

CITY OF MILWAUKEE TRAFFIC TRENDS

Public Safety and Health Committee

April 25, 2019

Prepared by:

MILWAUKEE POLICE DEPARTMENT AND DEPARTMENT OF PUBLIC WORKS
AND TRAFFIC ENGINEERING

CITY OF MILWAUKEE CRASHES

2008-2018

| Crashes - General | | | | |
|--------------------------|--------------------|-----------------------|----------------------|------------------------------|
| Year | All Crashes | Injury Crashes | Fatal Crashes | Pedestrian Fatalities |
| 2008 | 12,975 | 3,845 | 30 | 10 |
| 2009 | 10,811 | 3,320 | 29 | 4 |
| 2010 | 10,622 | 3,467 | 44 | 13 |
| 2011 | 10,593 | 3,354 | 31 | 12 |
| 2012 | 10,989 | 3,600 | 35 | 11 |
| 2013 | 11,614 | 3,688 | 28 | 7 |
| 2014 | 11,985 | 3,819 | 46 | 14 |
| 2015 | 13,615 | 4,381 | 59 | 18 |
| 2016 | 14,576 | 4,677 | 46 | 12 |
| 2017 | 14,056 | 4,307 | 59 | 18 |
| 2018 | 16,338 | 4,552 | 51 | 17 |

From TOPS: 2008-2018 data for the City of Milwaukee, Intersection and Non-Intersection crashes, highway class U CITY and U STH only (not U IH).

City of Milwaukee Crashes 2008-2018

(All Crashes, Fatalities, Incapacitating Injuries, Non-Incapacitating Injuries, Possible Injuries and Total Injuries)

| Crashes - Fatalities and Injuries | | | | | | |
|--|--------------------|--------------------------------------|------------------------------------|---|------------------------------|-----------------------|
| Year | All Crashes | Fatalities (Total Killed) | Incapacitating Injuries | Non- Incapacitating Injuries | Possible Injuries | Total Injuries |
| 2008 | 12,975 | 31 | 219 | 1,579 | 3,760 | 5,558 |
| 2009 | 10,811 | 31 | 214 | 1,442 | 3,165 | 4,821 |
| 2010 | 10,622 | 48 | 188 | 1,431 | 3,348 | 4,967 |
| 2011 | 10,593 | 33 | 147 | 1,306 | 3,387 | 4,840 |
| 2012 | 10,989 | 37 | 182 | 1,478 | 3,512 | 5,172 |
| 2013 | 11,614 | 30 | 204 | 1,556 | 3,643 | 5,403 |
| 2014 | 11,985 | 49 | 173 | 1,618 | 3,894 | 5,685 |
| 2015 | 13,615 | 64 | 180 | 1,901 | 4,584 | 6,665 |
| 2016 | 14,576 | 57 | 267 | 2,082 | 4,772 | 7,121 |
| 2017 | 14,056 | 64 | 359 | 2,286 | 3,687 | 6,332 |
| 2018 | 16,338 | 57 | 338 | 2,316 | 4,083 | 6,737 |

From TOPS: 2008-2018 data for the City of Milwaukee, Intersection and Non-Intersection crashes, highway class U CITY and U STH only (not U IH).
 From Milwaukee Police Department Specialized Patrol Division Crash Reconstruction Unit Data Base 2018-2008.

CRASHES BY DRIVER FACTORS

| Crashes - Driver Factors | | | | | | | | | | | | |
|--------------------------|---------|------|-------|-------|------------------|-------|---------------------|-------|---------------------------|-------|-------------|-------|
| Year | Alcohol | | Speed | | Failure to Yield | | Inattentive Driving | | Disregard Traffic Control | | Hit and Run | |
| | No. | % | No. | % | No. | % | No. | % | No. | % | No. | % |
| 2008 | 430 | 3.3% | 1552 | 12.0% | 2,598 | 20.0% | 2,281 | 17.6% | 1,207 | 9.3% | 3,796 | 29.3% |
| 2009 | 412 | 3.8% | 1009 | 9.3% | 2,296 | 21.2% | 2,066 | 19.1% | 853 | 7.9% | 2,961 | 27.4% |
| 2010 | 357 | 3.4% | 831 | 7.8% | 2,228 | 21.0% | 1,967 | 18.5% | 832 | 7.8% | 2,684 | 25.3% |
| 2011 | 356 | 3.4% | 937 | 8.8% | 2,226 | 21.0% | 1,936 | 18.3% | 844 | 8.0% | 2,726 | 25.7% |
| 2012 | 402 | 3.7% | 885 | 8.1% | 2,330 | 21.2% | 2,156 | 19.6% | 886 | 8.1% | 2,791 | 25.4% |
| 2013 | 405 | 3.5% | 1159 | 10.0% | 2,513 | 21.6% | 2,081 | 17.9% | 890 | 7.7% | 3,008 | 25.9% |
| 2014 | 326 | 2.7% | 1,222 | 10.2% | 2,535 | 21.2% | 2,166 | 18.1% | 902 | 7.5% | 3,178 | 26.5% |
| 2015 | 292 | 2.1% | 1,394 | 10.2% | 3,001 | 22.0% | 2,600 | 19.1% | 1,173 | 8.6% | 3,874 | 28.5% |
| 2016 | 327 | 2.2% | 1,600 | 11.0% | 3,154 | 21.6% | 2,859 | 19.6% | 1,253 | 8.6% | 4,313 | 29.6% |
| 2017 | 404 | 2.9% | 1,332 | 9.5% | 2,910 | 20.7% | 684 | 4.9% | 1,573 | 11.2% | 4,480 | 31.9% |
| 2018 | 493 | 3.0% | 1,761 | 10.8% | 3,334 | 20.4% | 788 | 4.8% | 1,672 | 10.2% | 5,246 | 32.1% |

From TOPS: 2008-2018 data for the City of Milwaukee, Intersection and Non-Intersection crashes, highway class U CITY and U STH only (not U IH).

Alcohol is ALCLFLAG, Hit and Run is HISTRUN, and Speed is SPEEDFLAG (not DRVRPCFLAG SPD, which does not include if a driver received a citation for speeding).

Note: Percentage is represented by total crashes / Driver Factor. Ex. 2018 (16,338 total crashes / 493 total alcohol crashes = 3.0 %)

CRASHES BY UNIT TYPE

Crashes - Unit Types

| Year | Bicycles | | | | Pedestrians | | | | Motorcycles/Mopeds | | | | School Buses | Other Buses |
|------|----------|----------------|--------------|----------------|-------------|----------------|--------------|----------------|--------------------|----------------|--------------|----------------|--------------|-------------|
| | Crashes | K = Fatalities | A = Injuries | B/C = Injuries | Crashes | K = Fatalities | A = Injuries | B/C = Injuries | Crashes | K = Fatalities | A = Injuries | B/C = Injuries | | |
| 2008 | 133 | 0 | 8 | 105 | 439 | 10 | 57 | 365 | 225 | 3 | 29 | 159 | 216 | 179 |
| 2009 | 147 | 0 | 15 | 119 | 416 | 5 | 60 | 357 | 176 | 8 | 17 | 121 | 193 | 146 |
| 2010 | 163 | 1 | 9 | 138 | 397 | 14 | 48 | 322 | 205 | 7 | 26 | 158 | 172 | 154 |
| 2011 | 143 | 1 | 5 | 117 | 416 | 12 | 58 | 342 | 173 | 5 | 16 | 118 | 168 | 125 |
| 2012 | 168 | 2 | 11 | 138 | 442 | 11 | 54 | 373 | 236 | 3 | 38 | 161 | 149 | 148 |
| 2013 | 163 | 0 | 12 | 132 | 435 | 7 | 59 | 361 | 175 | 8 | 21 | 109 | 177 | 150 |
| 2014 | 133 | 0 | 4 | 104 | 407 | 16 | 48 | 342 | 190 | 9 | 20 | 125 | 173 | 177 |
| 2015 | 156 | 1 | 4 | 130 | 424 | 18 | 47 | 349 | 184 | 9 | 18 | 120 | 218 | 151 |
| 2016 | 117 | 1 | 8 | 101 | 404 | 13 | 52 | 329 | 184 | 4 | 15 | 136 | 203 | 169 |
| 2017 | 113 | 2 | 10 | 86 | 393 | 18 | 73 | 291 | 168 | 5 | 31 | 105 | 231 | 145 |
| 2018 | 123 | 0 | 8 | 94 | 434 | 17 | 66 | 326 | 197 | 3 | 27 | 115 | 214 | 142 |

From TOPS: 2008-2018 data for the City of Milwaukee, Intersection and Non-Intersection crashes, highway class U CITY and U STH only (not U IH).

Number of Bicycle, Pedestrian, Motorcycle, and Moped crashes of each type found using related flags (BIKEFLAG, PEDFLAG, CYCLEFLAG, MOPFLAG).

Number of School Buses and Other Buses involved in crashes found using VEHTYPE and the categories SBS and BUS.

