

# Communication from DPW relating to Traffic Calming & Complete Streets Projects to Address Reckless Driving and Provide Safer Infrastructure for People Walking & Biking

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Public Works Committee

November 10<sup>th</sup>, 2021



# Milwaukee Complete Streets *Health and Equity Report 2020*

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- An unprecedented year defined by the COVID Pandemic and the demands for racial justice
- Street space was reimagined and used for purposes not seen before
- Data was greatly impacted by changing travel patterns





*Rapid Implementation Project on N. 27th St.*



*Active Streets for Business on E. Menomonee St.*



*A Safe Routes to School workshop at Bethune Academy during the COVID-19 pandemic*



*The Washington Active Street walking and biking club*



*The Washington & Scott Bicycle Boulevards community design workshop*

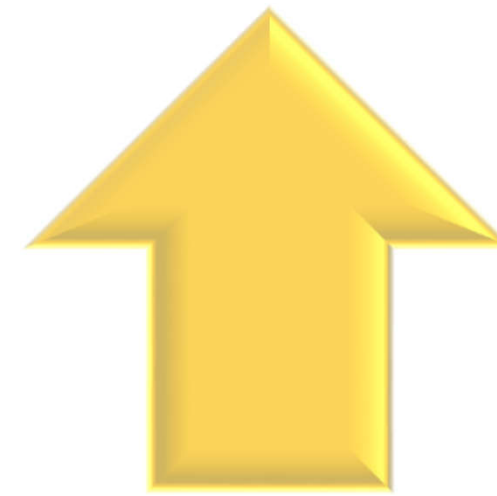


*Black Lives Matter mural at the intersection of N. Martin Luther King Jr. Dr. and W. Locust St.*

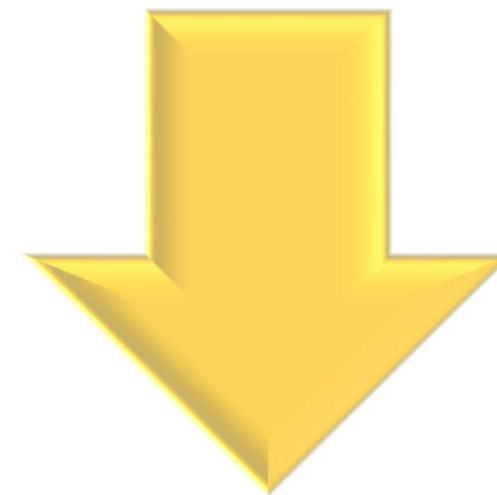


# 2020 Implications on Data

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Trail Use  
Walk + Bike Trips  
Traffic Fatalities  
Speeds



Traffic Volumes  
Transit Use  
Shared Mobility



# ARPA – Reckless Driving Reduction: Categories

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- 1) Permanent improvements on major streets (\$1M)
  - Intersection improvements at high crash locations including traffic signal improvements, curb extensions, pedestrian refuge islands, right turn slip lane removals, intersection tightening, etc
- 2) Permanent improvements on residential streets (\$1M)
  - Traffic calming near schools (SRTS) and parks, including coordinating work with Local Paving Program
- 3) Rapid Implementation Improvements (\$1.8M)
  - Temporary infrastructure such as jersey barriers in parking lanes to prevent passing on the right, interim closures of right turn slip lanes, planters as curb extensions, paint / post curb extensions and / or traffic circles, etc
- 4) Speed Limit Reduction (\$1.2M)
  - Various policies under consideration related to setting safe speed limits on select corridors (e.g. commercial corridors, streets with inconsistent speed limits, PHIN, corridors with recent infrastructure improvements, etc) or in select geographic areas (e.g. residential streets, neighborhoods, etc)
  - Education and outreach component to build awareness around speed limit changes



# ARPA – Reckless Driving Reduction: Criteria for Selection

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- Projects selected based on historical crash data, community/aldermanic requests, known problem areas, etc.
- Projects prioritized on a 50-point scale
  - Equity = 20 Points
    - NRSA
    - Race
    - Vehicle Availability
  - Safety = 20 Points
    - PHIN
    - Crash Risk (number of travel lanes, posted speed limit, ped/bike accommodations, transit)
    - Number of severe crashes
  - Use = 10 Points
    - Average Traffic volumes
    - Population Density





# ARPA – Reckless Driving Reduction: Projects & Process

## 1) Permanent improvements on major streets

- Locust St near Sherman Park
- Appleton Ave in the Alameda Neighborhood
- 35<sup>th</sup> St Near Jackson Park
- 35<sup>th</sup> on the Near West Side

