



Milwaukee Complete Streets *Health and Equity Report 2021*

Acknowledgments

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Through December 2021

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Introduction

Complete Streets integrate people and place by making it safe, enjoyable, and convenient to walk, bike, take transit, drive, or simply experience our streets and public spaces – no matter one’s age or ability.

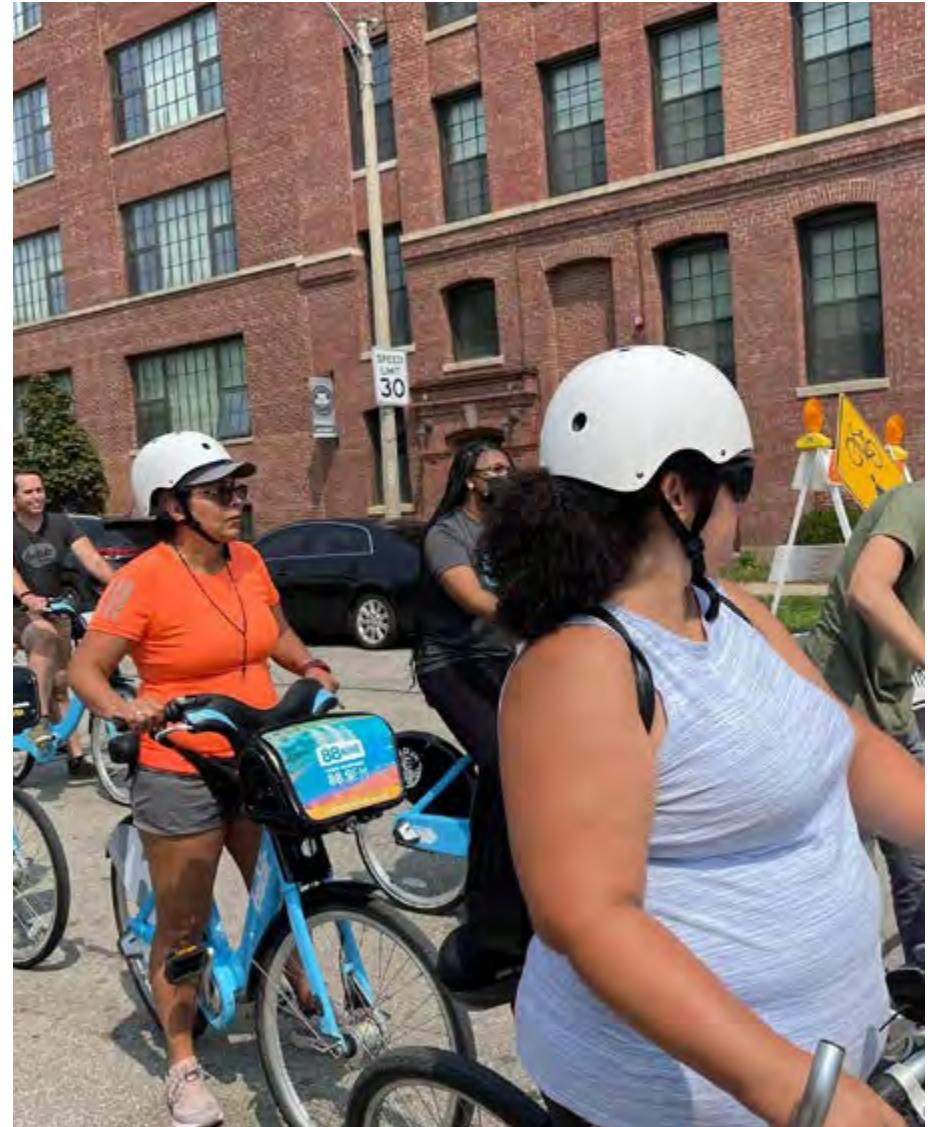
The City of Milwaukee passed its Complete Streets policy in 2018. The Complete Streets resolution required specific data to be collected on an annual basis. This report covers the data required by the Complete Streets resolution and presents it through a health equity lens. Data in this report are measured both on a citywide-level and by Neighborhood Revitalization Strategy Areas (NRSAs). NRSAs are contiguous Census tracts where at least 70% of the population earns 80% or less of the City’s median income.