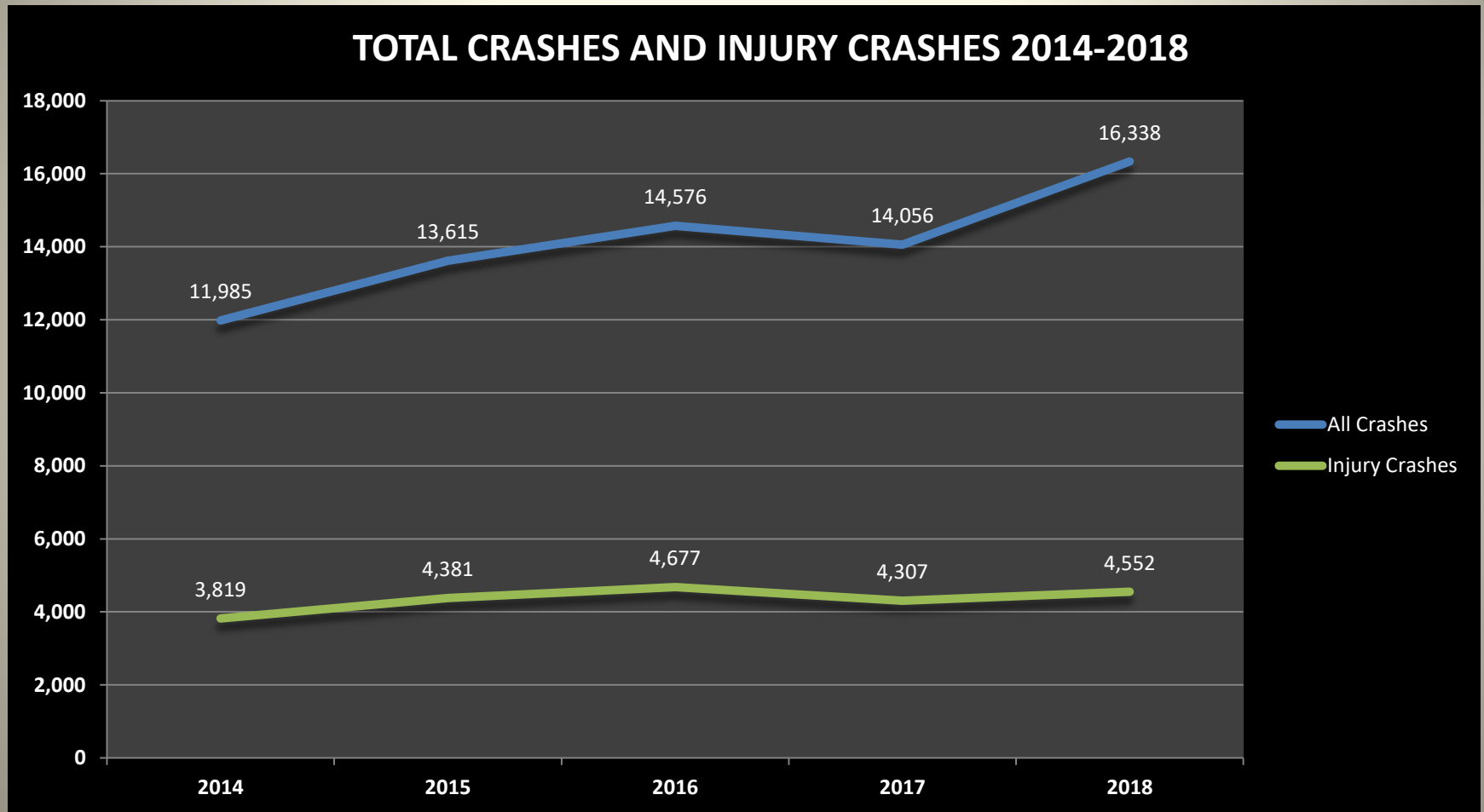
Number of people killed and injured found using ROLE and INJSVR.

CRASHES BY MANNER OF COLLISION

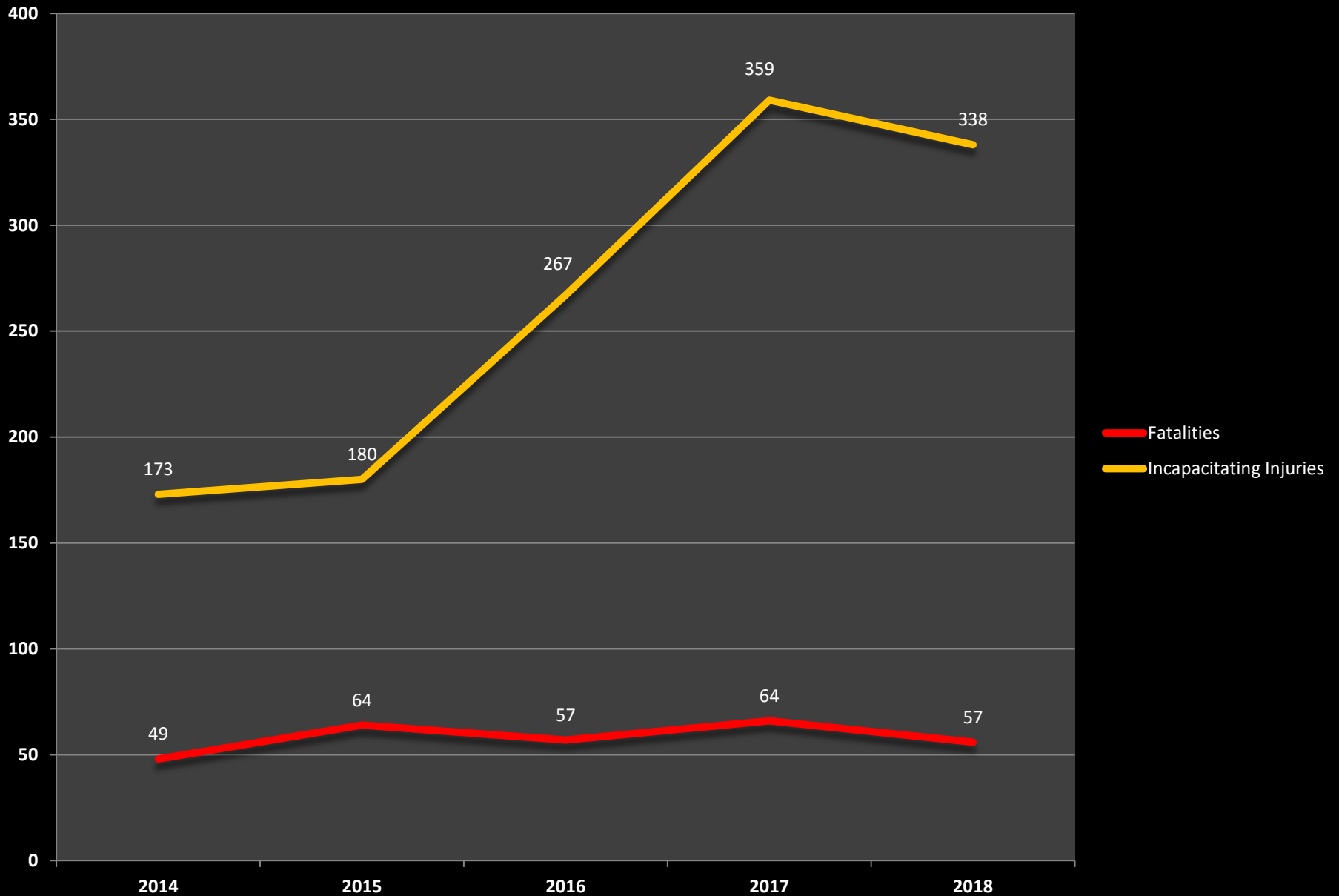
Crashes - Manner of Collision

| Year | All Crashes | Angle | Head On Collision | No Collision | Rear End | Rear to Rear | Sideswipe/ Opposite Direction | Sideswipe/ Same Direction | Unknown | Blank/Not Reported |
|------|-------------|-------|-------------------|--------------|----------|--------------|----------------------------------|------------------------------|---------|--------------------|
| 2008 | 12,975 | 4,210 | 249 | 3,784 | 2,598 | 11 | 391 | 1,670 | 43 | 19 |
| 2009 | 10,811 | 3,460 | 193 | 3,417 | 2,085 | 12 | 338 | 1,295 | 11 | 0 |
| 2010 | 10,622 | 3,435 | 158 | 3,309 | 2,147 | 9 | 294 | 1,262 | 8 | 0 |
| 2011 | 10,593 | 3,431 | 164 | 3,250 | 2,137 | 11 | 309 | 1,267 | 23 | 1 |
| 2012 | 10,989 | 3,539 | 154 | 3,382 | 2,235 | 12 | 329 | 1,329 | 8 | 1 |
| 2013 | 11,614 | 3,732 | 152 | 3,623 | 2,360 | 14 | 332 | 1,391 | 9 | 1 |
| 2014 | 11,985 | 3,803 | 170 | 3,750 | 2,413 | 16 | 331 | 1,493 | 9 | 0 |
| 2015 | 13,615 | 4,515 | 193 | 4,088 | 2,633 | 16 | 381 | 1,772 | 17 | 0 |
| 2016 | 14,576 | 4,782 | 317 | 3,224 | 3,257 | 17 | 500 | 2,421 | 57 | 1 |
| 2017 | 14,056 | 4,969 | 684 | 2,378 | 3,196 | 39 | 378 | 2,227 | 59 | 126 |
| 2018 | 16,338 | 5,310 | 834 | 3,014 | 3,812 | 44 | 389 | 2,761 | 68 | 106 |

