additionally, HSIP Grants have also been approved to implement recommended improvements at 7 additional intersections, all of which are currently under design. Applications for HSIP funding have been submitted and are currently pending at WISDOT for an additional 11 intersections, and the Common Council has recently approved applying for HSIP Grants at the final 5 intersections.

The availability of accident and related information in an electronic data base provides the ability to scan crash data files to compile accident frequencies at individual locations based on varying causal factors contributing to crashes, such as failure to yield and disregard of traffic control devices. A Table summarizing the highest frequency of failure to

yield accidents over a three year period from 2005 through 2007 is attached as an example of the type of analytical data which is produced to address certain specific crash types.

When a high incidence of failure to yield or traffic control disregard crashes are identified as noted above, improvements to increase the conspicuity of traffic control devices has been demonstrated to be an effective crash countermeasure. Depending on the extent of improvements required, these countermeasures are implemented either through low cost City capital improvements or through the HSIP Grant process for higher cost improvements. Additionally, the ability to identify locations such as these has effectively been used in the past to identify intensive enforcement locations to reduce aggressive driving by the Milwaukee Police Department.

Also attached is a summary of pedestrian accident frequencies used to identify intersections and other midblock locations where a high frequency of pedestrian related accidents have occurred. Other reports, such as the attached list identifying the location of deer related crashes, helps to identify where deer crossing signs may need to be installed on City streets.

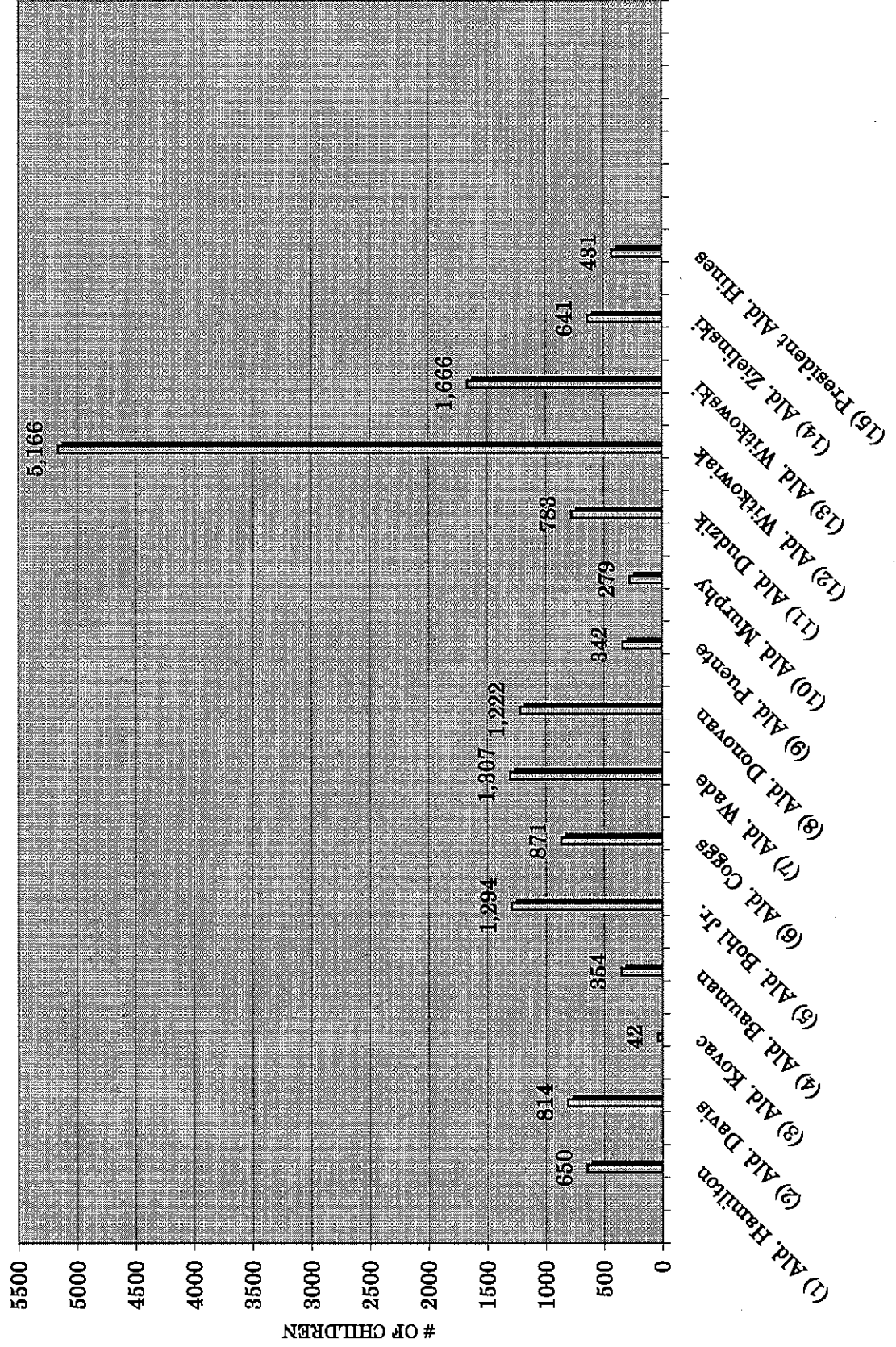
While the Department of Public Works provides statistical analysis of traffic crashes in the City of Milwaukee on an annual basis for use by MPD's Safety Division in their work, the Safety Division also provides detailed information to DPW on each fatal traffic accident in the City of Milwaukee. Each fatal accident is reviewed by DPW to determine if any measures can be implemented to improve overall roadway, traffic control or lighting conditions at these sites.