For more background on the City of Milwaukee’s Complete Streets policy, the Complete Streets Committee, Complete Streets and Health Equity, and the NRSAs, please refer to the [Complete Streets Health and Equity Report 2019](#) and the [Complete Streets Health and Equity Report 2020](#).

The 2019 and 2020 Complete Streets Health and Equity Reports consisted of three sections: Changes to Internal Processes, Complete Streets Projects, and Our Streets Today. The reports also included case studies describing projects or programs. Full reports with all three sections and case studies will be released every four years moving forward. The 2021 Complete Streets Health and Equity Report consists of the Complete Streets Projects and Our Streets Today sections. This abbreviated version of the report will be released annually between the full reports.

Read the Complete Streets policy, access past Milwaukee Complete Streets Health and Equity reports, and more:

milwaukee.gov/CompleteStreets



Participants in a Bublr Bikes community class



Complete Streets Projects

Complete Streets are streets that are safe, comfortable, and reliable for walking, biking, taking transit trips, and driving. Successful implementation of the Complete Streets policy will result in all street infrastructure projects meeting the definition of a Complete Street. Achieving this goal will take time, and will require changes to processes, procedures, and policies that ensure Complete Streets are the norm and not the exception.

The data in this section measure changes to project delivery that result in street changes that prioritize safety and the comfort of walking, biking, and transit trips. These data will track the City's progress towards reimagining streets to accommodate all users regardless of age, ability, or mode.

Complete Streets Project Delivery

This metric tracks the percentage of major transportation projects that incorporate Complete Streets elements. For purposes of this annual report, major transportation projects are defined as reconstruction projects, repaving projects, or restriping projects on corridors greater than 1/4-mile. Because not every street that is reconstructed, repaved, or restriped will warrant substantial design changes to be considered a Complete Street, the percentage will only be based on streets where changes did occur or should have occurred.

While the overall number of major transportation projects in 2021 (10) was only half of the number of projects in 2020 (20), the percentage of projects incorporating Complete Streets elements increased from 30.0% to 50.0%. The increase is even more significant when compared to 2019 (9.0%). Similar to 2019, only one project was in an NRSA, but the percentage (25.0%) was higher than both 2019 (8.3%) and 2020 (18.1%) due to the smaller number of overall projects.

Complete Streets Project Delivery & Pedestrian High Injury Network			
		Citywide	NRSAs
Total number of major transportation projects	2021	10	4
	2020	20	11
	2019	22	12
Major transportation projects incorporating Complete Streets	2021	5 (50.0%)	1 (25.0%)
	2020	6 (30.0%)	2 (18.1%)
	2019	2 (9.0%)	1 (8.3%)
Major transportation projects on a PHIN street	2021	0 (0.0%)	0 (0.0%)
	2020	5 (25.0%)	3 (27.2%)
	2019	5 (22.7%)	3 (25.0%)
PHIN streets that received Complete Streets Improvement	2021	0 (0.0%)	0 (0.0%)
	2020	1 (5.0%)	1 (9.0%)
	2019	1 (4.5%)	0 (0.0%)

Data source: DPW

Pedestrian High Injury Network

Milwaukee's Pedestrian High Injury Network (PHIN) was identified in the 2019 Milwaukee Pedestrian Plan. This network consists of approximately 106 miles of streets in Milwaukee where serious and fatal pedestrian crashes occur most often. Seventy-seven miles of these streets are located in NRSAs. Prioritizing investments on streets with known crash histories will result in greater impacts and improvements in crash reduction. The percentage of major transportation projects that occur on streets in the PHIN is tracked as well as the percentage of streets in the PHIN that have received a Complete Streets improvement.