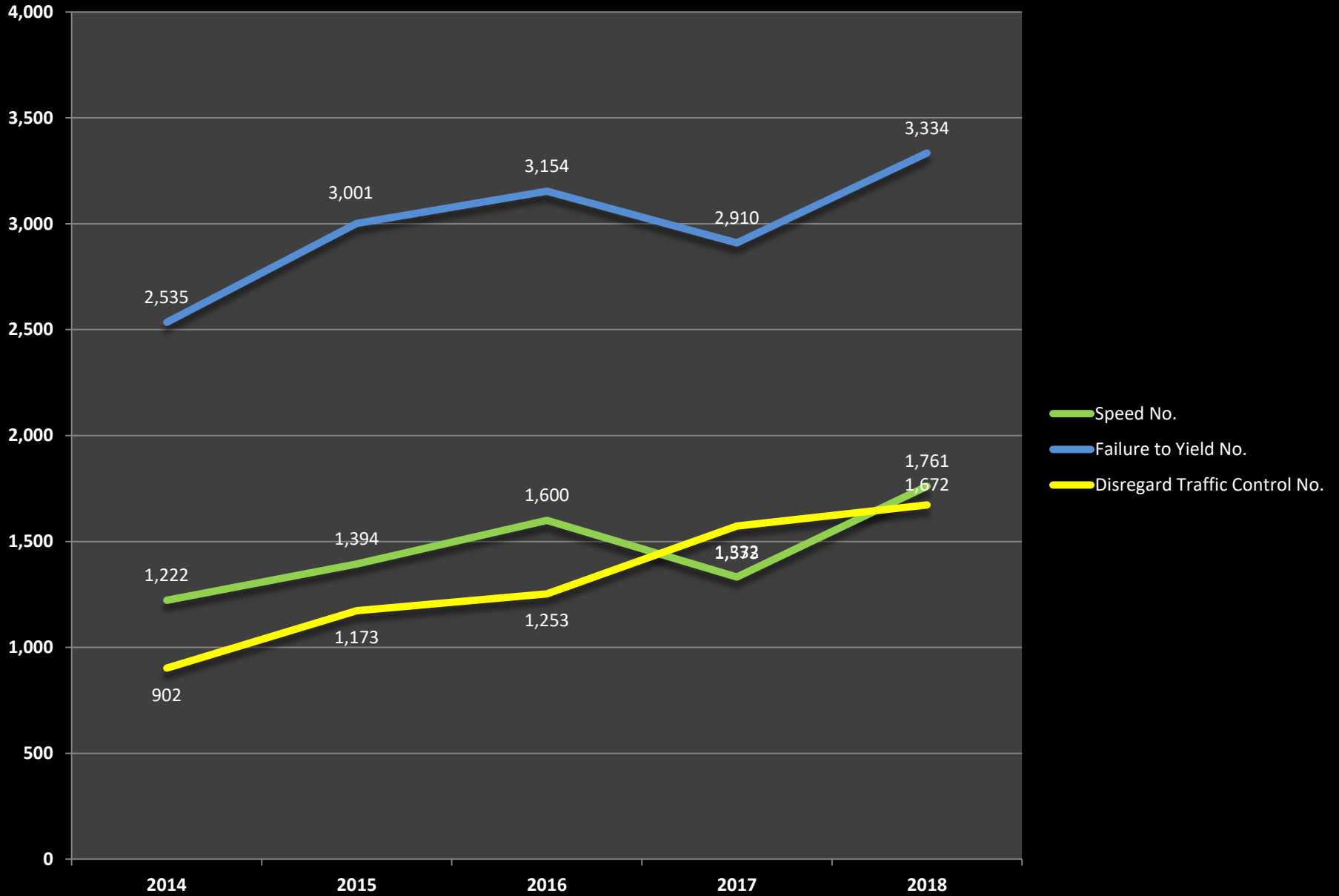
TOTAL CRASHES AND INJURY CRASHES



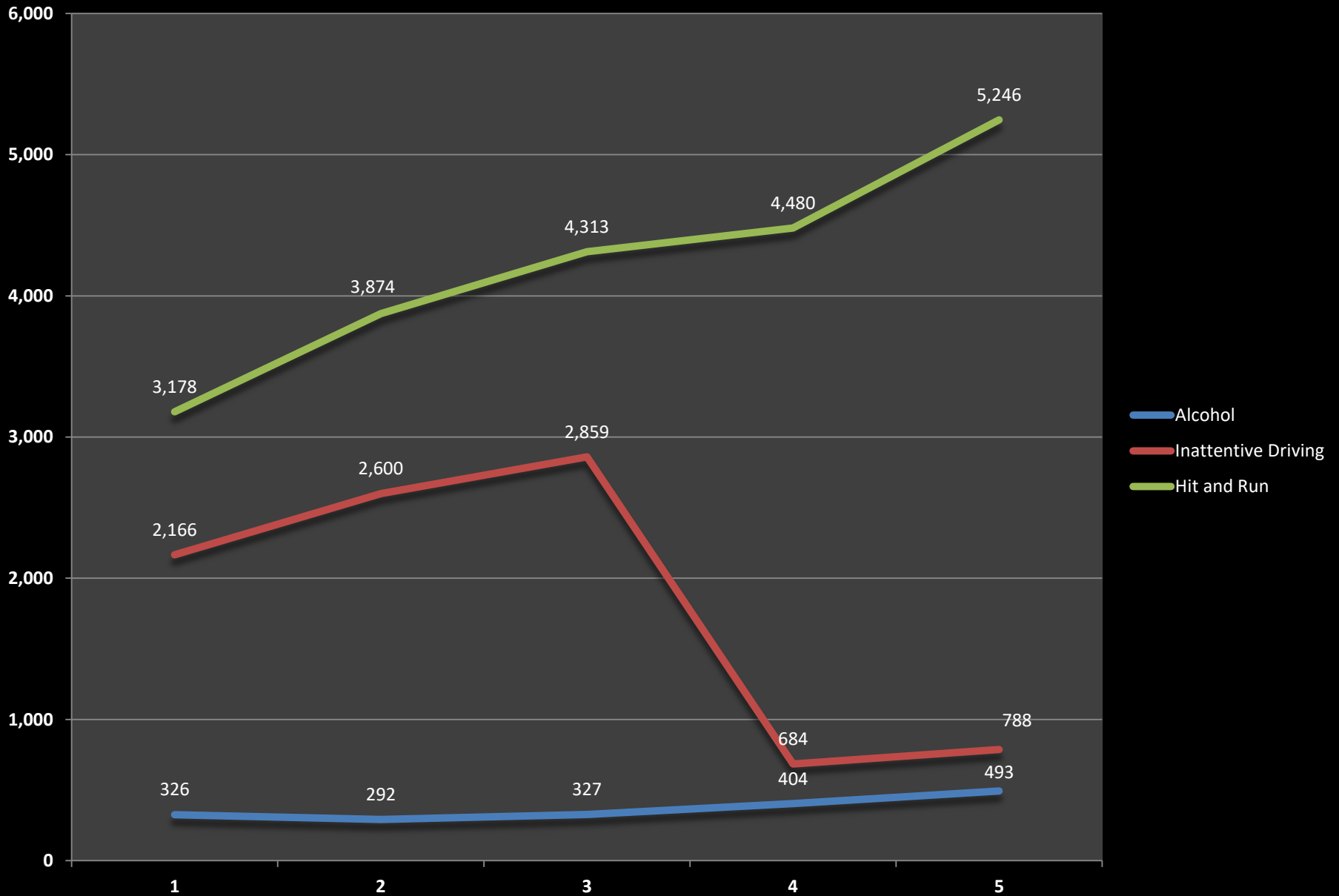
FATALITIES & INCAPACITATING INJURIES (SEVERE INJURIES) 2014-2018



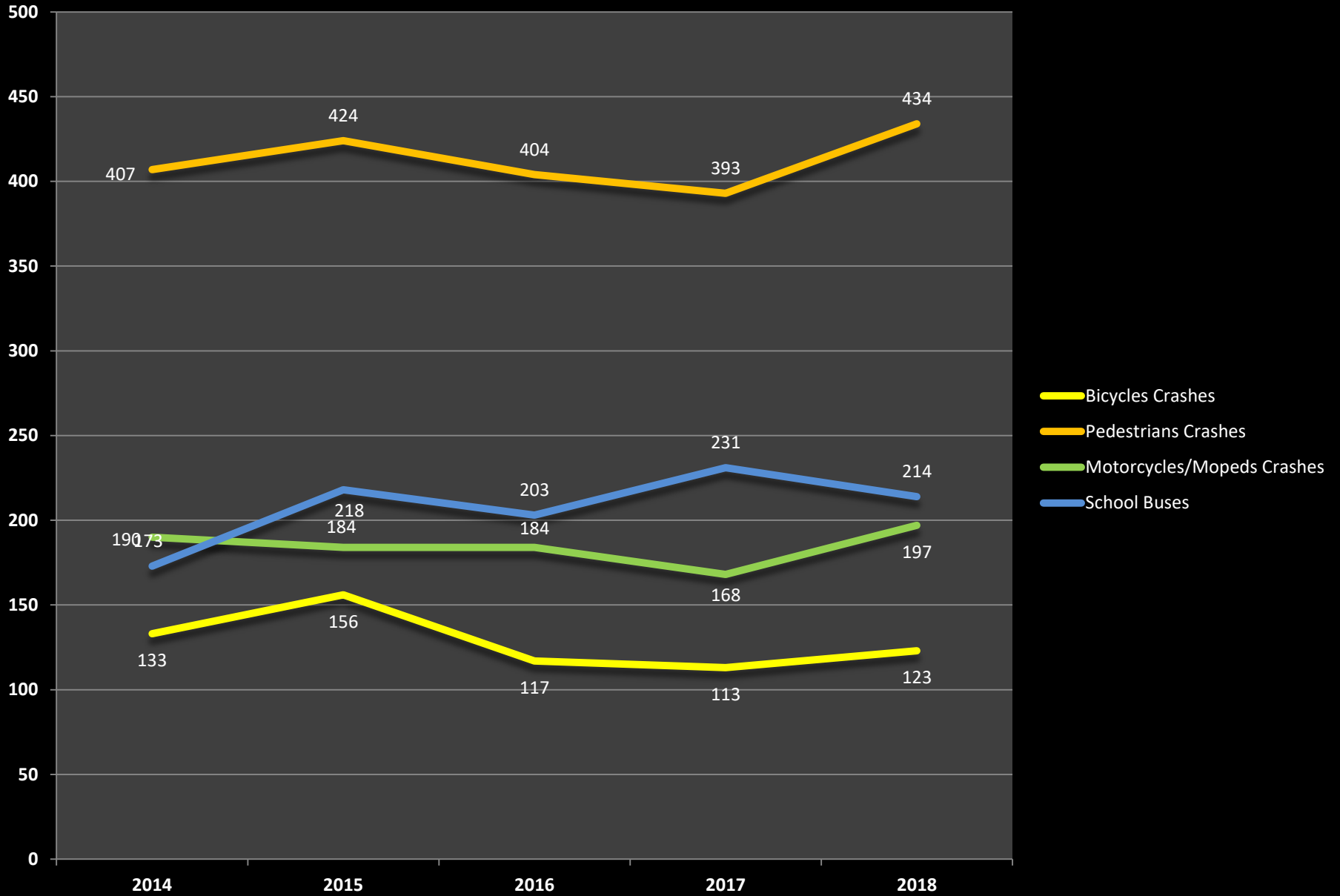
CRASHES BY DRIVER FACTORS 2014-2018



CRASHES BY DRIVER FACTORS 2014-2018 (cont.)



