Complete Streets Committee
Meeting 2

Thursday, August 29, 10:30 AM

City Hall, Room 303

Agenda

1. **Committee Introductions**
2. **Review and Approval of Minutes from 3/15/19 Meeting**
3. **Update on Current Complete Streets Efforts**
4. **Pedestrian Plan**
5. **Complete Streets Handbook**
6. **Complete Streets Monitoring**
7. **Complete Streets Training**
8. **Committee Next Steps**

Milwaukee Pedestrian Plan

- Citywide plan to make walking safer, more enjoyable, & more accessible
- Aligns with City's Complete Streets Policy
- Based on community feedback
- Involved substantial research & analysis to identify four main issues
- Includes 20 recommendations & over 100 actions

Recommendations

- Are there ongoing initiatives within your department/agency that are helping to achieve a recommendation or action item in the plan?
- Is your department/agency able to incorporate any of the recommendations or action items into your proposed 2020 workload?
- Do you foresee your department/agency taking a lead role in addressing any of the recommendations or action items in the plan, even if not currently programmed/budgeted

Complete Streets Committee

- What role do you envision the Committee playing?
- Should a sub-committee form around any recommendations?

Complete Streets Handbook

The Handbook will **establish policies, procedures, and practices across City Departments and Agencies** to better inform decision-making for all projects that impact the public right-of-way.

Some policies, procedures, and/or practices exist today and will simply be updated to best reflect the Milwaukee Complete Streets Policy, while others will be created.

The development of this handbook will occur through targeted and creative community engagement to ensure the needs and desires of people throughout Milwaukee are incorporated into the final product.