The PHIN is included in the map on page 9.

There were no major transportation projects in 2021 completed on a PHIN street.

Low Stress Bikeway Network

Low-stress bikeways are safe and comfortable for all ages and abilities, and encourage more people to bike as a means of transportation. Low-stress bikeways can include protected bike lanes, traffic-calmed streets called bicycle boulevards, and shared use trails. Expanding this network can be achieved through new projects or by enhancing existing bikeways into low-stress routes.

The City constructed its first sidewalk-level protected bike lane in 2021. This new bikeway is on W. Becher Street from the Kinnickinnic River to S. 1st Street. The street was reconstructed with funding from a tax incremental financing district (TID) and includes pedestrian safety improvements as well.

A map of low stress bikeways is on the following page.

Low Stress Bikeway Network							
	Existing		Installed in 2021		Percentage of Overall Network		
	Citywide	NRSAs	Citywide	NRSAs		Citywide	NRSAs
Protected Bike Lanes	1.7	0.3	0.3	0.3	2021	1.0%	0.7%
					2020	0.1%	0.4%
					2019	0.1%	0.4%
Bicycle Boulevards	2.1	1.4	0	0	2021	1.0%	1.6%
					2020	1.1%	1.7%
					2019	0.0%	0.0%
Shared Use Trails*	43.1	10.0	0	0	2021	21.1%	11.5%
					2020	21.8%	12.6%
					2019	21.8%	12.6%
Total	46.9	11.7	0.3	0.3	2021	23.2%	13.8%
					2020	24.4%	14.8%
					2019	24.8%	14.1%
Overall Network (Includes Traditional Bike Lanes)	187.4	77.7	16.7	9.2		N/A	N/A

*Includes trails managed by the City of Milwaukee, Milwaukee County, and Wisconsin Department of Natural Resources