CRASHES BY UNIT TYPE 2014-2018



Traffic Fatalities By Police Districts: 2018 vs. 2017

2018

| Police Districts: | Fatalities: |
|----------------------------------|-------------|
| Police District 1 | 4 |
| Police District 2 | 7 |
| Police District 3 | 8 |
| Police District 4 | 6 |
| Police District 5 | 4 |
| Police District 6 | 5 |
| Police District 7 | 17 |
| Total Traffic Fatalities: | 57 |

2017

| Police Districts: | Fatalities: |
|----------------------------------|-------------|
| Police District 1 | 2 |
| Police District 2 | 5 |
| Police District 3 | 13 |
| Police District 4 | 12 |
| Police District 5 | 10 |
| Police District 6 | 3 |
| Police District 7 | 19 |
| Total Traffic Fatalities: | 64 |

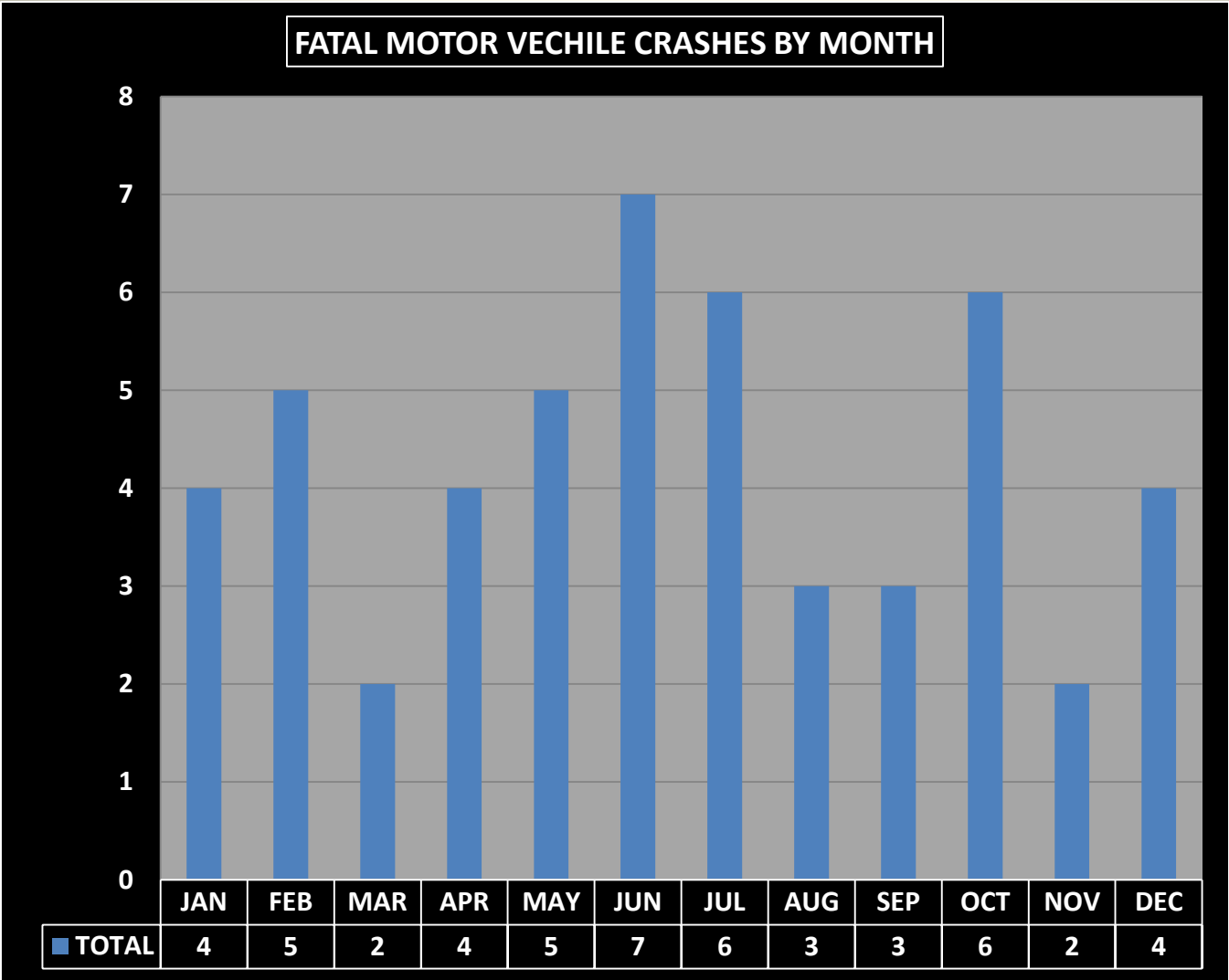
2018 Traffic Fatalities by Aldermanic District

| Total Fatalities | | Total Fatalities | |
|---------------------------------|---|------------------------------------|---|
| Ald. District | | Ald. District | |
| 1 st (Ald. Hamilton) | 8 | 9 th (Ald. Lewis) | 1 |
| 2 nd (Ald. Johnson) | 4 | 10 th (Ald. Murphy) | 4 |
| 3 rd (Ald. Kovac) | 0 | 11 th (Ald. Borkowski) | 1 |
| 4 th (Ald. Bauman) | 7 | 12 th (Ald. Perez) | 8 |
| 5 th (Ald. Dodd) | 3 | 13 th (Ald. Witkowski) | 3 |
| 6 th (Ald. Coggs) | 1 | 14 th (Ald. Zielinski) | 1 |
| 7 th (Ald. Rainey) | 9 | 15 th (Ald. Stamper II) | 4 |
| 8 th (Ald. Donovan) | 3 | | |

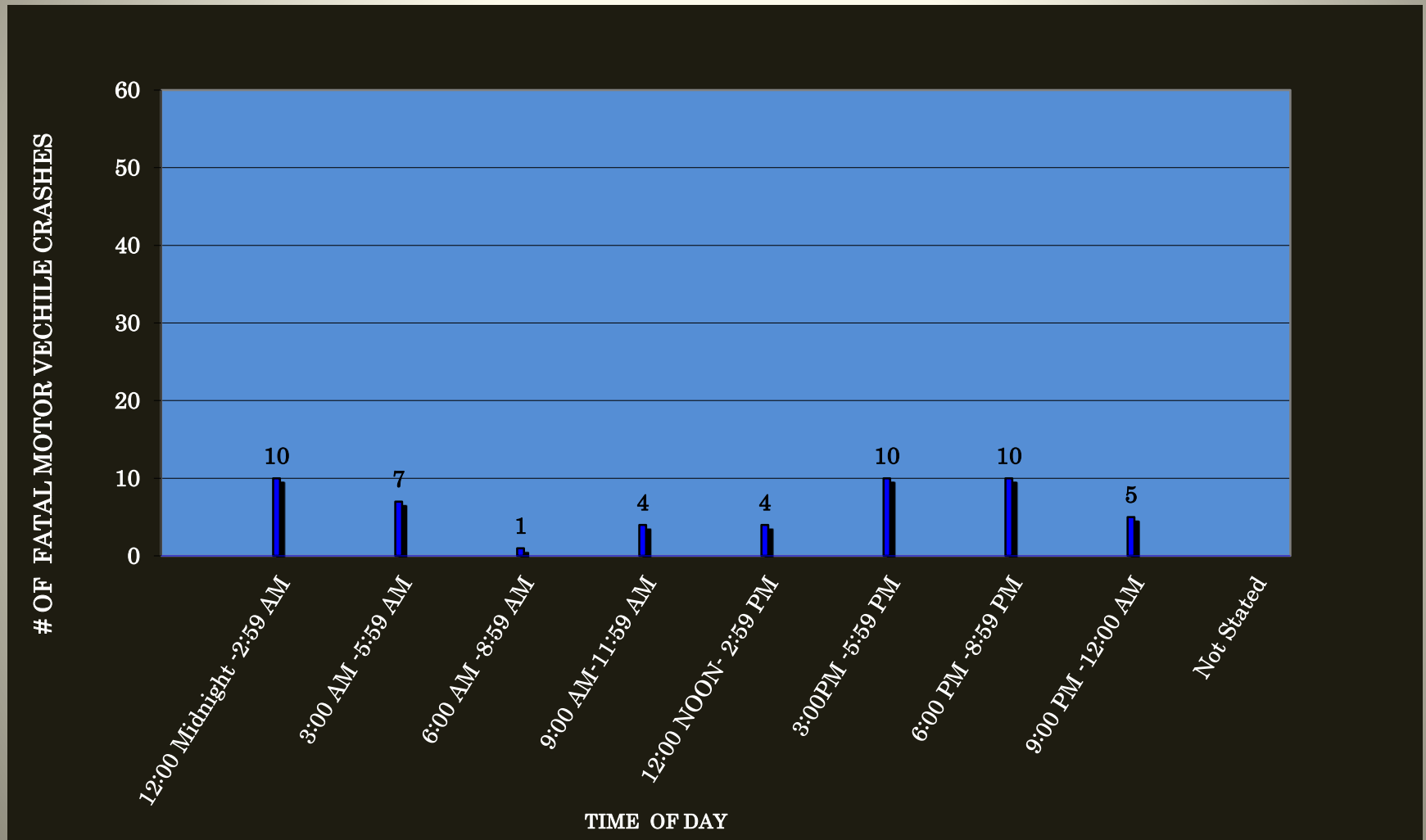
2017 Traffic Fatalities by Aldermanic District

| Total Fatalities | | Total Fatalities | |
|---------------------------------|----|------------------------------------|----|
| Ald. District | | Ald. District | |
| 1 st (Ald. Hamilton) | 9 | 9 th (Ald. Lewis) | 3 |
| 2 nd (Ald. Johnson) | 10 | 10 th (Ald. Murphy) | 3 |
| 3 rd (Ald. Kovac) | 1 | 11 th (Ald. Borkowski) | 1 |
| 4 th (Ald. Bauman) | 3 | 12 th (Ald. Perez) | 1 |
| 5 th (Ald. Bohl Jr.) | 3 | 13 th (Ald. Witkowski) | 1 |
| 6 th (Ald. Coggs) | 3 | 14 th (Ald. Zielinski) | 1 |
| 7 th (Ald. Rainey) | 10 | 15 th (Ald. Stamper II) | 10 |
| 8 th (Ald. Donovan) | 5 | | |