While the availability of traffic crash data from WISDOT has allowed DPW to continue to operate an accident reduction program which provides opportunities to identify high frequency crash locations, to develop effective crash countermeasures, and to develop more effective roadway geometric designs when roadways are paved, the introduction of COMPASS (Community Mapping and Analysis for Safety Strategies) through the efforts of the Milwaukee Police Department has now provided the opportunity to have more current crash data available, and to more quickly respond to reports of safety concerns by City residents. Typically, there can be a delay of four months or more for WISDOT to process all accident information submitted to them by enforcement agencies throughout the State. The COMPASS system now allows engineering staff to obtain current data to supplement information in the Departments database, and to provide more timely responses and treatment of problems that arise.

While the implementation of engineering related countermeasures has provided an effective tool to reduce the frequency and severity of traffic crashes in the City of Milwaukee, this effort remains only one element of a comprehensive program necessary to promote safe traffic operation in the City of Milwaukee. We look forward to a continuing cooperative relationship with the Milwaukee Police Department and their Safety Division to continue past successes in improving traffic safety in the City of Milwaukee.

# ATTACHMENT A

NUMBER OF CHILDREN WHO CROSS IN  
ALDERMANIC DISTRICTS 1-15





# ATTACHMENT B

## 2008 ENFORCEMENT GRANTS

GRANT TITLE	DESCRIPTION	TOTAL FUNDING
DOT & MPD I-94 Agreement (crossing guards)	To provide funding for ten (10) additional crossing guards during I-94 reconstruction	\$100,000.00
Bicycle Safety	To provide overtime funding for NTF officers conducting bicycle safety patrol	\$4,000.00
DOT & MPD I-94 Agreement – Overtime (NTF)	Provides overtime funding for motorcycle units working at the established I-94 reconstruction areas	\$70,000.00
Pedestrian Safety	To provide funding for NTF officers while conducting pedestrian safety patrol	\$6,000.00
Safe Routes to School	Funds overtime to officers who are providing safe routes to children by monitoring children walking or biking to school	\$25,000.00
Speed Enforcement	Funds overtime NTF officers conducting speed enforcement activities	\$35,000.00