Data source: DPW

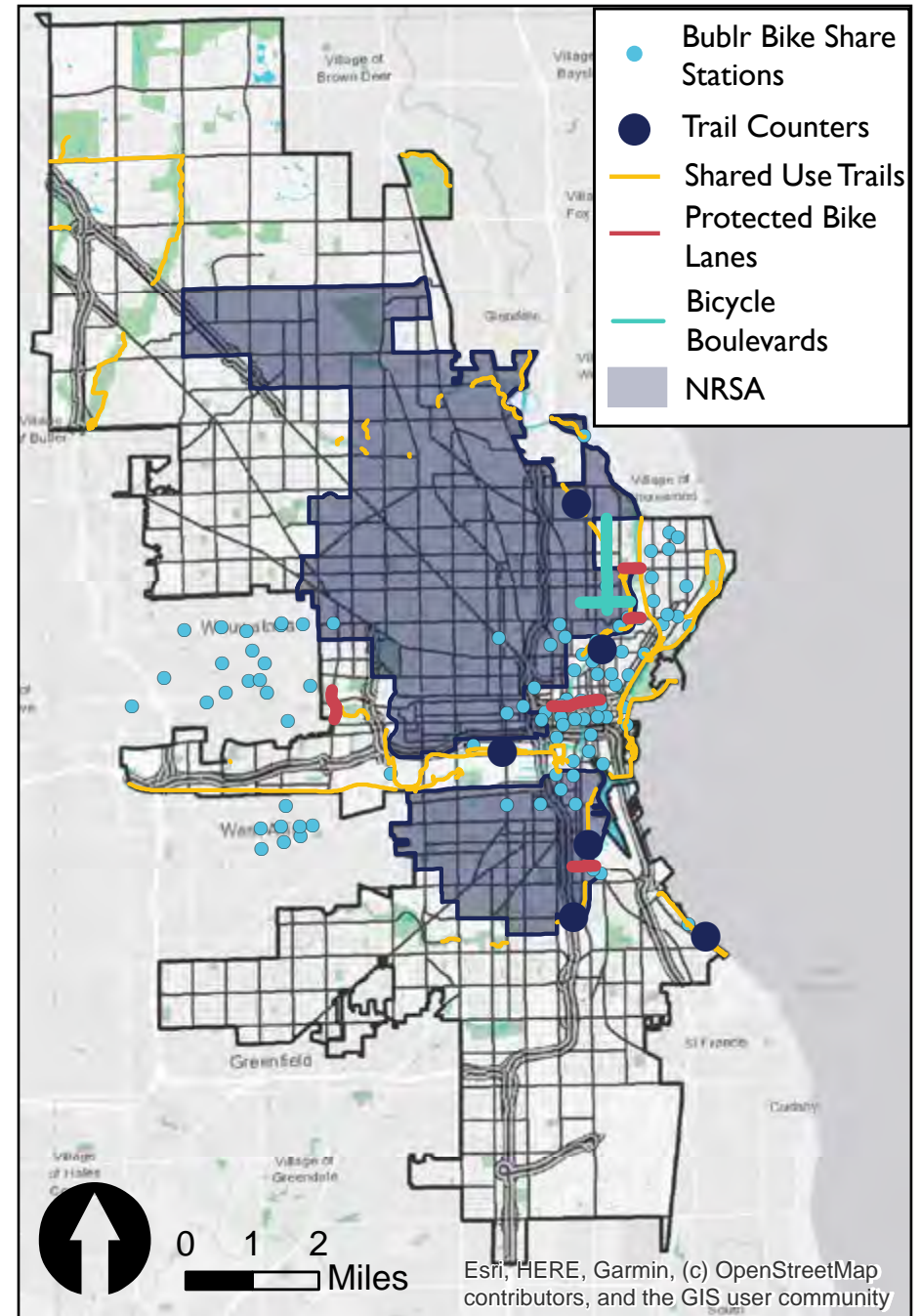
Green Infrastructure Improvements

The Complete Streets policy states that stormwater management shall be incorporated or maintained within the public right-of-way as part of Complete Streets. Green infrastructure helps address climate change, improves air and water quality, and while providing landscaping, shade, and beautification.

After a reduction in street tree plantings during the onset of the COVID-19 pandemic in 2020, plantings returned to normal levels in 2021. The number of bioswales installed in 2021 was fewer than in previous years, but the percentage installed in NRSAs increased.

Green Infrastructure Improvements			
		Citywide	NRSAs
Street trees	2021	3,672	1,704
	2020	1,977	900
	2019	3,577	1,524
Bioswales	2021	14	9
	2020	18	9
	2021	37	0

Data source: DPW



A white line-art map of a city street grid, showing a dense network of streets and highways. The map is centered on a blue background. The text "Our Streets Today" is overlaid on the map in a large, bold, dark blue font.

Our Streets Today

The data in this section measure changes to travel behavior, traffic safety, and perceptions about transportation options and safety. While the previous section describes and measures City-led changes, the measurements in this section quantify the external results of those changes. Some of the data points in this section may change in the short-term, such as bicycle and pedestrian counts or speeding on or along corridors with recent infrastructure changes. Other measurements, like work commute mode share or perceptions, may not show any change until several years after a specific project is completed or until there is a more holistic and citywide approach to Complete Streets implementation.

Activity

Work Commute Mode Share

The American Community Survey is a yearly survey distributed by the U.S. Census Bureau that collects ongoing data about people. The journey-to-work question on the survey asks about the most common commute mode used by people who worked at least one hour in the week prior to receiving the survey. Because Work Commute Mode Share only captures the most common way in which people travel to work in a single week, it does not represent the full picture of how people travel to work or move throughout the city. For example, riding a bike to a transit stop will only count one of the two trip types, walking to a store to shop will not be recorded, and any weather-dependent modes may be impacted by when the survey is taken. However, the data is collected consistently and remains an important measurement to analyze transportation trends. Shifts from automobile commuting to other modes may indicate that investments in Complete Streets implementation are creating a more attractive and safe environment for walking, biking, and taking public transit.