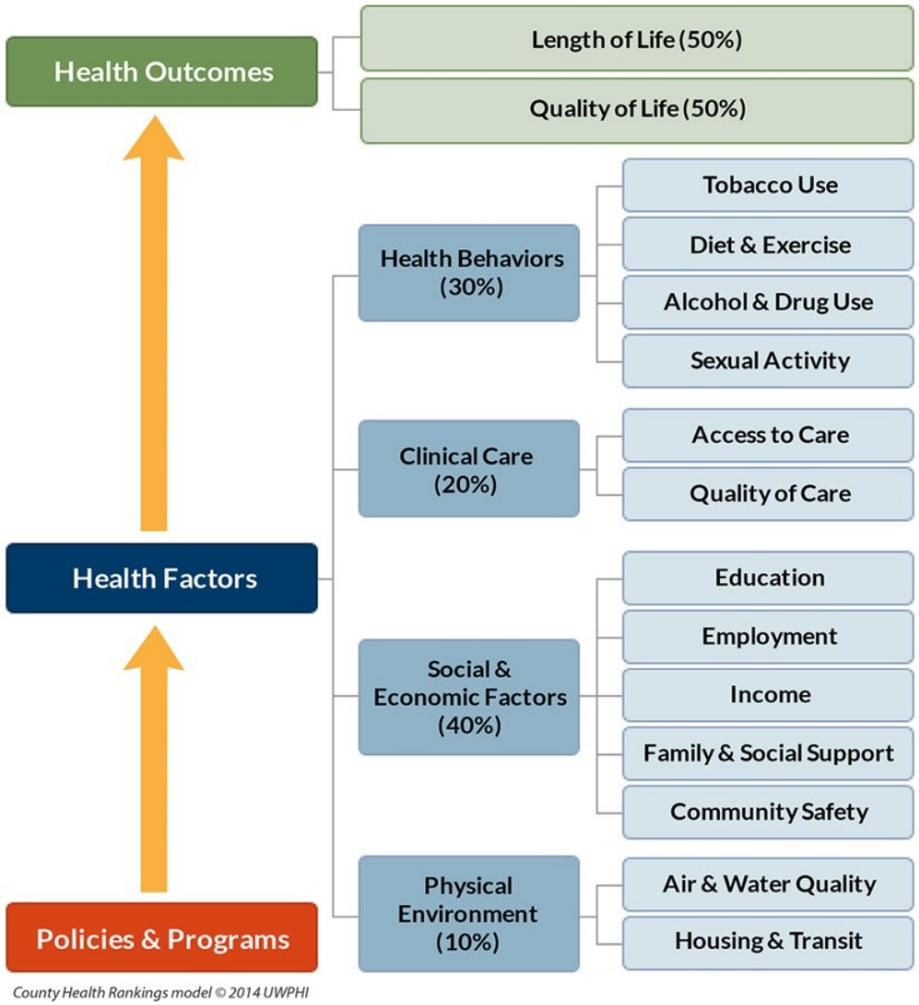
Policy/Procedure Development

- Visioning/Goal Setting
- 1.2 Structure/Staffing
- 1.3 Budgeting/Grant Pursuits
- 1.4 Project Selection
- 1.5 Project Scoping
- 1.6 Community Engagement
- 1.7 Alternatives Analysis
- 1.8 Communications/PR/Marketing
- 1.9 Data Collection and Evaluation
- What else?

Complete Streets Monitoring

Conduct an annual Complete Streets Report, or incorporate Complete Streets metrics into routing annual report

Health Equity Report



What shapes our health?

Adapted from Paula Tran Inzeo, Board of Health Orientation

Health Equity Report

Health Disparity

A population-based difference in health outcomes (e.g., women have more breast cancer than men).

By itself, *disparity* does not address the chain of events that produces it.

- MN Dept. of Health, 2015

Health Inequity

A health disparity based on unfair, socially-determined circumstances (e.g. American Indians have higher rates of diabetes due to the disruption of their way of life and replacement of traditional foods with unhealthy commodity foods). Because health inequities are socially determined, change is possible.

- MN Dept. of Health, 2015

Health Equity

A fair, just *distribution* of the social resources and social opportunities needed to achieve well-being.

-ASTHO, 2000

Adapted from Paula Tran Inzeo, Board of Health Orientation

Health Equity Report

Equality is about Sameness

Equality promotes fairness and justice by giving everyone the same thing.

It can only work if everyone starts from the same place.

Equity is about Fairness

Equity gives people access to the same opportunities.

Our differences and our history can create barriers to participation, so we must first insure equity before we can enjoy equality.

Common Council Resolution No. 190098

Passed by the City of Milwaukee Common Council on 7/30/19

Resolution commits the City of Milwaukee to take actions toward achieving racial equity

- Organizational infrastructure
- Organizational and workforce capacity
- Internal practices and processes
- Policy and legislative change
- Community alliance building

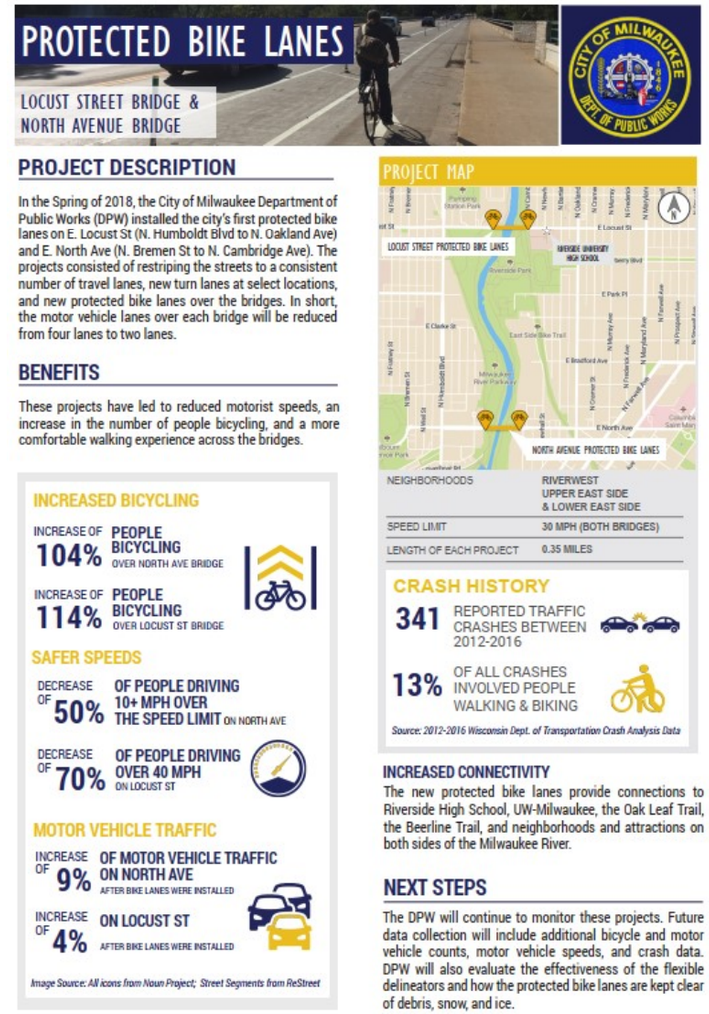
Complete Streets Monitoring – Data Collection