MONTHLY ACCIDENT FREQUENCY REPORT

1

AUGUST, 2008

08:14 Monday, April 13, 2009

INTERSECTIONS

Obs	onid	atid	_FREQ_
1	W Brown Deer Rd	N 76th St	5
2	W Capitol Or	N 35th St	4
3	W Capitol Dr	W Fond du Lac Av	4
4	E Clybourn St	N Water St	4
5	W College Av	S 13th St	4
6	W Mc Kinley Av	N 6th St	4
7	W Burleigh St	N 60th St	3
8	W Howard Av	S 60th St	3
9	W Morgan Av	S 13th St	3
10	W North Av	N 7th St	3
11	W Oklahoma Av	S 27th St	3
12	N Old World 3rd St	W State St	3
13	W Silver Spring Dr	N 60th St	3
14	W Appleton Av	N 76th St	2
15	W Appleton Av	W Ruby Av	2
16	W Burnham St	S 29th St	2
17	W Capitol Dr	N 27th St	2
18	W Capitol Or	N 52nd St	2
19	W Capitol Dr	N 76th St	2
20	W Capitol Dr	N Teutonia Av	2
21	W Center St	N 27th St	2
22	W Center St	N 35th St	2
23	W Center St	W Fond du Lac Av	2
24	S Chase Av	E Oklahoma Av	2
25	E Chicago St	N Jefferson St	2
26	W Clarke St	N 9th St	2
27	W Clybourn St	N 6th St	2
28	W Clybourn St	N 26th St	2
29	W Congress St	N 76th St	2
30	N Farwell Av	E Kane Pl	2
31	W Fond du Lac Av	N 60th St	2
32	W Fond du Lac Av	W Hampton Av	2
33	W Fond du Lac Av	W Villard Av	2
34	W Forest Home Av	S 43rd St	2
35	W Good Hope Rd	N 91st St	2
36	W Good Hope Rd	N 107th St	2
37	W Grantosa Or	N 76th St	2
38	W Grantosa Dr	W Tallmadge Pl	2
39	N Green Bay Av	W Hope Av	2
40	W Hampton Av	N 76th St	2
41	W Hampton Av	N 100th St	2
42	W Hampton Av	N 118th St	2
43	W Highland Av	N 12th St	2
44	W Highland Bd	N 35th St	2
45	W Hope Av	N Sherman Bd	2
46	N Jackson St	E Wisconsin Av	2
47	W Keefe Av	N 51st Bd	2
48	W Layton Av	S 20th St	2
49	W Lincoln Av	S 35th St	2
50	W Michigan St	N 2nd St	2
51	W Michigan St	N 6th St	2

## MONTHLY ACCIDENT FREQUENCY REPORT

3

AUGUST, 2008

08:14 Monday, April 13, 2009

## NON-INTERSECTIONS

Obs	onid	atid	_FREQ_
1	S 27th St	3100	4
2	S 31st St	1000	3
3	N 35th St	3100	3
4	W Greenfield Av	2700	3
5	N Oakland Av	2900	3
6	S 6th St	1600	2
7	N 12th St	3700	2
8	S 16th St	2100	2
9	S 27th St	3900	2
10	N 35th St	1200	2
11	S 35th St	2700	2
12	N 41st St	2000	2
13	N 76th St	5800	2
14	N 76th St	7200	2
15	N 76th St	8000	2
16	S 84th St	500	2
17	W Brown Deer Rd	8300	2
18	W Burnham St	2100	2
19	W Center St	3700	2
20	E Erie St	200	2
21	N Farwell Av	1500	2
22	W Fond du Lac Av	2800	2
23	W Fond du Lac Av	4300	2
24	W Fond du Lac Av	5200	2
25	W Greenfield Av	2000	2
26	S Layton Blvd	2200	2
27	W Lisbon Av	4900	2
28	N Martin L King Jr Dr	2300	2
29	N Martin L King Jr Dr	2900	2
30	W Mineral St	2100	2
31	W National Av	1600	2
32	W National Av	1800	2
33	W North Av	1600	2
34	W North Av	3200	2
35	W North Av	4800	2
36	N Sherman Bd	2300	2