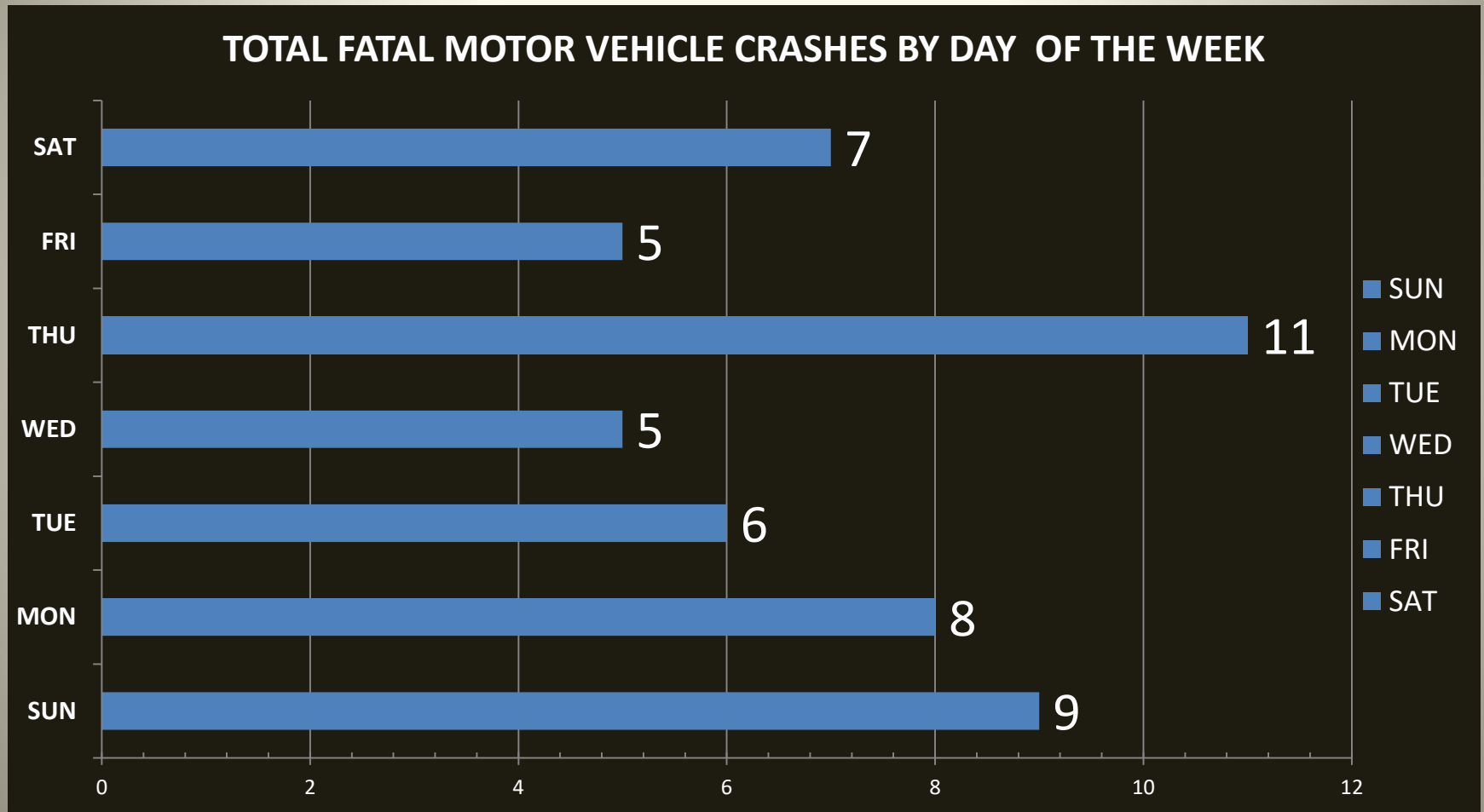
2018 CITY OF MILWAUKEE FATAL MOTOR VEHICLE CRASHES BY MONTH



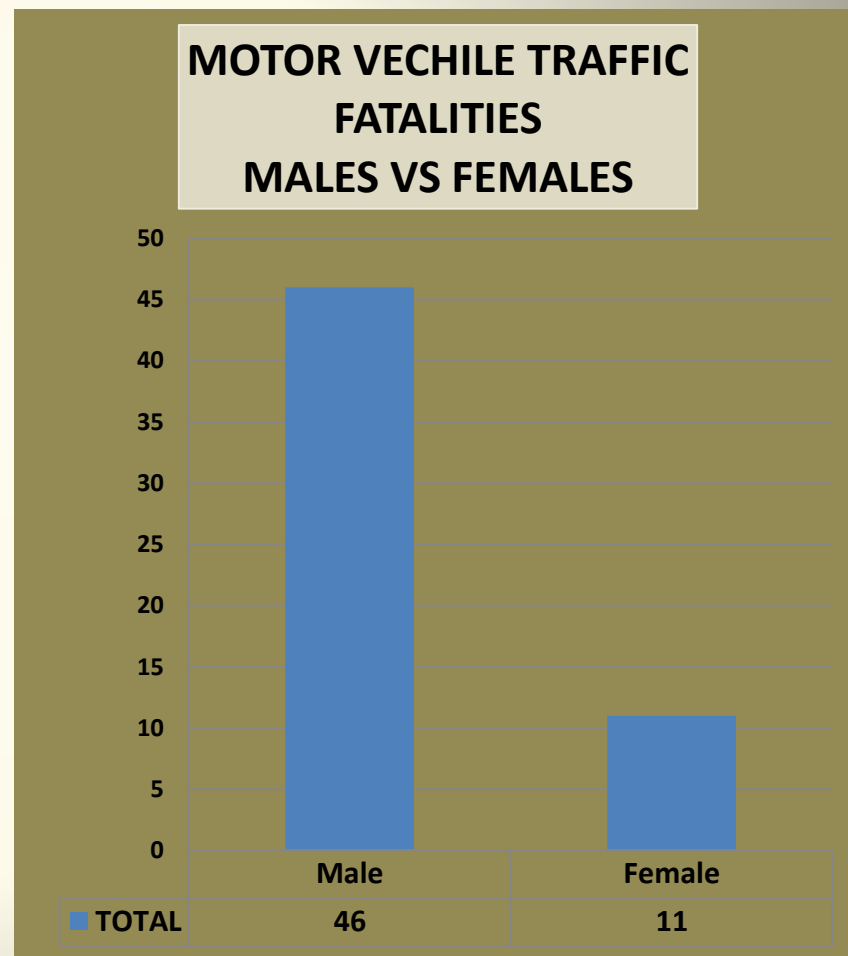
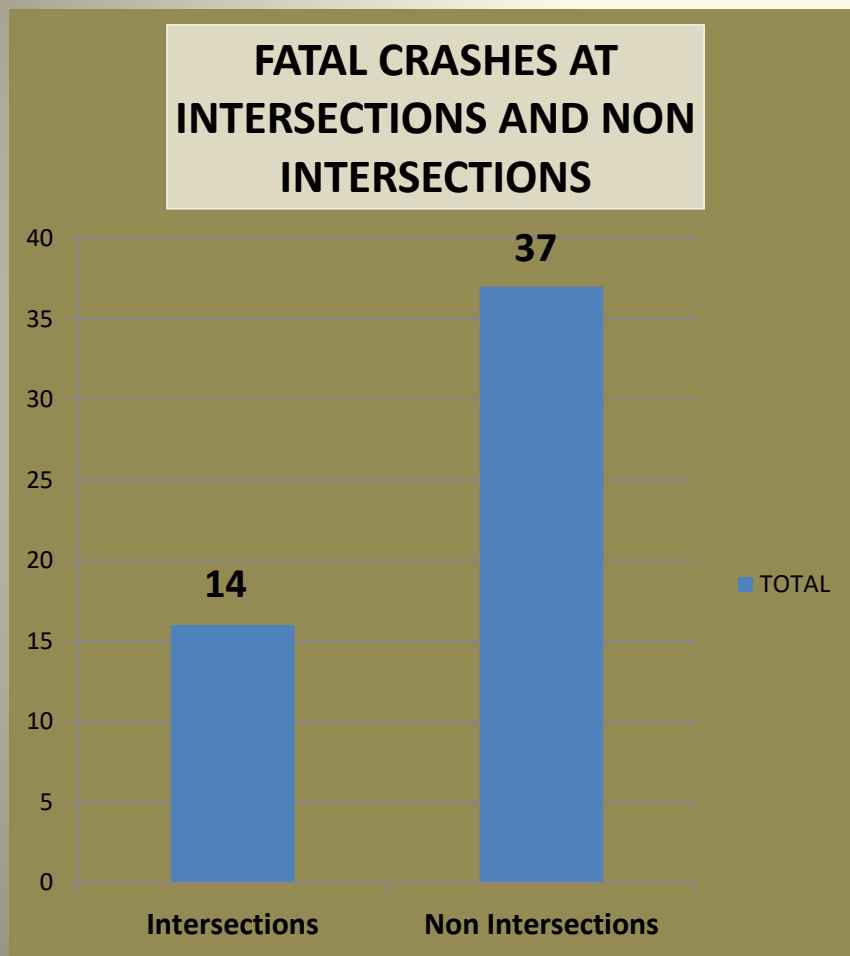
2018 CITY OF MILWAUKEE FATAL MOTOR VEHICLE CRASHES BY TIME OF DAY