For all "Major" Projects

- Speed
- Volume
- Crashes

Specific to various Projects

- Driver Yielding Rates
- Sidewalk bicycling
- Passing in the bike lane or parking lane
- Red-light running



PROTECTED BIKE LANES

LOCUST STREET BRIDGE & NORTH AVENUE BRIDGE

CITY OF MILWAUKEE DEPT. OF PUBLIC WORKS

PROJECT DESCRIPTION

In the Spring of 2018, the City of Milwaukee Department of Public Works (DPW) installed the city's first protected bike lanes on E. Locust St (N. Humboldt Blvd to N. Oakland Ave) and E. North Ave (N. Bremen St to N. Cambridge Ave). The projects consisted of restriping the streets to a consistent number of travel lanes, new turn lanes at select locations, and new protected bike lanes over the bridges. In short, the motor vehicle lanes over each bridge will be reduced from four lanes to two lanes.

BENEFITS

These projects have led to reduced motorist speeds, an increase in the number of people bicycling, and a more comfortable walking experience across the bridges.

INCREASED BICYCLING

INCREASE OF 104% PEOPLE BICYCLING OVER NORTH AVE BRIDGE

INCREASE OF 114% PEOPLE BICYCLING OVER LOCUST ST BRIDGE

SAFER SPEEDS

DECREASE OF 50% OF PEOPLE DRIVING 10+ MPH OVER THE SPEED LIMIT ON NORTH AVE

DECREASE OF 70% OF PEOPLE DRIVING OVER 40 MPH ON LOCUST ST

MOTOR VEHICLE TRAFFIC

INCREASE OF 9% OF MOTOR VEHICLE TRAFFIC ON NORTH AVE AFTER BIKE LANES WERE INSTALLED

INCREASE OF 4% ON LOCUST ST AFTER BIKE LANES WERE INSTALLED

Image Source: All icons from Noun Project; Street Segments from ReStreet

PROJECT MAP

LOCUST STREET PROTECTED BIKE LANES

NORTH AVENUE PROTECTED BIKE LANES

NEIGHBORHOODS	RIVERWEST UPPER EAST SIDE & LOWER EAST SIDE
SPEED LIMIT	30 MPH (BOTH BRIDGES)
LENGTH OF EACH PROJECT	0.35 MILES

CRASH HISTORY

341 REPORTED TRAFFIC CRASHES BETWEEN 2012-2016

13% OF ALL CRASHES INVOLVED PEOPLE WALKING & BIKING

Source: 2012-2016 Wisconsin Dept. of Transportation Crash Analysis Data

INCREASED CONNECTIVITY

The new protected bike lanes provide connections to Riverside High School, UW-Milwaukee, the Oak Leaf Trail, the Beerline Trail, and neighborhoods and attractions on both sides of the Milwaukee River.

NEXT STEPS

The DPW will continue to monitor these projects. Future data collection will include additional bicycle and motor vehicle counts, motor vehicle speeds, and crash data. DPW will also evaluate the effectiveness of the flexible delineators and how the protected bike lanes are kept clear of debris, snow, and ice.

Complete Streets Monitoring – Annual Report

Systems Changes

- Obtaining grants
- Establishing new staff positions
- Changing official procedures
- Creating new committees or subcommittees
- Participating in training sessions
- Coordinating formally with other departments or organizations

Complete Streets Monitoring – Annual Report

Project Case Studies (3-5 per year)

- Project Implementation and Public Engagement Processes
- Before / After data
- Perception data through project surveys
- Human impact stories

I am Steven Hunter, long time resident of Milwaukee and have lived all around the city. I've been a year-round biker for 15 years and enjoy it! I started biking downtown from the NW side to get to work on time as I kept missing the Flyer and was hooked. The funny thing is as a commuter, I never really paid any attention to the many community rides in Milwaukee until a couple years ago. Since then, I have joined more community rides and greatly enjoy the camaraderie. I currently own 6 bikes and enjoy them all. I share my biking experiences with people all around the city. I also share the Complete Streets policy principles with my friends who drive. We will keep these conversations going!