2008 YEAR TO DATE INTERSECTION ACCIDENT FREQUENCY  
 (through August, 2008)

4

08:14 Monday, April 13, 2009

TRAFFIC SIGNAL CONTROL

Obs	onid	atid	FREQ
1	W Silver Spring Dr	N 91st St	19
2	W Brown Deer Rd	N 76th St	16
3	W Burleigh St	N 60th St	15
4	W Burleigh St	N Sherman Bd	15
5	W Capitol Dr	N 35th St	15
6	W Mc Kinley Av	N 6th St	15
7	W Center St	N 35th St	14
8	W Good Hope Rd	N 91st St	14
9	W North Av	N 7th St	14
10	W North Av	N 20th St	14
11	W Oklahoma Av	S 27th St	14
12	W Fond du Lac Av	N 60th St	13
13	W North Av	N 35th St	13
14	W Center St	N 27th St	12
15	W Fond du Lac Av	W Maxwell Pl	12
16	N Old World 3rd St	W State St	12
17	W Capitol Dr	N 27th St	11
18	S Cesar E Chavez Dr	W National Av	11
19	W College Av	S 13th St	11
20	W Fond du Lac Av	N 27th St	11
21	W National Av	S 6th St	11
22	W Silver Spring Dr	N 60th St	11
23	W Capitol Dr	N 7th St	10
24	W Capitol Dr	N 76th St	10
25	W Fond du Lac Av	W Locust St	10
26	W Hampton Av	N 76th St	10
27	W Mill Rd	N 60th St	10
28	W Brown Deer Rd	N 107th St	9
29	W Burleigh St	N 35th St	9
30	W Capitol Dr	W Fond du Lac Av	9
31	W Capitol Dr	N Sherman Bd	9
32	W Center St	N Sherman Bd	9
33	W Center St	N Teutonia Av	9
34	W Good Hope Rd	N 76th St	9
35	N Jackson St	E Michigan St	9
36	N Lovers Lane Rd	W Silver Spring Dr	9
37	W National Av	S 1st St	9
38	W Silver Spring Dr	N 76th St	9
39	N Teutonia Av	W Villard Av	9
40	W Wisconsin Av	N 27th St	9
41	W Appleton Av	W Capitol Dr	8
42	W Capitol Dr	N 60th St	8
43	S Cesar E Chavez Dr	W Greenfield Av	8
44	W Florist Av	N Teutonia Av	8
45	W Fond du Lac Av	N 35th St	8
46	W Fond du Lac Av	W Hampton Av	8
47	W Fond du Lac Av	W Roosevelt Dr	8
48	W Fond du Lac Av	N Sherman Bd	8
49	W Good Hope Rd	N 107th St	8
50	N Lincoln Memorial Dr	E Michigan St	8
51	W Lisbon Av	N 51st St	8
52	W North Av	N Teutonia Av	8

2008 YEAR TO DATE INTERSECTION ACCIDENT FREQUENCY  
 (through August, 2008)

7

08:14 Monday, April 13, 2009

STOP SIGN CONTROL

Obs	onid	atid	FREQ
1	W Fond du Lac Av	W Villard Av	8
2	W Fond du Lac Av	N 52nd St	7
3	W Baldwin St	W Fond du Lac Av	6
4	W Becher St	S 13th St	6
5	W Capitol Dr	N 25th St	6
6	W Constance Av	W Fond du Lac Av	6
7	W Fond du Lac Av	W Meinecke Av	6
8	W Mill Rd	N 84th St	6
9	W Mineral St	S 11th St	6
10	W National Av	S 20th St	6
11	E Burleigh St	N Humboldt Bd	5
12	W Burnham St	S 19th St	5
13	W Clarke St	N 35th St	5
14	W Florida St	S 1st St	5
15	W Meinecke Av	N 35th St	5
16	W National Av	S 4th St	5
17	W National Av	S 34th St	5
18	N Prospect Av	E Royall Pl	5
19	W Stark St	N 37th St	5
20	W Villard Av	N 56th St	5
21	W Appleton Av	W Courtland Av	4
22	W Auer Av	N 27th St	4
23	W Capitol Dr	N 26th St	4
24	W Cleveland Av	S 6th St	4
25	W Cleveland Av	S 68th St	4
26	W Congress St	N 84th St	4
27	W Hope Av	N 35th St	4
28	W Keefe Av	N Teutonia Av	4
29	W Kilbourn Av	N 16th St	4
30	N Milwaukee St	N Young St	4
31	W Mineral St	S 2nd St	4
32	W North Av	N 24th St	4
33	W Roosevelt Dr	N Teutonia Av	4
34	N Sherman Bd	W Stark St	4
35	W Wright St	N 27th St	4