The data reported in 2021 captures results from the 2020 American Community Survey. While the COVID-19 pandemic disrupted many traditional commuting patterns and practices, most mode share percentages did not change significantly. Working from home increased approximately 2% both citywide and in NRSAs, from 3.5% to 5.4% and 3.1% to 5.2%, respectively. Public transportation use in the NRSAs dropped from 10.6% to 8.4%, while driving alone in the NRSAs increased from 67.2% to 69.2%. These trends will be important to track as pandemic conditions change and people may feel more comfortable returning to public transportation.

Work Commute Mode Share			
		Citywide	NRSAs
Walking	2020	4.3%	4.7%
	2019	4.6%	5.1%
	2018	4.7%	5.1%
Biking	2020	0.7%	0.8%
	2019	0.8%	0.9%
	2018	0.9%	0.9%
Public Transit	2020	6.7%	8.4%
	2019	7.3%	10.6%
	2018	7.6%	11.0%
Single Occupancy Vehicle	2020	71.9%	69.2%
	2019	72.8%	67.9%
	2018	72.3%	66.8%
Working from Home	2020	5.4%	5.2%
	2019	3.5%	3.1%
	2018	3.4%	3.2%

Data source: American Community Survey - 2019 5-year estimates

Intersection User Counts

Intersection user counts are collected in order to evaluate numbers of people walking and people bicycling across the city. This metric records pedestrian crossings and people biking at 20 intersections for a total of 12 hours:

Six hours on a Tuesday, Wednesday, or Thursday

- 7:00 AM – 9:00 AM
- 11:00 AM – 1:00 PM
- 4:00 PM – 6:00 PM

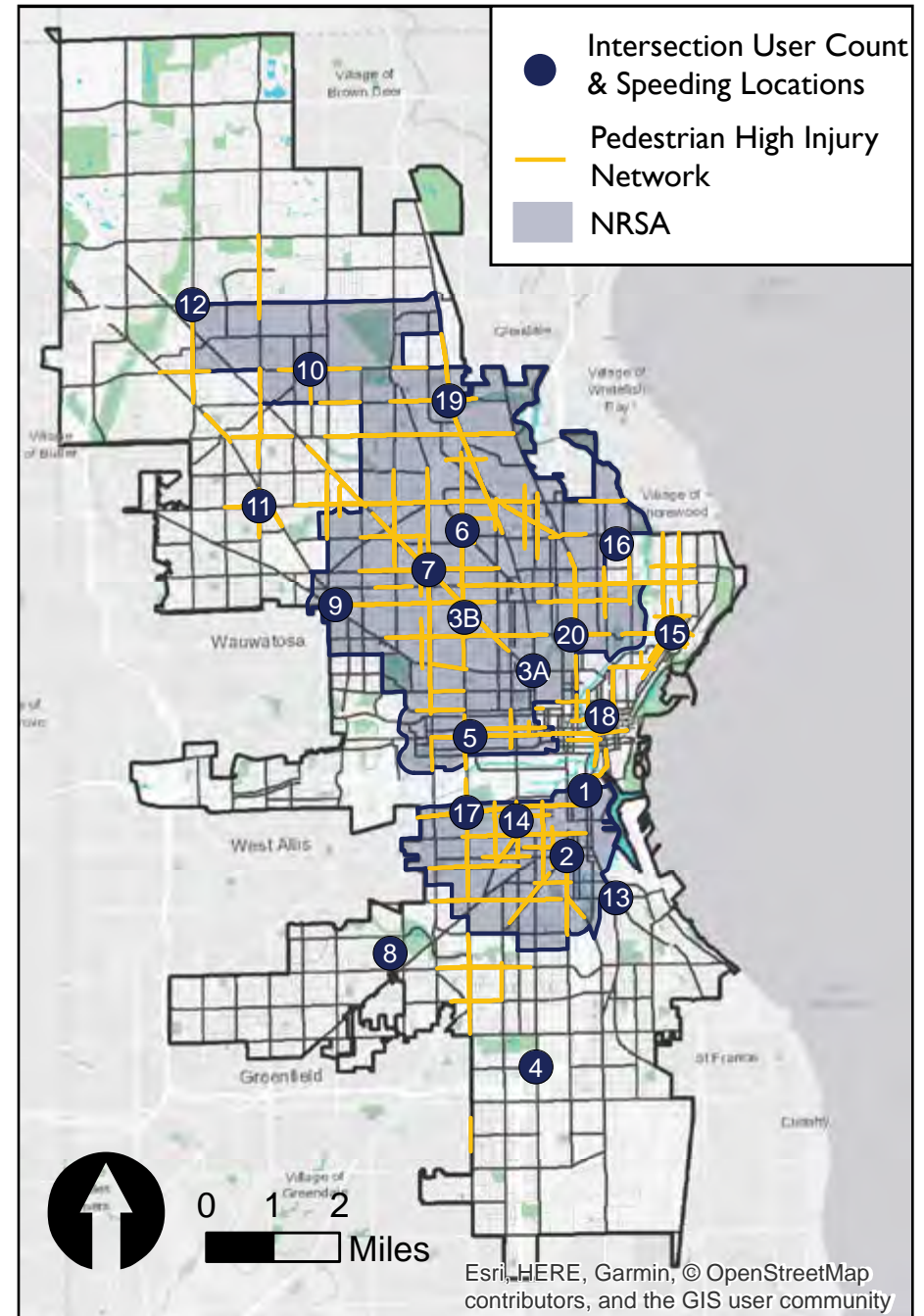
Six hours on a Saturday

- 10:00 AM – 1:00 PM
- 3:00 PM – 6:00 PM

The counts were taken after Labor Day on fair weather days. Counts will be taken at the same intersections every year to evaluate citywide trends over time. The methodology for how these intersections were chosen was included in the Milwaukee Complete Streets Health and Equity Report 2019.

The map to the right shows the intersections where counts were taken.

While overall counts of people walking and biking did not vary significantly between 2020 and 2021, most intersections saw substantial changes from the previous year. N. Teutonia Avenue & W. Villard Avenue, intersection 19, had a 228.6% increase in people biking, up to 23 from seven in 2020. W. Villard Avenue received a rapid implementation improvement and new bike lanes in 2021, which may have contributed to this increase. In terms of raw numbers, N. Milwaukee Street and E. Kilbourn Avenue, intersection 18, had the largest change, with an additional 550 people walking in 2021. This intersection is located downtown, and may have seen an increase due to greater numbers of people returning to work at downtown offices.



Intersection User Counts				
		Year	Total Pedestrian Crossings	Total Bicyclists
1	S. 2nd Street & W. Virginia Street	2021	776	124
		2020	599	226
2	S. 6th Street & W. Historic Mitchell Street	2021	818	67
		2020	562	61
3A	N. 12th Street & W. Walnut Street	2021	235	31
		2020	139	52
4	S. 13th Street & W. Bolivar Avenue	2021	30	23
		2020	38	22
5	N. 26th Street & W. Wisconsin Avenue	2021	299	32
		2020	625	65
6	N. 27th Street & W. Hopkins Street	2021	112	20
		2020	84	23
7	N. 35th Street & W. Burleigh Street & W. Fond du Lac Avenue	2021	497	18
		2020	965	59
8	S. 46th Street & W. Dakota Street	2021	68	9
		2020	95	5
9	N. 58th Street & W. Center Street & W. Appleton Avenue	2021	168	13
		2020	260	21
10	N. 64th Street & W. Silver Spring Drive	2021	366	4
		2020	303	10
11	N. 76th Street & W. Capitol Drive	2021	398	7
		2020	284	7
12	N. 91st Street & W. Mill Road	2021	64	12
		2020	102	16
13	S. Allis Street & S. Kinnickinnic Avenue & E. Lincoln Avenue	2021	2,097	247
		2020	2,462	317
14	S. Cesar E. Chavez Drive & W. Washington Street	2021	1,006	106
		2020	674	53
15	N. Farwell Avenue & N. Murray Avenue & E. Ivanhoe Place & E. North Avenue	2021	3,338	197
		2020	3,320	288
16	N. Fratney Street & E. Townsend Street	2021	140	61
		2020	170	33
17	S. Layton Boulevard & W. National Avenue	2021	989	45
		2020	1,289	76
18	N. Milwaukee Street & E. Kilbourn Avenue	2021	1,240	104
		2020	690	58
19	N. Teutonia Avenue & W. Villard Avenue	2021	369	23
		2020	346	7
20	N. Vel R. Phillips Avenue & W. North Avenue	2021	298	25
		2020	407	48

