

Grant Award Summary

Pedestrian Enforcement Grant 2019

Grant Type: Continuation Grant

Grantor: Wisconsin Department of Transportation, Division of State Patrol,
 Bureau of Transportation Safety (BOTS)

Grant Period: January 1, 2019 to September 30, 2019

Award Amount: \$45,000

Match Required: N/A

Fiscal Agent: Milwaukee Police Department (MPD)

MPD Sub-Awardee: Milwaukee County Sheriff's Office (MCSO), University of Wisconsin—
 Milwaukee Police Department (UWM PD)

Allocation Purpose: To reimburse the cost of overtime hours stemming from officers deployed for purposes relating to the Traffic Safety Task Force.

Partners: N/A

Research & Evaluation: MPD will oversee deployment dates and activities, as well as the reimbursement of Task Force agencies. MCSO and UWM PD will submit relevant activity and overtime reports generating from grant-related deployment plans.

Program Goals

The aim of this grant is to decrease pedestrian/motor vehicle crashes by decreasing the incidence of targeted driving violations, related crashes and to increase voluntary compliance with traffic regulations; thereby decreasing fatalities and serious injury collisions by way of a proactive and highly visible enforcement effort. The most common pedestrian crashes are often due to inattentive motorists and pedestrians. Through a zero-tolerance approach, the Traffic Safety Task Force aims to increase awareness and reduce deaths in Milwaukee.

Programmatic Summary

The Wisconsin Department of Transportation, Division of State Patrol, Bureau of Transportation Safety (BOTS) authorizes MPD to organize and maintain a multi-jurisdictional Traffic Safety Task Force, along with MCSO and UWM PD. The Task Force is geared towards a High Visibility Enforcement (HVE) effort focused on decreasing traffic crashes and obtaining voluntary compliance with traffic regulations. Specific violations to be targeted include the following: failure to yield to pedestrians/bicyclists in crosswalks; yellow and red stop light violations; failure to maintain safe passing distance of bicyclists; turning maneuvers; and pedestrian/bicyclist violation of traffic control signals. The Task Force will focus on the three most problematic intersections in their jurisdiction to reduce crashes.

Data

YEAR	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019 (YTD)
Bicyclist Deaths	1	1	2	0	0	1	1	2	0	0
Pedestrian Deaths	14	12	11	7	16	18	13	18	17	1
Other Traffic Deaths	33	20	24	23	33	45	43	44	44	8
Total Yearly Traffic Deaths	48	33	37	30	49	64	57	64	61	9