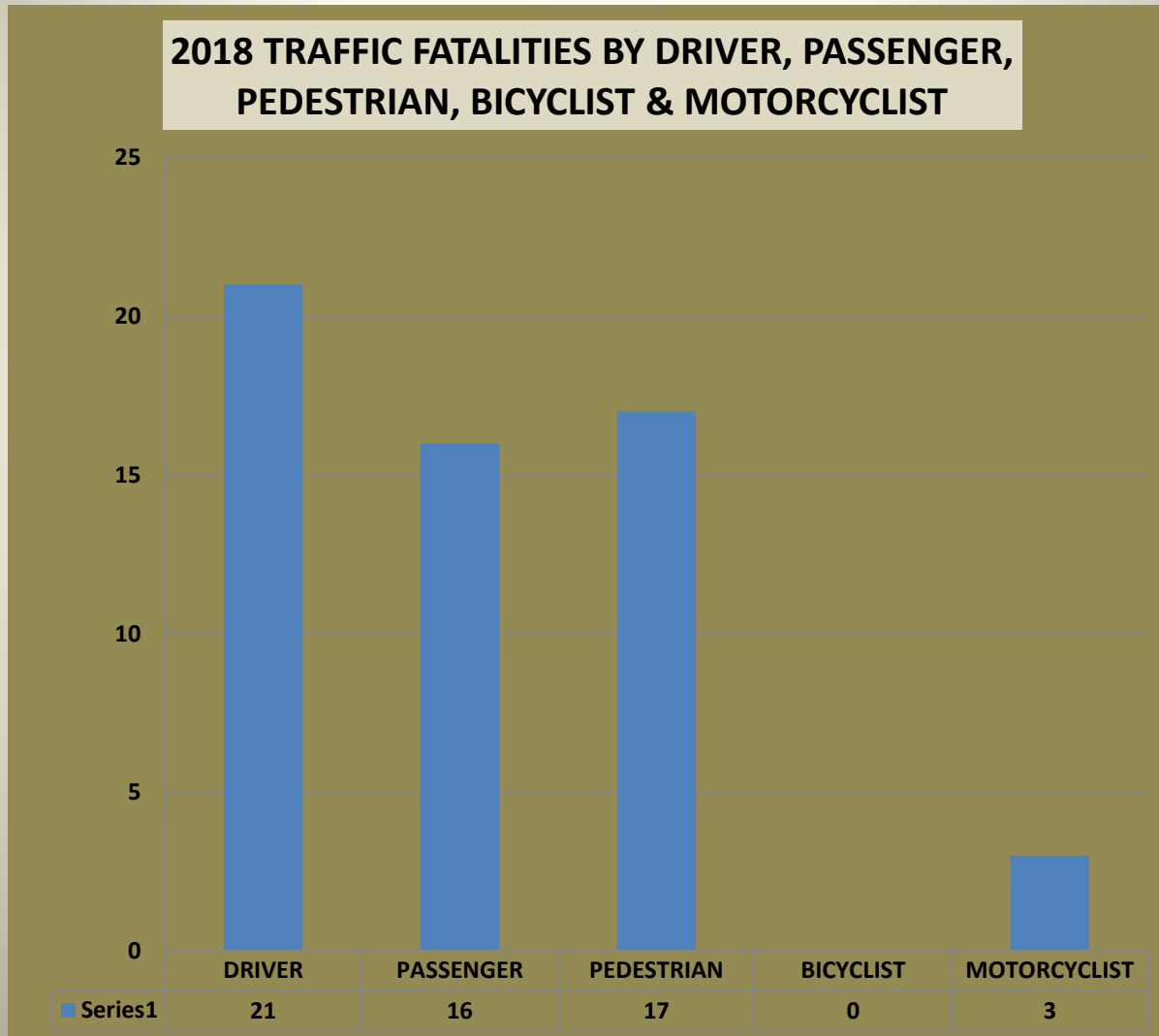
2018 CITY OF MILWAUKEE FATAL MOTOR VEHICLE CRASHES BY DAY OF THE WEEK



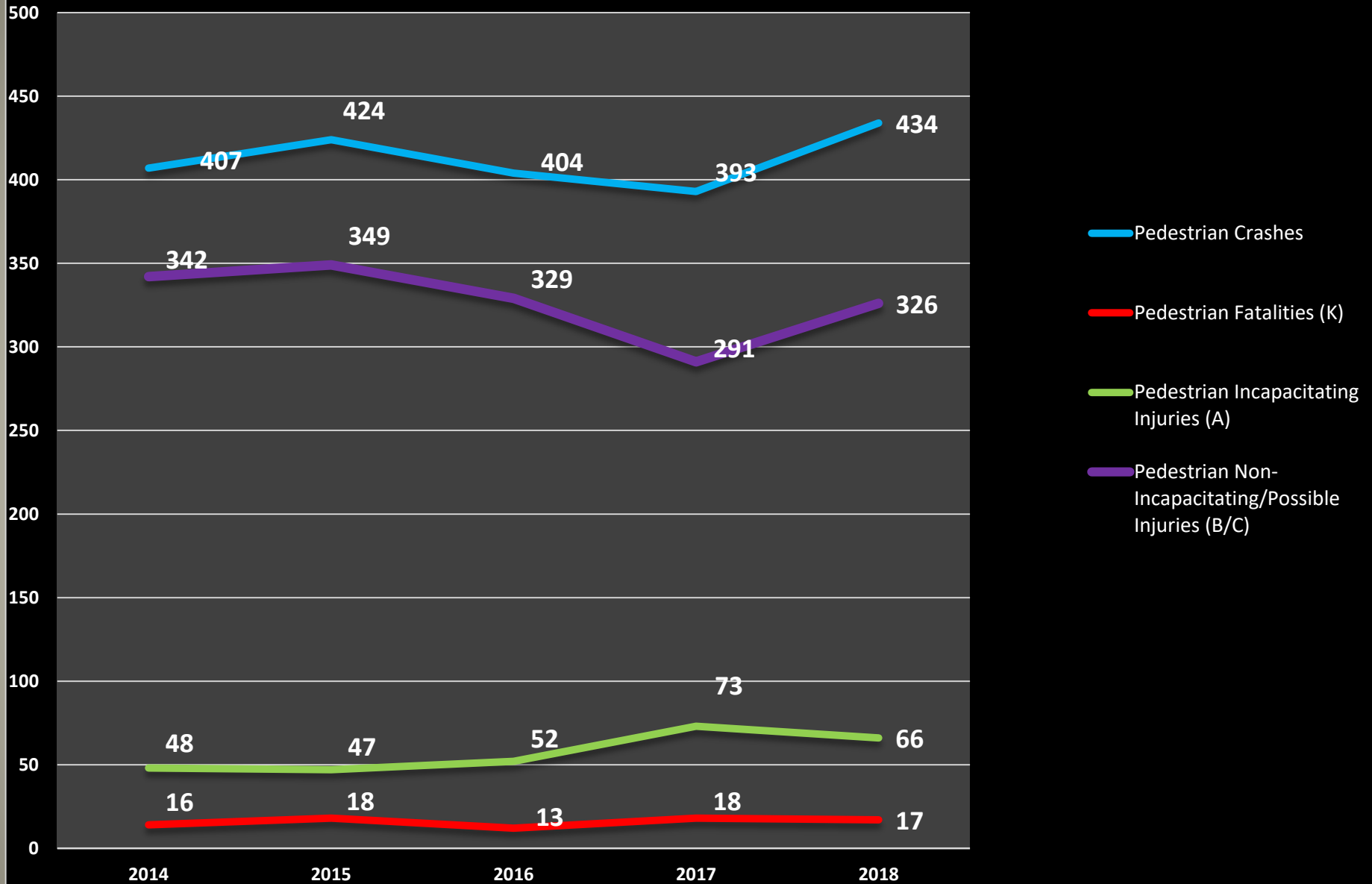
FATAL CRASHES BY INTERSECTION & MOTOR VEHICLE TRAFFIC FATALITIES BY GENDER



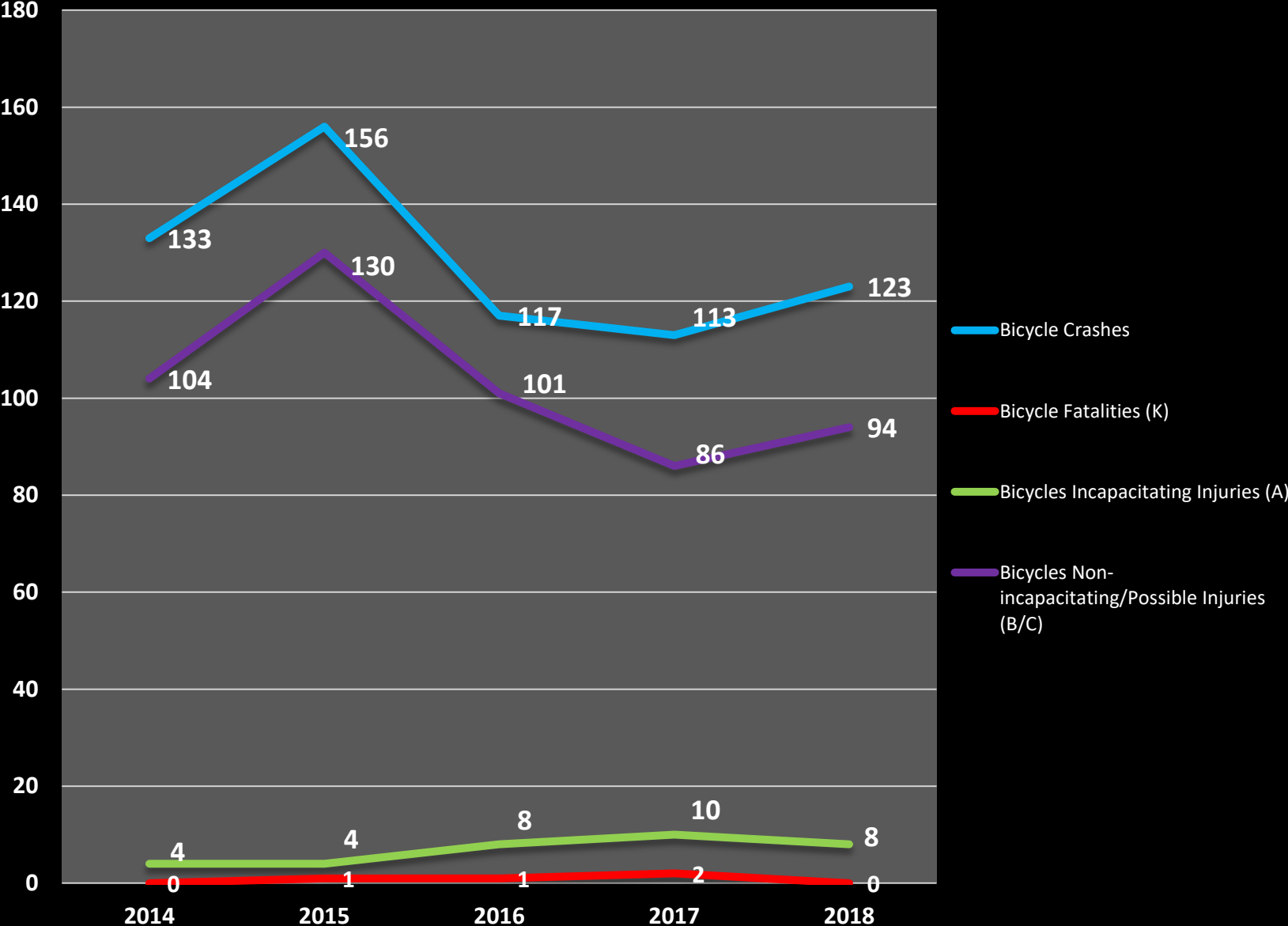
2018 TRAFFIC FATALITIES BY DRIVER, PASSENGER, PEDESTRIAN, BICYCLIST & MOTORCYCLIST