Case Study – Connecting the Corridor

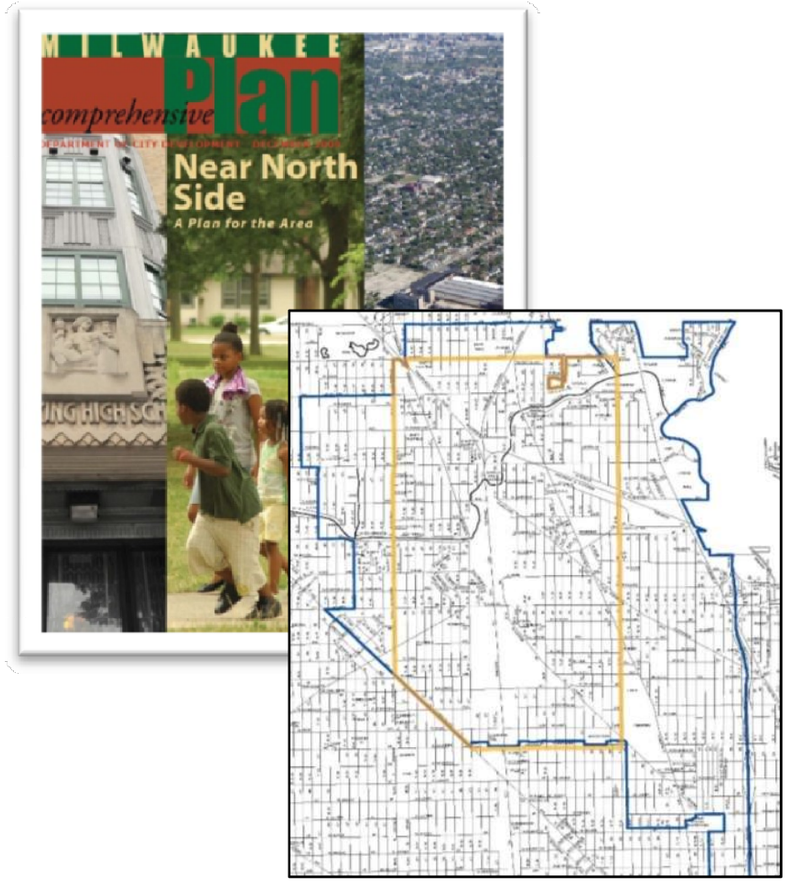
Incorporating Complete Streets projects into Comprehensive Area Plans

What is it?

- An Strategic Action Plan amendment to the Near North Area Plan for area around the 30th St. Corridor.
- Four themes: Mobility and Streets, Off-street Trails, Parks & Public Space, & Stormwater Management

What will it do?

- Recommend projects
- Prioritize and identify timelines
- Identify opportunities for collaboration and connections
- Identify responsible parties
- Define next steps
- Brings projects into a council-approved document



MILWAUKEE comprehensive Plan

CONNECTING THE CORRIDOR

A STRATEGIC ACTION PLAN FOR THE NEAR NORTH SIDE PLAN AREA

Case Study – Connecting the Corridor

What is new about this process & how is it related to Complete Streets Implementation?

