

Millennial Task Force research on Infrastructure & Transportation

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City of Milwaukee's Complete Streets Policy

[File Number 180922](#) passed Common Council in October 2018

“The public way shall be designed, operated, and maintained to address accessibility and maximize the comfort, safety, and needs of all users, of all ages and abilities, whether traveling on foot, by using mobility aids/devices, by transit, by bicycle, or by motor vehicle, including freight/delivery. This Complete Streets Policy shall apply to all public and private entities doing work in the public way and on City-owned transportation facilities, including, but not limited to, streets, sidewalks, alleys, bridges, trails, and the Riverwalk. The City will encourage the owners and operators of other highways, private streets, sidewalks, alleys, trails, and parking lots to also adhere to the Policy through funding requirements and development review processes.”

[2019 Milwaukee Complete Streets Health and Equity Report](#)

[Urban Milwaukee: How is the City Doing on Complete Streets?](#)

“DPW notes that 22 projects were completed in 2019. Primarily due to the timing of the policy’s October 2018 adoption and long lead time on many DPW projects, only two projects incorporated Complete Streets improvements.”

“The city added 1.2 miles of protected bike lanes in 2019, slightly more than doubling the existing segments. A total of 3.5 miles of traditional bike lanes were added to the city’s existing 160 miles of marked or protected lanes and shared-use trails.”

“The city recorded 12 fatalities and 71 serious injuries for pedestrians, one fatality and 11 serious injuries for bicyclists and 41 fatalities and 245 serious injuries for motor vehicle drivers.”

“A case study of what went right is centered on the conversion of N. Hawley Rd. between W. Wells St. and W. Vliet St. from two driving lanes in each direction to one, with the addition of protected bike lanes. ‘DPW crews implemented the traffic safety improvements in August 2019 and the desired changes were realized almost immediately,’ says the report. The case study says the number of people going over 40 miles per hour decreased by 45 percent, average and median speeds fell by two miles per hour and motor vehicle traffic volumes increased by two percent.”

National Studies

[2014 Transportation for America Survey](#)

“Four in five millennials say they want to live in places where they have a variety of options to get to jobs, school or daily needs, according to a new survey of Americans age 18-34 in 10 major U.S. cities.”

“More than half (54%) of millennials surveyed say they would consider moving to another city if it had more and better options for getting around, and 66 percent say that access to high quality transportation is one of the top three criteria in considering deciding where to live next.”

[2015 Cities Safer by Design Report](#)

“People from lower socioeconomic backgrounds are more likely to be involved in traffic crashes, and often live in areas with low-quality infrastructure.”

“Data confirms there are fewer fatalities in places with fewer vehicle miles traveled and those promoting mass transport, walking and cycling, thus reducing overall exposure.”

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“For every 1 percent change toward a more compact and connected urban form, all-mode traffic fatality rates fell by 1.49 percent and pedestrian fatality rates fell by 1.47 to 3.56 percent.”

“When rebuilding a road to promote safer conditions, the introduction of Bus Rapid Transit has been shown to reduce traffic crashes on urban roads, in addition to providing a safer in-vehicle experience than motor vehicle drivers.”

2016 Pursuing Equity in Pedestrian and Bicycle Planning Report

“One recent study found that among pedestrians that had been involved in a collision with a car, Black pedestrians were 22 percent more likely and Latinos 33 percent more likely to die from their injuries than whites (23). These discrepancies may be due to differences in overall health of the individual, the severity of the crash, in the amount of speeding and cut-through traffic happening in the neighborhood where the pedestrians were traveling, and/or the quality of emergency medical care available.”

2017 American Strategies National Community and Transportation Preferences Survey

“Millennials especially, but also Gen Xers, are more likely to live in at least somewhat walkable neighborhoods, and are more likely to have sidewalks, public transit, and parks nearby.”

“The more walkable the community, the more satisfied residents are with their quality of life.”

“When given a choice between a detached, single-family house that requires driving to shops and a longer commute to work and a townhouse or apartment with an easy walk to shops and a shorter commute to work, residents now split evenly in their preference. Most notable is that once the commute length is brought into the equation, Millennials change their preference: six-in-ten Millennials prefer the walkable community and shorter commute even with the attached home. This remains true even for Millennials with kids at home and in school.”

Peer Cities

Cleveland, Ohio

“The number of jobs nearly doubled along Euclid Avenue following completion of the bus rapid transit HealthLine in 2008, according a new study released by the Center for Population Dynamics at Cleveland State University.”

Indianapolis, Indiana

“At a time of nationwide disinvestment in public infrastructure, the city can boast of moving in the opposite direction. Before 2010, there was less than a mile of bike lanes in Indianapolis. Now, there’s over 90 miles.”

“And ever since 2008, when the city built the eight-mile Cultural Trail, the city’s reaped big benefits: Property values increased by \$1 billion, businesses have seen more sales, and residents feel safer.”

Pittsburgh, Pennsylvania

“The plan ultimately proposes an additional 156 miles of safe bicycle facilities, expanding the total network from 30 miles of on-street facilities and 44 miles of trail to 150 miles on street and 76 miles of trails for a total of over 226 miles of travel lanes for bicycles and other low-speed travel modes.”

“Implementation is based around five goals: A Vision Zero stance saying no one dies traveling on city streets; that all households can access fresh fruits and vegetables 20 minutes from home without a private car; making walking and bicycling are ‘the most joyful mode’ for short distance trips; ensuring no household spends more than 45 percent of household income for basic housing and mobility; and finally that ‘Pittsburgh streets and rights of way reflect the values of our community.’”

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Portland, Oregon

“The East Portland in Motion Plan, produced by the Urban League of Portland, ‘identified equity as a leading principle of the project’ and used equity as one of the two key criteria for project selection in an effort to add bike lanes to connect a network through a traditionally underserved community.”

Tampa, Florida

“A redesign of Fletcher Avenue lays out a roadmap to a safer streetscape for motorists, pedestrians, and bicyclists in Hillsborough County and Tampa, according to a report from the Hillsborough County Metropolitan Planning Commission.”

“During three years after the upgrades, data found 46 non-incapacitating injuries, or a 37 percent reduction; 20 incapacitating injuries, or a 46 percent reduction; and two fatalities, or a 60 percent reduction.”

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