2008 YEAR TO DATE INTERSECTION ACCIDENT FREQUENCY  
(through August, 2008)

8

08:14 Monday, April 13, 2009

YIELD CONTROL

Obs	onid	atid	_FREQ_
1	W Kearney St	S 70th St	3
2	W OConnor St	S 68th St	3

2008 YEAR TO DATE INTERSECTION ACCIDENT FREQUENCY  
(through August, 2008)

9

08:14 Monday, April 13, 2009

NO CONTROL

Obs	onid	atid	_FREQ_
1	W Capitol Dr	N 28th St	5
2	W Bradley Rd	N 73rd St	4
3	W Cherry St	N Water St	4
4	W Grant St	S Layton Blvd	4
5	W Layton Av	S 23rd St	4
6	N Buffum St	E North Av	3
7	W Capitol Dr	N 23rd St	3
8	W Capitol Dr	N 49th St	3
9	N Farwell Av	E Kenwood Bd	3
10	W Forest Home Av	S Muskego Av	3
11	W Hampton Av	N 20th St	3
12	S Kinnickinnic Av	E Stewart St	3
13	S Layton Blvd	W Rogers St	3
14	E Locust St	N Newhall St	3
15	W Oklahoma Av	S 30th St	3
16	W Silver Spring Dr	N 33rd St	3
17	W Silver Spring Dr	N 79th St	3

(through August, 2008) 08:14 Monday, April 13, 2009

## MIDBLOCK LOCATIONS

Obs	onid	atid	<u>FREQ</u>
1	N Sherman Bd	4000	10
2	N 35th St	3100	9
3	N Oakland Av	2900	9
4	E Brady St	1000	8
5	W Lisbon Av	5500	8
6	N Water St	1100	8
7	S 27th St	3100	7
8	W Capitol Dr	2200	7
9	W Capitol Or	2700	7
10	W Fond du Lac Av	2600	7
11	N Sherman Bd	2300	7
12	N 27th St	.	6
13	N 27th St	3000	6
14	S 43rd St	2300	6
15	N 76th St	5500	6
16	W Appleton Av	5800	6
17	E Brady St	1400	6
18	W Brown Oeer Rd	8100	6
19	W Fond du Lac Av	4300	6
20	W Fond du Lac Av	5300	6
21	S Layton Blvd	2200	6
22	W Lisbon Av	4100	6
23	W Michigan St	.	6
24	N Teutonia Av	4500	6
25	N Water St	1900	6
26	S 1st St	1600	5
27	S 6th St	1700	5
28	S 6th St	1900	5
29	N 14th St	3100	5
30	N 27th St	900	5
31	N 27th St	2600	5
32	N 27th St	4200	5
33	S 27th St	3900	5
34	S 35th St	1900	5
35	N 51st St	2500	5
36	N 51st Bd	4100	5
37	N 60th St	4000	5
38	N 60th St	5600	5
39	W Appleton Av	8300	5
40	W Blue Mound Rd	9200	5
41	W Capitol Dr	.	5
42	W Capitol Dr	2900	5
43	S Cesar E Chavez Dr	1500	5
44	W Center St	1900	5
45	N Farwell Av	1400	5
46	N Farwell Av	1600	5
47	W Fond du Lac Av	3000	5
48	W Fond du Lac Av	4200	5
49	N Holton St	3900	5
50	S Howell Av	.	5
51	E Juneau Av	300	5
52	S Layton Blvd	1600	5