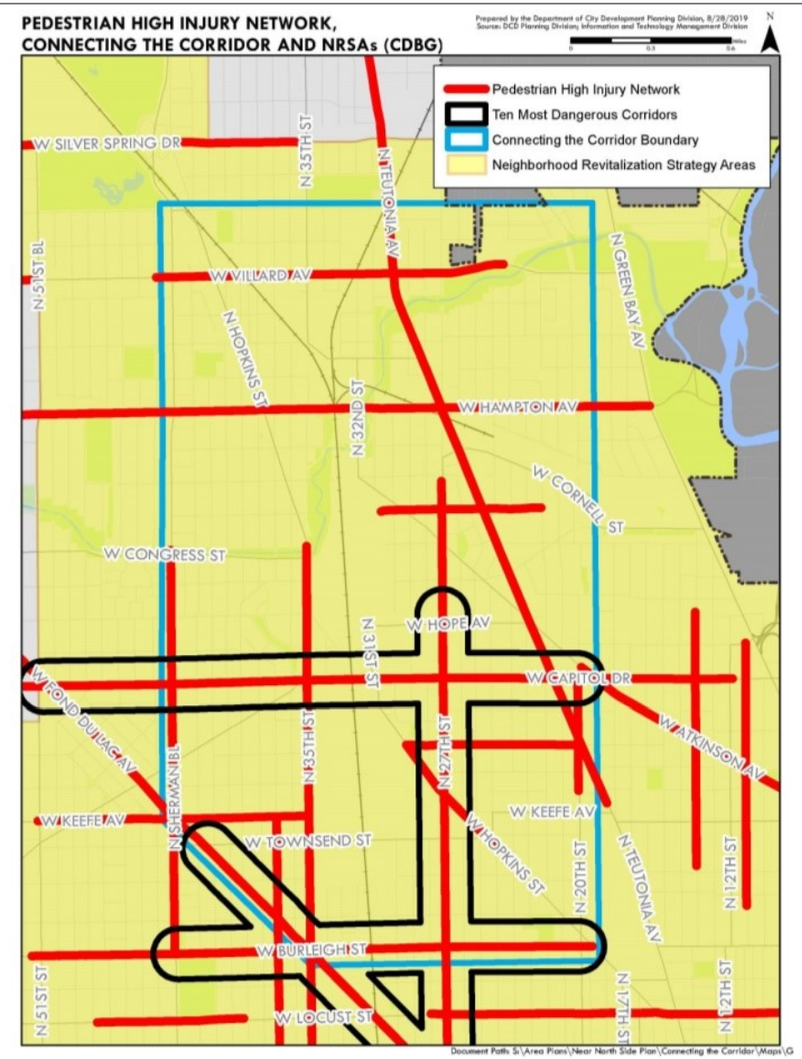
- Increased coordination between departments & outside partners
- Connecting public health to the built environment
- Incorporating or defining “before” & “after” data
- Engaging the community in new ways
- Connecting projects will identify opportunities for collaboration and efficiencies

Complete Streets and traffic safety have been high on the list of concerns during public outreach.

Case Study – Connecting the Corridor

Portions of **4 of the 10 most dangerous** pedestrian High Injury Network corridors are within the Connecting the Corridor boundaries.

All of the Connecting the Corridor planning area is within a Neighborhood Revitalization Strategy Area (CDBG) area.



Complete Streets Monitoring – Annual Report

Benchmarking Data

- Summarized for the City as a whole, and by 'Equity Zones'
- Frequency of reporting varies depending on metric
- Data categories include:
  - Activity
  - Safety
  - Infrastructure
  - Behavior
  - Health
  - Development
  - Public Engagement
  - Perceptions

Complete Streets Monitoring – Annual Report

Supplemental Surveys

- Initially funded through MCW Grant
- Project-based and Citywide Surveys
- Questions could include:
  - Satisfaction with walking, biking, taking transit, and driving
  - Perceived safety from traffic when walking and biking
  - Perceived safety from crime when walking and biking
  - Perceived opportunities for being active
  - Perceived health impacts of the neighborhood/project area

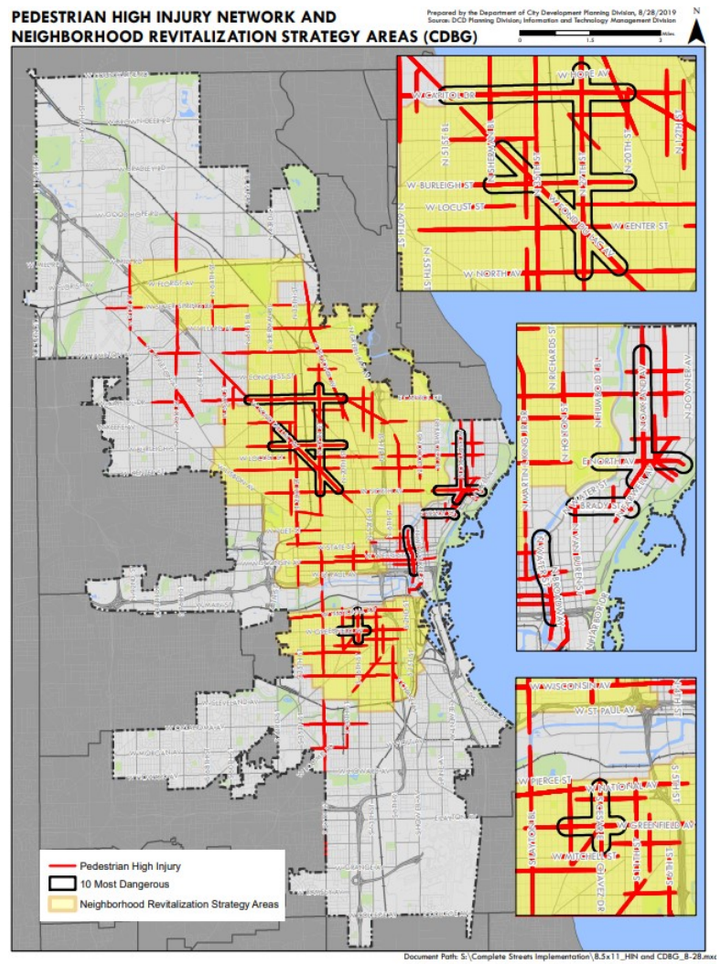
Complete Streets Monitoring – Defining Equity

