



City of Milwaukee

200 E. Wells Street
Milwaukee, Wisconsin
53202

Meeting Minutes

BRONZEVILLE SAFETY AND TRAFFIC TASK FORCE

Rayna Andrews, Hannalore Rodriguez, Cornelius Hall, Cidney Key, Terrence Moore, Brad Pruitt, Brad Schlei, Chad Tessmer, Joah Tucker, James Washington and Jessica Wineberg

*Staff Assistant, Joanna Urtiz, 414-286-2366
Fax: 414-286-3456, jpolan@milwaukee.gov
Legislative Liaison, Max Drickey, 286-8012, max.drickey@milwaukee.gov*

Tuesday, February 25, 2025

11:00 AM

VIRTUAL

Calling Number: +1 (571) 317-3122 Access Code: 261-328-365

1. Call to Order & Roll Call at 10:00 AM

Present 9 - Washington, Wineberg, Tucker, Brodie, Moore, Hall, Key, Andrews and Schlei

Absent 2 - Pruitt and Tessmer

2. Review and approval of the previous meeting minutes (1/28/25)

Member Tucker, seconded by member Washington, moved to approve the minutes. There were no objections.

3. Discussion relating to items placed in the parking lots.

4. Discussion relating to the tools available to address traffic and crime issues.

Captain Schlei as he shared a few slides with the members, said that part of the Bronzeville scale crime data between 2024 to 2025, they are happy to report that these numbers are all going down especially with the total violence going down 55%.

There were three additional thefts from autos in the area from February 2nd to February 23rd in a 20-day period compared to last month.

Alluding to the presentation, three robberies occurred in the month of January. None in the month of February. He showed the motor vehicle thefts; it is important to see what is going on with the crime in the area so that our strategies go along with the current activity.

For the crime aspect of it, Captain Jax from District 5 will be joining next month's meeting to give an update and share the strategies currently in placed in addressing these issues.

For the traffic enforcement portion, we all know that there is more than just

enforcement that goes into controlling traffic and modifying the behavior of our citizens and those that drive through the catchment area. Since our last meeting, January 28 to February 22, we conducted 24 traffic stops just outside of the border and then in addition we wrote 17 traffic citations for those traffic stops.

You can see a big concentration up on West North Avenue which is one of our major corridor areas and the citations that we issued are driving in the bicycle lane, we call base lining or passing on the right driving in the bicycle lane. High beam hit and run we had one, no insurance, misuse of plates, operating while suspended, red light violation, unregistered and unsafe passing.

Regarding the operating while suspended we are looking at, and implemented a policy of ensuring that we are writing the state citations for operating without license versus operating while suspended as we move forward.

Question was asked if there are heated bus shelters. To which Captain said that he is not aware of any heated bus shelters.

There is a citation for operating without insurance. It is mandatory in the state of Wisconsin to have insurance.

Chair said that now that this group has covered the traffic safety strategies and tactics, such as Vision Zero, and discussed traffic data, extending the catchman of District 5, which is a little bit outside of the specifics of the Bronzeville Task Force. The city of Milwaukee has adopted this as a policy goal and has set the deadline of 2037.

Member Wineberg said that the Vision Zero Action Plan is currently being drafted and will be released this spring. Once made public, she will present an overview to this group. along with the survey. While a traffic camera bill is unlikely to pass the state legislature at this point, they are an effective tool that she will be happy to explore with this group at the next meeting.

The city and other partners have been investing in lots of different solutions to try to increase safety and slow drivers down. We have being engage, over the last year and a half, in a Vision Zero action plan process, which includes a survey trying to get community sentiment and solutions on this issue. The survey results is and will be used to develop this plan of action.

Chair asked for an update on the progress of the traffic safety cameras legislation. the efficacy of these traffic cameras. She asked about speeding specifically on the corridor of Vel R Phillips.

Member Washington was asked to come up with what potential traffic calming and other tactics we could use to address some of the reckless driving or speeding issues in this area. With DPW, as it is with most of these departments, the first thing that people ask or the first thing the department asks is, how is this being paid for? Because we do have limited funding sources.