**2007 High Frequency Crash Locations**

Street 1	Street 2	Crashes	Rate	Notes/Improvements
Lovers Lane	Silver Spring	46	3.1	WISDOT - None
Center	27th	24	2.3	Mast Arm HSIP (SMA Approved, design pending), 2008 RIDP, 2009 Signal Retiming
Center	35th	23	1.5	2007 RIDP, HSIP Application submitted
Layton	27th	23	0.9	2008-09 WISDOT Reconstruction/Signal Improvements
Center	Sherman	20	1.2	2003 HES construction pending, 2007 RIDP, HSIP Application submitted
Teutonia	Villard	20	1.8	2007 Construction on Villard, 2008 RIDP, new HSIP
Silver Spring	91st	19	1.2	County - None
Silver Spring	Zoo Freeway	19	0.9	WISDOT - None
Lincoln	43rd	18	1.5	Analysis performed, due to abnormal year (new signals) no work proposed
Capitol	35th	18	1.1	Analysis performed, no additional countermeasures proposed
College	13th	18	1.2	County - None
Kilbourn	6th	18	1.4	2008 RIDP, new HSIP
Lincoln	13th	18	1.6	2003 HES construction pending
St. Paul	27th	18	1.5	Abnormal year due to Marquette Interchange, no work proposed
Fond du Lac	Hampton	18	1.1	Analysis performed, no additional countermeasures proposed
College	Howell	17	1.0	WISDOT - None
Hampton	Teutonia	17	1.0	Analysis performed, no additional countermeasures proposed
McKinley	6th	17	1.0	New HSIP Mast Arms
National	6th	17	1.7	Abnormal year due to Marquette Interchange, no work proposed
Fond du Lac	Sherman	17	0.8	2007 RIDP, HSIP Application submitted
Dr. MLK	North	17	1.5	2008 RIDP, new HSIP
Mill	91st	17	1.4	Analysis performed, no additional countermeasures proposed
North	Teutonia	17	1.9	Mast Arm HSIP (SMA Approved, design pending)
Highland	11th	17	3.7	New Signal, additional data needed
Oklahoma	27th	16	0.8	2007 RIDP, HSIP Design Pending
North	Sherman	16	1.2	Analysis performed, no additional countermeasures proposed
Appleton	Capitol	16	0.8	Analysis performed, no additional countermeasures proposed
Lincoln	27th	16	1.2	Analysis performed, no additional countermeasures proposed
Oklahoma	20th	16	1.5	Analysis performed, no additional countermeasures proposed
Hampton	60th	15	1.0	Analysis performed, no additional countermeasures proposed
Lincoln Mem. Dr.	Michigan	15	0.7	Abnormal year due to Marquette Interchange, no work proposed
Good Hope	76th	15	0.8	WISDOT - None
Howard	27th	15	1.3	WISDOT - None
Capitol	7th	15	1.3	HSIP Application Submitted
National	35th	15	1.1	Analysis performed, no additional countermeasures proposed

**City of Milwaukee AAA/RIDP Status Summary**

**2005**

<b>Project ID</b>	<b>Intersections</b>		<b>Status</b>
2265-12-90	KK River Pkwy.	27th	In design, construction scheduled for 2012
	Oklahoma	27th	
	Ohio	27th	
	Morgan	27th	
	Loomis	27th	
2066-03-75	Center	Teutonia	Constructed w/ HES
2265-01-97	Layton Blvd.	National	Constructed w/ HES

**2006**

<b>Project ID</b>	<b>Intersections</b>		<b>Status</b>
2967-11-90	Cesar Chavez	National	Included in previous HES project, in design with construction scheduled for 2009
	Silver Spring	60th	Constructed w/ paving