Data source: DPW

Transit Passenger Counts

The Milwaukee County Transit System (MCTS) operates the bus system in Milwaukee, which has 5,100 bus stops and more than 55 routes. The City of Milwaukee operates The Hop, a streetcar that serves downtown, the Third Ward, and the Lower East Side. All MCTS buses have racks that hold two bicycles. Bicycles are allowed on the streetcar, but the number of bicycles on streetcars is not recorded.

Bus ridership decreased significantly from 2019 to 2020 due to the COVID-19 pandemic. Bus passenger counts decreased again in 2021, down 1,674,105, or 14.1%, citywide from 2020. In contrast to 2020 where rides in the NRSAs were down a smaller percentage than citywide counts, bus passenger counts in those areas saw a similar decline (14.7%) in 2021. While bicycle on bus passenger counts have not recovered to their 2019 levels, declines were less sharp than overall ridership, with a 9.0% decline citywide and 4.8% decline in the NRSAs.

The Hop also saw a significant drop in passenger counts in 2020, but rides increased from 2020 to 2021 by 15.3%, likely boosted by workers returning to downtown offices and a growth in tourism and event attendance.

Transit Passenger Counts			
		Citywide	NRSAs
Bus passenger counts*	2021	10,195,868	5,828,914
	2020	11,869,973	6,837,069
	2019	18,759,457	10,480,485
Bike on bus counts*	2021	8,968	4,758
	2020	9,852	5,000
	2019	87,318	46,762
Streetcar passenger counts+	2021	301,170	N/A
	2020	261,303	N/A
	2019	760,321	N/A

Data sources: *MCTS, +DPW



An MCTS bus with a “Slow Down, Life Matters” bus tail ad

Trail User Counts

The City has six permanent trail counters that continuously count the number of people biking and walking past these points. A map of the trail counter locations is on page 6.

Trail usage increased 19.0% in 2020. All count locations saw decreases in 2021, leading to an overall 8.7% dip in trail users. Total counts did exceed 2019's numbers, however, by 8.6%.

More detailed information about trail counts, including monthly summaries, is available here: milwaukee.gov/TrailCounts



Community members participate in a walk on W. Galena Street

Trail User Counts			
1	Beerline Trail – E.Vienna Avenue*	2021	17,235
		2020	19,000
		2019	11,868
2	Hank Aaron State Trail – Potawatomi Circle	2021	64,276
		2020	30,621+
		2019	78,137
3	Kinnickinnic River Trail – E. Maple Street*	2021	87,067
		2020	97,928
		2019	84,953
4	Kinnickinnic River Trail – W. Rosedale Ave.*	2021	21,166
		2020	23,939
		2019	22,948
5	Marsupial Bridge	2021	220,357
		2020	239,712
		2019	215,492
6	Oak Leaf Trail – South Shore Park	2021	236,192
		2020	303,328
		2019	187,056

*Located in NRSA

+ The Hank Aaron State Trail counter was out of service January 1 – August 11, 2020

Data source: DPW

Shared Mobility Counts

BublR Bike Share

In 2021, BublR Bikes, Milwaukee’s nonprofit bike share operator, operated 700 bikes at 58 stations located in the City of Milwaukee, with additional stations in the nearby suburbs of Wauwatosa and West Allis. Fifteen stations were located in NRSAs. A map of these stations is located on page 6.