PEDESTRIAN CRASHES BY TYPE 2014-2018



BIKE CRASHES BY TYPE 2014-2018



CITY OF MILWAUKEE 2017 HIGH CRASH INTERSECTIONS

BY CRASH FREQUENCY

| Rank | Intersection | Control | Entering Volume* | 2017 | | | | | | 2016 | | |
|------|---|---------------|------------------|------------|---------------|------------------|----------------|--------------------|-----------------|---------------|------------------|----------------|
| | | | | Crash Rate | Total Crashes | Total Fatalities | Total Injuries | Pedestrian Crashes | Bicycle Crashes | Total Crashes | Total Fatalities | Total Injuries |
| 1 | W. Capitol Dr. (STH 190) & N. Sherman Blvd. | City Signal | 58,350 | 2.07 | 44 | 1 | 38 | 1 | 0 | 34 | 0 | 13 |
| 2 | W. Capitol Dr. (STH 190) & N. 35th St. | City Signal | 49,250 | 2.00 | 36 | 3 | 12 | 0 | 0 | 40 | 0 | 41 |
| 3 | W. Center St. & N. 27th St | City Signal | 35,000 | 2.66 | 34 | 0 | 25 | 2 | 1 | 22 | 0 | 14 |
| 4 | W. Capitol Dr. (STH 190) & N. 51st Blvd. | City Signal | 48,950 | 1.68 | 30 | 0 | 18 | 0 | 0 | 40 | 0 | 33 |
| 5 | W. Hampton Ave. & N. Teutonia Ave. | City Signal | 41,400 | 1.92 | 29 | 1 | 21 | 1 | 0 | 19 | 0 | 11 |
| 6 | W. Hampton Ave. & N. Hopkins St. | City Signal | 33,100 | 2.32 | 28 | 1 | 12 | 3 | 0 | 17 | 0 | 12 |
| 7 | W. Capitol Dr. (STH 190) & N. 34th St. | City Signal | 51,500 | 1.44 | 27 | 0 | 18 | 0 | 0 | 18 | 0 | 9 |
| 8 | N. Teutonia Ave. & W. Villard Ave. | City Signal | 29,950 | 2.38 | 26 | 1 | 13 | 1 | 0 | 18 | 0 | 16 |
| 9 | W. Capitol Dr. (STH 190) & N. 76th St. (STH 181) | City Signal | 52,450 | 1.36 | 26 | 0 | 19 | 1 | 0 | 14 | 0 | 7 |
| 10 | W. Capitol Dr. (STH 190) & N. Teutonia Ave. | City Signal | 54,300 | 1.21 | 24 | 0 | 11 | 1 | 0 | 11 | 0 | 10 |
| 11 | W. Center St. & W. Lisbon Ave. & N. 60th St. | City Signal | 31,550 | 2.00 | 23 | 0 | 7 | 0 | 0 | 18 | 0 | 5 |
| 12 | W. Hope Ave. & W. Hopkins St. & N. 35th St. | Stop Sign | 14,250 | 4.23 | 22 | 0 | 28 | 0 | 0 | 6 | 0 | 0 |
| 13 | W. Capitol Dr. (STH 190) & N. 26th St. | Stop Sign | 36,600 | 1.65 | 22 | 0 | 17 | 1 | 1 | 9 | 0 | 14 |
| 14 | W. Fond Du Lac Ave. (STH 145) & N. Sherman Blvd. | City Signal | 64,400 | 0.94 | 22 | 0 | 15 | 3 | 0 | 14 | 0 | 7 |
| 15 | W. Burleigh St. & W. Fond Du Lac Ave. (STH 145) & N. 35th St. | City Signal | 45,200 | 1.33 | 22 | 0 | 8 | 1 | 0 | 33 | 0 | 17 |
| 16 | W. Fond Du Lac Ave. (STH 145) & W. Locust St. | City Signal | 29,150 | 1.97 | 21 | 1 | 14 | 0 | 0 | 25 | 0 | 18 |
| 17 | W. Capitol Dr (STH 190) & N. 60th St. | City Signal | 51,250 | 1.12 | 21 | 0 | 18 | 2 | 1 | 26 | 0 | 17 |
| 18 | W. Hampton Ave. & N. Sherman Blvd. | City Signal | 53,050 | 1.08 | 21 | 0 | 15 | 1 | 0 | 21 | 0 | 18 |
| 19 | W. North Ave. & N. 27th St. | City Signal | 26,350 | 2.18 | 21 | 0 | 14 | 1 | 0 | 14 | 0 | 11 |
| 20 | W. Fond Du Lac Ave. (STH 145) & N. 27th St. | City Signal | 31,450 | 1.83 | 21 | 0 | 11 | 0 | 0 | 12 | 0 | 10 |
| 21 | W. Fond Du Lac Ave (STH 145) & W. Hampton Ave. | City Signal | 56,700 | 0.97 | 20 | 0 | 15 | 0 | 0 | 17 | 0 | 11 |
| 22 | W. Highland Ave. & W. Highland Blvd. & N. 27th St. | City Signal | 26,400 | 2.08 | 20 | 0 | 13 | 1 | 0 | 6 | 0 | 2 |
| 23 | W. Fond Du Lac Ave. (STH 145) & N. 68th St. | City Signal | 41,800 | 1.31 | 20 | 0 | 12 | 0 | 0 | 5 | 0 | 2 |
| 24 | W. Capitol Dr. (STH 190) & W. Fond Du Lac Ave. (STH 145) | City Signal | 72,850 | 0.75 | 20 | 0 | 10 | 0 | 0 | 25 | 0 | 13 |
| 25 | W. Layton Ave. & S. 27th St. (STH 241) | State Signal | 52,500 | 0.99 | 19 | 1 | 5 | 0 | 0 | 22 | 0 | 8 |
| 26 | W. Townsend St. & N. 27th St. | City Signal | 15,500 | 3.36 | 19 | 0 | 18 | 0 | 0 | 9 | 0 | 3 |
| 27 | W. Locust St. & N. Martin L King Jr Dr. | City Signal | 43,250 | 1.20 | 19 | 0 | 17 | 0 | 1 | 19 | 0 | 14 |
| 28 | W. Appleton Ave. (STH 175) & W. Capitol Dr. (STH 190) | City Signal | 71,650 | 0.73 | 19 | 0 | 16 | 0 | 0 | 22 | 0 | 20 |
| 29 | W. Lisbon Ave. & N. 35th St. | City Signal | 27,250 | 1.91 | 19 | 0 | 16 | 0 | 1 | 14 | 0 | 10 |
| 30 | W. Hampton Ave. & N. 60th St. | City Signal | 46,000 | 1.13 | 19 | 0 | 15 | 0 | 0 | 21 | 0 | 15 |
| 31 | W. Silver Spring Dr. & N. 91st St. | County Signal | 48,050 | 1.08 | 19 | 0 | 13 | 0 | 0 | 14 | 0 | 10 |
| 32 | W. National Ave. (STH 59) & S. 35th St. | City Signal | 32,300 | 1.61 | 19 | 0 | 11 | 2 | 0 | 6 | 0 | 3 |
| 33 | W. Vliet St. & N. 27th St. | City Signal | 24,950 | 2.09 | 19 | 0 | 11 | 0 | 0 | 10 | 0 | 1 |
| 34 | W. Villard Ave. & N. 60th St. | City Signal | 32,300 | 1.61 | 19 | 0 | 10 | 0 | 0 | 14 | 0 | 11 |
| 35 | W. Capitol Dr. (STH 190) & N. 27th St. | City Signal | 51,000 | 1.02 | 19 | 0 | 3 | 1 | 0 | 26 | 0 | 18 |