**2007**

<b>Project ID</b>	<b>Intersections</b>		<b>Status</b>
	North	7th	HSIP Application Submitted
	North	8th	
	Sherman	Fond du Lac	HSIP Application Submitted
	Sherman	Center	
	Sherman	Lisbon	
	Sherman	Lloyd	
	Sherman	Lloyd	
	35th	Center	HSIP Application Submitted
	35th	Vliet	
	35th	Wisconsin	
	Burnham	35th	HSIP Application Submitted
	Howell	Layton	HSIP Application Submitted

**2008**

<b>Project ID</b>	<b>Intersections</b>		<b>Status</b>
	Kilbourn	6th	HSIP Application to be submitted
	Teutonia	Villard	HSIP Application to be submitted
	Center	27th	Safety improvements at Center and 27th included in previous HES, in design
	Center	Fond du Lac	
	Fond du Lac	27th	
	Dr MLK	North	HSIP Application to be submitted

FAILURE TO YIELD FREQUENCY REPORT  
AT TRAFFIC SIGNALS

11:39 Tuesday, April 14, 2009 9

2005 - 2007

Obs	onid	atid	YR	FREQ
1	W Silver Spring Dr	Zoo Freeway	2005	18
2	W Hampton Av	N 60th St	2006	11
3	N Lincoln Memorial Dr	E Michigan St	2006	10
4	W Silver Spring Dr	Zoo Freeway	2006	10
5	W Capitol Dr	N 35th St	2007	9
6	W Center St	N 35th St	2007	9
7	W Dean Rd	N 76th St	2007	9
8	W Good Hope Rd	N 91st St	2005	9
9	W Silver Spring Dr	Zoo Freeway	2007	9
10	W Wisconsin Av	N 11th St	2007	9
11	W Michigan St	N 35th St	2006	8
12	W Capitol Dr	N 7th St	2007	7
13	W Capitol Dr	N 35th St	2006	7
14	W Center St	N 35th St	2005	7
15	N Holton St	E Locust St	2006	7
16	W Kilbourn Av	N 6th St	2007	7
17	W Mill Rd	N 76th St	2006	7
18	W Oklahoma Av	S 35th St	2005	7
19	W Silver Spring Dr	N 91st St	2005	7
20	W Silver Spring Dr	N 91st St	2006	7
21	W Silver Spring Dr	N 91st St	2007	7
22	W Burleigh St	N 60th St	2006	6
23	W Burnham St	S 35th St	2006	6
24	W Capitol Dr	N 76th St	2005	6
25	W Center St	N Sherman Bd	2006	6
26	W Center St	N Teutonia Av	2006	6
27	W College Av	S 13th St	2007	6
28	W Good Hope Rd	N 43rd St	2007	6
29	W Hampton Av	N Hopkins St	2007	6
30	W Hampton Av	N Teutonia Av	2007	6
31	W Layton Av	S 13th St	2006	6
32	W Lincoln Av	S 27th St	2007	6
33	N Lincoln Memorial Dr	E Michigan St	2005	6
34	W Lisbon Av	N 27th St	2006	6
35	W Michigan St	N 35th St	2007	6
36	W National Av	S 6th St	2007	6
37	W National Av	S 19th St	2005	6
38	W North Av	N 27th St	2005	6
39	W Villard Av	N 60th St	2005	6
40	W Villard Av	N 76th St	2006	6
41	W Wisconsin Av	N 35th St	2005	6
42	Airport Freeway	S 27th St	2007	6
43	W Blue Mound Rd	N Hawley Rd	2006	5
44	W Brown Deer Rd	N 76th St	2005	5
45	W Burleigh St	N 27th St	2005	5
46	W Burleigh St	N 27th St	2006	5
47	W Capitol Dr	N 20th St	2007	5
48	W Capitol Dr	N 27th St	2007	5
49	W Capitol Dr	N 35th St	2005	5
50	W Capitol Dr	N Sherman Bd	2006	5
51	W Capitol Dr	N Sherman Bd	2007	5
52	W Center St	N Sherman Bd	2005	5
53	W Center St	N Sherman Bd	2007	5
54	W Congress St	W Fond du Lac Av	2005	5
55	W Florist Av	N Teutonia Av	2006	5
56	W Fond du Lac Av	W Hampton Av	2007	5
57	W Good Hope Rd	N 91st St	2006	5