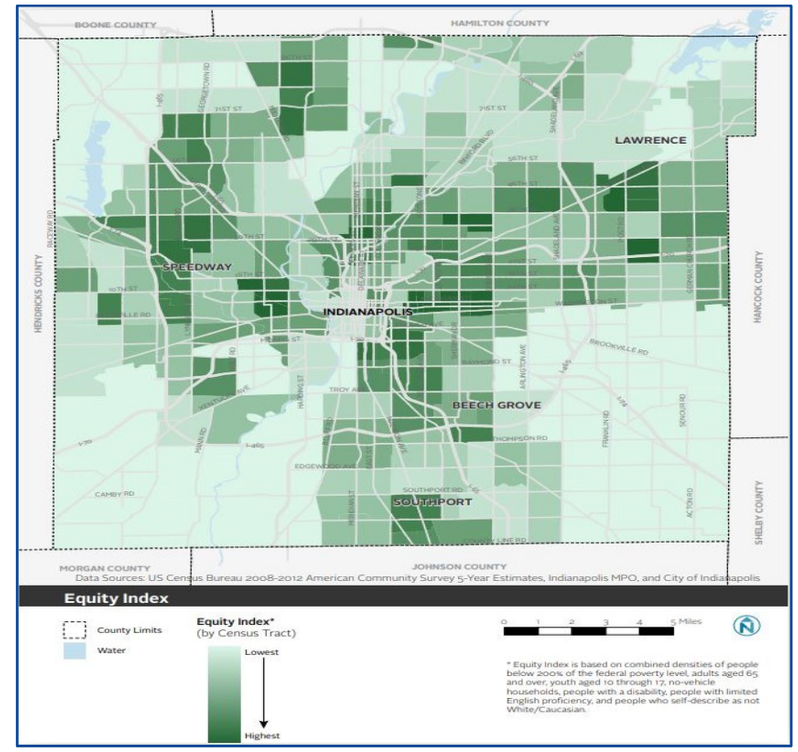
Use Existing Geographies

- Neighborhood Revitalization Strategy Areas (CDBG)
- Something else?

Create New Geographies

- Indianapolis Pedestrian Plan
  - Health Index + Equity Index
- Oakland Paving Plan
  - Income & People of Color





Complete Streets Training

Smart Growth America – National Complete Streets Coalition

- October 29th and 30th
- Who should attend?

COMPLETE STREETS POLICY IMPLEMENTATION

- Assess local Complete Streets policy and decision-making outcomes.
- Consider policy implementation strategies to strengthen current policy and practices.
- Identify real and perceived barriers to Complete Streets implementation and discuss solutions.
- Draft specific steps to achieve local Complete Streets policy goals.

COMPLETE STREETS DESIGN CONSIDERATIONS

- Discuss design context in Complete Streets policy implementation strategies.
- Consider design for all users informed by standards, guides, research, best practices and technical tools.
- Assess local decision-making processes and performance measures.
- Develop a design implementation workplan.

Complete Streets Committee Next Steps

Committee Members To Do List

- Pedestrian Plan Priority Initiative Identification
  - Sub-committee(s)
- Equity Areas
  - Send any additional thoughts
- Staff to send to training

Implementation Team to do List

- Begin Annual Report structure and data gathering

Upcoming meetings

- 2020 Schedule TBD