| Rank | Intersection | Control | Entering Volume* | 2017 | | | | | | 2016 | | |
|------|--|---------------|------------------|------------|---------------|------------------|----------------|--------------------|-----------------|---------------|------------------|----------------|
| | | | | Crash Rate | Total Crashes | Total Fatalities | Total Injuries | Pedestrian Crashes | Bicycle Crashes | Total Crashes | Total Fatalities | Total Injuries |
| 36 | W. Burleigh St. & W. Roosevelt Dr.& N. 60th St. | City Signal | 33,850 | 1.46 | 18 | 0 | 12 | 0 | 1 | 16 | 0 | 9 |
| 37 | W. College Ave. & S. 13th St. | County Signal | 42,150 | 1.17 | 18 | 0 | 8 | 0 | 1 | 17 | 0 | 11 |
| 38 | W. Fond Du Lac Ave. (STH 145) & W. Mc Kinley Ave. & N. 6th St. | City Signal | 29,450 | 1.67 | 18 | 0 | 8 | 0 | 0 | 22 | 2 | 13 |
| 39 | W. Layton Ave. & S. 13th St. | City Signal | 38,050 | 1.30 | 18 | 0 | 8 | 1 | 0 | 13 | 0 | 6 |
| 40 | S. Layton Blvd. & W. Lincoln Ave. & S. 27th St. | City Signal | 39,100 | 1.26 | 18 | 0 | 7 | 2 | 0 | 18 | 0 | 13 |
| 41 | W. Silver Spring Dr. & N. 64th St. | City Signal | 52,300 | 0.94 | 18 | 0 | 7 | 1 | 0 | 6 | 0 | 3 |
| 42 | W. Burleigh St. & N. 27th St. | City Signal | 26,850 | 1.73 | 17 | 0 | 22 | 1 | 0 | 24 | 0 | 16 |
| 43 | W. North Ave. & N. 35th St. | City Signal | 32,650 | 1.43 | 17 | 0 | 16 | 2 | 0 | 22 | 0 | 16 |
| 44 | W. Wisconsin Ave. & N. 11th St. | City Signal | 18,850 | 2.47 | 17 | 0 | 12 | 0 | 0 | 14 | 0 | 2 |
| 45 | W. Center St. & N. 35th St. | City Signal | 84,700 | 0.55 | 17 | 0 | 11 | 0 | 0 | 27 | 0 | 22 |
| 46 | W. Locust St. & N. 8th St. | City Signal | 25,300 | 1.84 | 17 | 0 | 10 | 0 | 0 | 12 | 0 | 6 |
| 47 | W. Becher St. & S. 6th St. (STH 38) | City Signal | 24,400 | 1.91 | 17 | 0 | 4 | 0 | 0 | 8 | 0 | 3 |
| 48 | W. Center St. & W. Fond Du Lac Ave (STH145) | City Signal | 29,600 | 1.48 | 16 | 0 | 13 | 0 | 0 | 16 | 0 | 15 |
| 49 | W. Locust St. & N. Sherman Blvd. | City Signal | 29,950 | 1.46 | 16 | 0 | 13 | 0 | 0 | 11 | 0 | 4 |
| 50 | W. Greenfield Ave. & S. Layton Blvd. | City Signal | 38,100 | 1.15 | 16 | 0 | 11 | 2 | 1 | 10 | 0 | 2 |
| 51 | W. Good Hope Rd. (CTH PP) & N. 60th St. | County Signal | 41,700 | 1.05 | 16 | 0 | 8 | 0 | 0 | 17 | 1 | 10 |
| 52 | W. Villard Ave. & N. 51st. Blvd. | City Signal | 25,850 | 1.70 | 16 | 0 | 4 | 0 | 0 | 14 | 0 | 16 |
| 53 | W. Wisconsin Ave. (USH 18) & N. 35th St. | City Signal | 31,300 | 1.31 | 15 | 0 | 17 | 0 | 0 | 17 | 0 | 6 |
| 54 | W. Hampton Ave. & N. 37th St. | City Signal | 33,100 | 1.24 | 15 | 0 | 13 | 1 | 0 | 10 | 0 | 5 |
| 55 | W. Locust St. & N. 35th St. | City Signal | 22,000 | 1.87 | 15 | 0 | 11 | 0 | 0 | 14 | 1 | 7 |
| 56 | W. Florida St. & S. 2nd St. | Stop Sign | 8,600 | 4.78 | 15 | 0 | 8 | 0 | 0 | 6 | 0 | 2 |
| 57 | S. Layton Blvd. (STH 57) & W. National Ave. (STH 59) | City Signal | 37,000 | 1.11 | 15 | 0 | 7 | 2 | 0 | 17 | 0 | 11 |
| 58 | W. Center St. & N. Martin L King Jr Dr. | City Signal | 21,450 | 1.92 | 15 | 0 | 7 | 0 | 0 | 13 | 0 | 11 |
| 59 | W. Fond Du Lac Ave. (STH 145) & N. 51st Blvd. | City Signal | 56,650 | 0.73 | 15 | 0 | 7 | 0 | 0 | 18 | 0 | 9 |
| 60 | W. Hampton Ave. & N. 76th St (STH 181) | City Signal | 51,800 | 0.79 | 15 | 0 | 6 | 0 | 0 | 17 | 0 | 15 |
| 61 | W. Grantosa Dr. & N. 76th St. (STH 181) | City Signal | 43,500 | 0.94 | 15 | 0 | 5 | 0 | 0 | 12 | 0 | 4 |
| 62 | W. Good Hope Rd. (CTH PP) & N. 76th St. (STH 181) | State Signal | 66,850 | 0.61 | 15 | 0 | 3 | 0 | 0 | 21 | 0 | 14 |
| 63 | W. Wisconsin Ave. & N. 10th St. | City Signal | 20,800 | 1.98 | 15 | 0 | 3 | 0 | 0 | 18 | 0 | 6 |
| 64 | W. Locust St. & N. 7th St. | City Signal | 35,100 | 1.17 | 15 | 0 | 2 | 0 | 0 | 12 | 0 | 5 |

*Volume numbers are AADT from WisDOT Roadrunner website. In cases of discrepancy between initially visible summary number and more detailed available statistics, the summary number was used.

CITY OF MILWAUKEE 2017 HIGH CRASH INTERSECTIONS

THAT APPEARED ON THE 2016 LIST BUT NOT ON THE 2017 List

| 2016 Rank | Intersection | Control | 2017 | | | | | 2016 | | |
|-----------|--|-----------------|---------------|------------------|----------------|--------------------|-----------------|---------------|------------------|----------------|
| | | | Total Crashes | Total Fatalities | Total Injuries | Pedestrian Crashes | Bicycle Crashes | Total Crashes | Total Fatalities | Total Injuries |
| 31 | W. Hampton Ave. & N. 51st Blvd. | City Signal | 14 | 0 | 3 | 0 | 0 | 18 | 0 | 13 |
| 37 | W. North Ave. & N. 20th St. (STH 57) | City Signal | 13 | 1 | 5 | 0 | 0 | 18 | 0 | 6 |
| 25 | W. Locust St. & N. 27th St. (STH 57) | City Signal | 13 | 0 | 8 | 0 | 0 | 25 | 0 | 11 |
| 38 | W. St. Paul Ave. & N. 27th St. (STH 57) | City Signal | 13 | 0 | 3 | 0 | 0 | 17 | 1 | 6 |
| 18 | W. Silver Spring Dr. & N. 60th St. | City Signal | 12 | 0 | 6 | 0 | 0 | 25 | 0 | 22 |
| 39 | N. Lovers Lane Rd. & W. Silver Spring Dr. | State Signal | 12 | 0 | 5 | 1 | 0 | 16 | 0 | 17 |
| 45 | W. Burleigh St. & N. 51st Blvd. | City Signal | 11 | 0 | 7 | 2 | 0 | 16 | 0 | 9 |
| 13 | W. Mill Rd. (CTH S) & N. 76th St. (STH 181) | State Signal | 10 | 0 | 15 | 1 | 1 | 21 | 0 | 17 |
| 40 | W. Congress St. & N. Sherman Blvd. | City Signal | 10 | 0 | 11 | 0 | 0 | 16 | 0 | 17 |
| 48 | N. Humboldt Blvd. & E. Locust St. | City Signal | 10 | 0 | 4 | 0 | 0 | 17 | 0 | 8 |
| 23 | W. Blue Mound Rd. (USH 18) & N. Mayfair Rd. (STH 100) | State Signal | 10 | 0 | 4 | 1 | 0 | 18 | 0 | 9 |
| 6 | W. Fond Du Lac Ave. (STH 145) & N. 60th St. | City Signal | 10 | 0 | 4 | 0 | 0 | 29 | 0 | 14 |
| 50 | W. Forest Home Ave. (STH 24) & S. 27th St. (STH 241) | City Signal | 9 | 0 | 6 | 0 | 0 | 16 | 0 | 7 |
| 47 | W. Good Hope Rd. (CTH PP) & N. 107th St. | City Signal | 9 | 0 | 6 | 0 | 0 | 20 | 0 | 9 |
| 42 | N. Martin L King Jr Dr. & W. North Ave. | City Signal | 9 | 0 | 3 | 0 | 0 | 17 | 0 | 13 |
| 54 | S. Cesar E. Chavez Dr. & W. Mitchell St. & S. 16th St. | City Signal | 8 | 0 | 8 | 0 | 0 | 18 | 0 | 12 |
| 27 | W. Vliet St. & N. 35th St. | City Signal | 8 | 0 | 2 | 0 | 0 | 18 | 0 | 5 |
| 52 | W. Capitol Dr. (STH 190) & N. 20th St. (STH 57) | City Signal | 7 | 0 | 4 | 0 | 0 | 16 | 0 | 5 |
| 33 | Miller Park Way (STH 341) & W. National Ave. (STH 59) | West MKE Signal | 7 | 0 | 1 | 0 | 0 | 19 | 0 | 14 |
| 55 | W. Capitol Dr. (STH 190) & N. 56th St. | City Signal | 4 | 0 | 4 | 1 | 0 | 15 | 0 | 3 |
| 56 | W. State St. & N. 27th St. (STH 57) | City Signal | 3 | 0 | 0 | 0 | 0 | 16 | 0 | 3 |

Proactive Traffic Safety Initiatives

- Speed Enforcement Initiatives
- Educational Traffic Safety Programs
- Traffic Safety information for local business, places of worship, and community groups.
- Traffic Slow Down Signs (MPD & AAA of WI)
- MPD Public Information Office- Traffic Safety Initiative Press Conferences
- Continue working with Milwaukee Safety and Civic Commission
- Working with DPW Traffic & Engineering on Traffic Calming Initiatives.

SOURCES

- Sources:
 - Milwaukee Police Department Safety Division
 - Milwaukee Police Department Office of Management Analysis and Planning
 - Milwaukee Police Department Neighborhood Task Force
 - Milwaukee Police Department Specialized Patrol Division Crash Reconstruction Unit
 - Milwaukee Police Department Traffic Enforcement Unit
 - Milwaukee Police Department Traffic Records
 - Milwaukee Police Department Citation Processing Unit
 - City of Milwaukee Department of Public Works Traffic & Engineering
- ❑ Data Sources: Wisconsin Traffic Operations and Safety (TOPS) Laboratory, University of Madison College of Civil & Engineering, The WisTransportal System Preliminary 2018 Crash data. The WisTransPortal is updated on a daily basis from preliminary DT4000 crash data extracts. The DT4000 form elements and attributes have been translated back to match MV4000 definitions.
- ❑ Note: Crash data obtained from the Wisconsin Transportation Portal (WisTransPortal) database. Crashes include the following location types: Intersections and non-Intersections. Crashes exclude the following location types: Parking lots and private property. Deer related crashes are also excluded. 2018 data preliminary and represents the latest set of available crash records for the current year and generally include crash reports transmitted by law enforcement as recently as the previous day. All preliminary data are subject to ongoing review and editing.
- ❑ Data Source: Milwaukee Police Department Specialized Patrol Division Crash Reconstruction Unit Data Base 2018-2008.