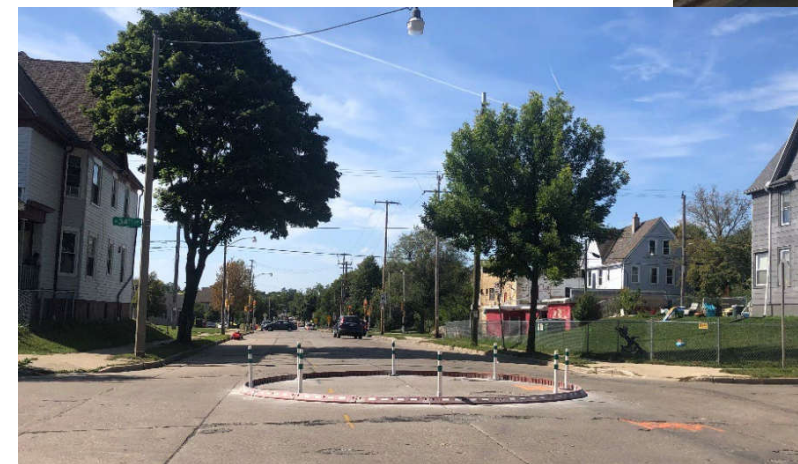
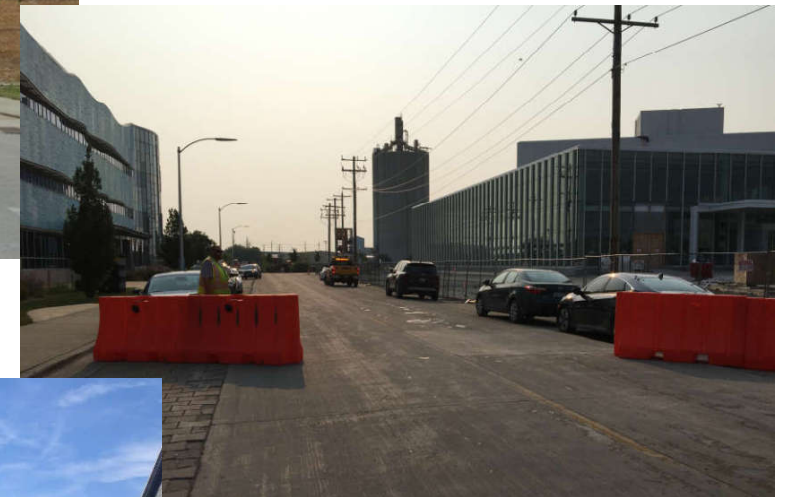
## 2) Permanent improvements on residential streets

- Access improvements near Butterfly Park
- Other schools/parks in conjunction with Local Paving Program

## 3) Rapid Implementation Improvements

- 35<sup>th</sup> St (Townsend to Congress)
- North Ave (30<sup>th</sup> to 24<sup>th</sup>)
- Chavez and Lapham

\*not complete inventory of projects to be completed



Consultants will be utilized to develop designs, community engagement will be scaled based on scope of improvement



# Other Infrastructure Projects

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- Safe Routes to School
  - \$750K Federal grant to improve safety and access for students walking and biking to 8 schools
  - \$75K local funds on an annual basis to target one school (Westside Academy in 2022)
- Wash / Scott Bike Boulevards – advancing Active Streets - \$800K
- KK River Trail Connections - \$1.2M
- Safe Routes to Transit - \$1.2M
- Active Streets
  - Continuation of 3 corridors into Phase II in 2022
- 20<sup>th</sup> St and Beerline Trail - \$900K
- Oklahoma Ave Multimodal Improvements - \$850K
- Major Projects with raised bike lanes, curb extensions, bus bulbs, etc – Multi-million dollar projects
  - Walnut, Humboldt, Howard, Hampton, Lake, Wells
- High Impact Paving Program
- TID funded improvements
  - Becher St at Michels, 2<sup>nd</sup> St Shared Street
- Traffic signal upgrades
  - LED conversions, flashing yellow arrows, larger displays, citywide signal timing optimization, ped countdown timers





# Other Proposed / Ongoing Initiatives

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- Considering traffic signal removals and replacements with all-way stops
  - Prioritizes pedestrian movements
  - Long-term maintenance cost savings
- Revisiting NTMP to broaden scope of work and ensure effective measures implemented
  - Speed tables, chicanes, traffic circles
- Complete Streets Handbook
- Comprehensive Crash Data Analysis
- Reckless Driving Mini-Grants
  - Considering carrying into 2022 with ARPA Funds
- Continued promotion and experimentation with new / shared mobility
  - Bublr Bike Share E-Bikes, Dockless Scooters







[milwaukee.gov/CompleteStreets](https://milwaukee.gov/CompleteStreets)