

2020 Carjacking and Reckless Driving Status Update DRAFT

Prepared 9/20/23

Subcommittee	Broad Recommendation	Detail	Notes
Engineering	<p>The following guiding principles should govern all engineering recommendations:</p> <ul style="list-style-type: none"> • Design streets for slower speeds. • Prioritize safety over speed. • Incorporate the Complete Streets Policy to make streets less car-centric and to better accommodate other modes of transportation. 	Install pedestrian traffic signals (Rectangular Rapid Flash Beacons (RRFB), Pedestrian Hybrid Beacons, or Pedestrian Beacons)	
		Coordinate traffic signals at or below the speed limit	Will be possible with planned signal upgrades over next 2 years.
		Pavement reclamation for other uses such as sidewalks, plaza, landscaping, storm water, etc	DPW initiated the Interim Plaza Program in 2023 to allow community groups to reclaim street space and use it for plazas.
		Road diets (reducing number of lanes with restriping)	Road diets are standard practice in DPW street design work, with numerous road diets installed since 2021.
		Narrow lanes	DPW's Complete Streets Handbook sets 10' lanes as the standard lane width in the City of Milwaukee.
		Pedestrian refuge islands / curb extensions	DPW has initiated the installation of pinned-on refuge islands and curb extensions to expedite the design and construction of these traffic calming features. This lower cost construction method has also allowed for a significantly higher number of installations since 2022.
		Separation of vulnerable users	DPW's preferred bikeway design is now a protected bikeway to fully separate people biking from people driving. Several projects under construction or in design will include protected bikeways.
		Roundabouts	DPW is exploring opportunities for roundabouts, including compact urban roundabouts, to reduce crashes and slow speeds. The Lisbon Ave project will have roundabouts, and a recent HSIP application was submitted for compact urban roundabouts on three corridors.
		Deploy speed humps, trapezoidal humps, and raised platforms at pedestrian crossings and intersections	Speed humps have been installed at the following rates: 96 in 2020, 116 in 2021, 272 in 2022, and 81 in 2023 so far. DPW has started installing raised crossings as part of reconstruction projects (e.g. Walnut St) and has installed speed tables at various locations (e.g. Superior St, Prospect Ave). DPW has also begun the Speed Limit Reduction Campaign and Analysis project that includes a speed education campaign.
		Increase funding for the Department of Public Works to fully implement the pedestrian plan	Multimodal Funding incorporated into City Budget, including funding for pedestrian safety improvements.

STATUS KEY

On-going

Complete

In-progress /Planned

Under Development