DPW has a program that is used when residents, community members or businesses want to try out what traffic calming installations they can place on the block to try to reduce or at least see what they can do to reduce some of the reckless driving behaviors that they are seeing that is called the Community-Led Traffic Calming program (CLT).

There are different types of devices: with Mr. Washington presentation, he showed a

couple of examples of some of the traffic calming measures that we can put into place.

Some specific installations are, Speed Humps, Speed Table, Traffic Circle, Curb Extensions, Chicanes, Neck-Down, Pedestrian Refuge Island. This is all community led.

Typically with these installations there is an assessment for the residents on the block or sometimes It is two blocks distance from the installation is requested for that, we always require a survey. The department wants to make sure the residents are informed as to upcoming changes and any sort of traffic calming devices in these areas. These have to approve by Common Council, specifically the Alderperson of the area.

The speed humps are one measure that people use, but these are on lower volume streets typically the residential streets, it has to have average daily traffic of under 3,000 cars a day. they don't work in arterials by design because of the way they are engineered to slow traffic down to about 15 miles an hour. Traffic circles are actually for typically uncontrolled intersections, but they can have, a two-way stop. Chair asked what currently exists in the catchment area, the boundaries of North Avenue, MLK, Walnut and 6th.

We do have several installations that we put forward in the last, two or three years ago, as part of a neighborhood improvement project that was done in Howard Park. There are quite a few bump outs that we have installed, pinned on bump outs that we have installed on Vel R Phillips.

In some cases (TID) Tax Incremental Financing was use to cover installation cost. We would meet with community groups and community representatives to help in the gathering of the community expectations to create the footprint. However, there are outside area of those boundaries that we can also look at for potential improvements.

Chair, asked guidelines to formulate feasible recommendations that would be reasonable within the budget.

Mr. Washington said that DPW is looking at what additional devices we could put into place on target areas.

5. Next meeting date & adjournment

March 18, 2025 at 11AM

This meeting adjourned at 12:00

*Joanna Urtiz
Staff Assistant*

In the event that Common Council members who are not members of this committee attend this meeting, this meeting may also simultaneously constitute a meeting of the Common Council or any of the following committees: Community and Economic Development, Finance and Personnel, Judiciary and Legislation, Licenses, Public Safety and Health, Public Works, Zoning, Neighborhoods & Development, and/or Steering and Rules. Whether a simultaneous meeting is occurring depends on whether the presence of one or more of the Common Council member results in a quorum of the Common Council or any of the above committees, and, if there is a quorum of another committee, whether any agenda items listed above involve matters within that committee's realm of authority. In the event that a simultaneous meeting is occurring, no action other than information gathering will be taken at the simultaneous meeting.

Upon reasonable notice, efforts will be made to accommodate the needs of persons with disabilities through sign language interpreters or auxiliary aids. For additional information or to request this service, contact the City Clerk's Office ADA Coordinator at 286-2998, (FAX)286-3456, (TDD)286-2025 or by writing to the Coordinator at Room 205, City Hall, 200 E. Wells Street, Milwaukee, WI 53202.

City Hall and the Zeidler Municipal Building are accessible by "The Hop" City Hall Stations, the MCTS Green Line, Connect 1, 14, 15, 18, 19, 30, 33, and 57 bus routes. Visit <https://www.ridemcts.com/> for more information.

Bike racks are available on Water Street, Market Street, and Broadway, and a Bublr Bike Share station is located on the northeast corner of Kilbourn Avenue and Water Street.

Limited parking for persons attending meetings during normal business hours is available at reduced rates (5 hour limit) at the Milwaukee Center on the southwest corner of Kilbourn Avenue and Water Street. You must present a copy of the meeting notice to the parking cashier.

Persons engaged in lobbying as defined in s. 305-43-4 of the Milwaukee Code of Ordinances are required to register with the City Clerk's Office License Division. Registered lobbyists appearing before a Common Council committee are required to identify themselves as such. More information is available at <http://city.milwaukee.gov/Lobbying>.