PEDESTRIAN ACCIDENT FREQUENCY REPORT:  
2005 THROUGH AUGUST 2008

3

11:39 Tuesday, April 14, 2009

INTERSECTIONS

Obs	onid	atid	FREQ
1	E North Av	N Oakland Av	7
2	W Capitol Dr	N 76th St	6
3	W Hampton Av	N Hopkins St	6
4	W Layton Av	S 20th St	6
5	E Locust St	N Oakland Av	6
6	W Burleigh St	N 27th St	5
7	W Burleigh St	N 35th St	5
8	W Capitol Dr	N 27th St	5
9	W Capitol Dr	N Teutonia Av	5
10	S Layton Blvd	W National Av	5
11	W North Av	N 35th St	5
12	W Wisconsin Av	N 27th St	5
13	E Brady St	N Warren Av	4
14	W Burleigh St	N 60th St	4
15	W Burleigh St	N Sherman Bd	4
16	S Cesar E Chavez Or	W National Av	4
17	W Chambers St	W Hopkins St	4
18	W Clarke St	N 35th St	4
19	N Farwell Av	E North Av	4
20	W Kilbourn Av	N 27th St	4
21	W Lisbon Av	N 35th St	4
22	W Locust St	N 7th St	4
23	W Locust St	N Martin L King Jr Dr	4
24	W Locust St	N Sherman Bd	4
25	E Michigan St	N Water St	4
26	W Arthur Av	S 13th St	3
27	W Atkinson Av	N 27th St	3
28	N Broadway	E Wisconsin Av	3
29	W Brown Deer Rd	N 85th St	3
30	W Burnham St	S Layton Blvd	3
31	W Capitol Dr	N 35th St	3
32	W Capitol Dr	N Sherman Bd	3
33	S Cesar E Chavez Or	W Scott St	3
34	W Center St	N Teutonia Av	3
35	W College Av	S 13th St	3
36	N Farwell Av	E Lafayette Pl	3
37	W Greenfield Av	S 11th St	3
38	N Holton St	E North Av	3
39	N Jackson St	E Wells St	3
40	N James Lovell St	W Wells St	3
41	W Lincoln Av	S 13th St	3
42	W Lincoln Av	S 16th St	3
43	W Lisbon Av	N 51st St	3
44	W Locust St	N 8th St	3
45	W Michigan St	N 2nd St	3
46	W Mill Rd	N 76th St	3
47	W Oklahoma Av	S 76th St	3
48	W St Paul Av	N 35th St	3
49	W State St	N 6th St	3
50	W State St	N 27th St	3
51	W Wells St	N 12th St	3

## 2007 ACCIDENTS INVOLVING DEER

16

City of Milwaukee 11:39 Tuesday, April 14, 2009

Obs	onid	atid	accdnmbr	accddate
1	N 91st St	8269	71203150	12/03/07
2	N 107th St	7650	70504698	05/11/07
3	W Appleton Pl	11800	70906913	09/06/07
4	W Bradley Rd	12001	71000529	10/08/07
5	W Dean Rd	N Granville Woods Rd	70910108	09/27/07
6	W Fond du Lac Av	N 107th St	70106629	01/15/07
7	W Good Hope Rd	N 101st St	70208883	02/28/07
8	W Good Hope Rd	10403	70202607	02/01/07
9	W Good Hope Rd	9111	71215998	12/31/07
10	N Granville Rd	8352	71012334	10/06/07
11	N Lovers Lane Rd	4901	71107809	11/19/07
12	W Mill Rd	N 51st St	71012160	10/31/07
13	W Mill Rd	6106	71213297	12/11/07