While bike share trips have not recovered to their pre-pandemic levels, rides were up 12.2% from 2020. A long-planned 26-station expansion and addition of electric bikes to the BublR fleet are underway in 2022.

BublR Bike Share Trips			
		Citywide	NRSAs
Total trips	2021	49,705	5,095
	2020	44,282	4,783
	2019	74,702	8,752

Data source: BublR Bikes

Dockless Scooters

The City of Milwaukee held a Dockless Scooter Pilot Study from July – November 2019. DPW staff recommended holding a second, year-long pilot to better understand how scooters fit into Milwaukee’s transportation landscape and had been preparing to launch this second pilot in 2020. However, due to the COVID-19 pandemic and shifting staff priorities, the second pilot was put on hold and began in June 2021.

The second Dockless Scooter Pilot Study took place from June 1 – November 15, 2021, and had three operators. Several changes were put into place based on lessons learned from the 2019 Dockless Scooter Pilot Study, including increased fleet sizes, decreased zone sizes, and a requirement for an adaptive fleet. Ridership started off strong in 2021, with 139,045 total trips, or an average of 4,380 trips per day, taken in the first month of operation. However, due to results of sidewalk riding observations, new scooter trips and deployments were banned from Zone 1, which encompassed the majority of downtown and the Marquette University campus, starting August 5. This ban had a significant impact on trips, with trips dropping by 88,105 from July to August.

A comprehensive evaluation of the 2021 Dockless Scooter Pilot Study can be found at milwaukee.gov/DocklessScooters.

DPW is holding a third Dockless Scooter Pilot Study that will last through the end of 2023 while it works to establish a permanent scooter program.

Dockless Scooter Trips			
		Citywide	NRSAs
Total trips	2021	481,706	192,703
	2019	350,130	52,850*

*Indicates trips starting in NRSAs; does not include data from one operator from 8/9-10/13/2019

Data source: DPW

Safety

Fatalities and Serious Injuries

One of the main goals of Complete Streets is to make streets safer for everyone. It is important to track traffic fatalities and serious injuries in order to assess progress on this goal. The Milwaukee Police Department (MPD) reports crashes to the Wisconsin Department of Transportation (WisDOT). These data are available through the WisTransPortal Data Hub. Note that “motor vehicle” includes drivers and passengers of cars and people on motorcycles and mopeds.

Total fatalities and serious injuries remained relatively flat from 2020’s numbers (423 in 2022 compared to 422 in 2021), though the number remained 10.7% higher than 2019’s. Fatalities in the NRSAs had doubled from 2019 to 2020, accounting for 68.8% of the City’s total fatalities. In 2021, the proportion of fatalities in the NRSAs decreased to 48.6%, less than the 61.2% of population that is represented in the NRSAs.

Serious Injury Rates

The serious injury rate is the number of pedestrian and bicyclist serious injuries divided by the total of all pedestrian and bicycle counts taken at the 20 control intersections listed in the “Intersection User Counts” section on page 9. Serious injury rates were not reported in 2019 because intersection counts were not taken.

The bicyclist serious injury rate increased by nearly a full percentage point in the NRSAs. Counts of people biking at NRSA intersections were down to 520 from 2020’s 701, but serious injuries for people biking increased from three in 2020 to seven in 2021, accounting for this increase.

Fatalities and Serious Injuries			
		Citywide	NRSAs
Pedestrian fatalities	2021	17	11
	2020	16	11
	2019	12	9
Bicyclist fatalities	2021	1	1
	2020	3	1
	2019	1	1
Motor vehicle fatalities	2021	52	22
	2020	61	43
	2019	41	18
Pedestrian serious injuries	2021	72	49
	2020	60	38
	2019	71	45
Bicyclist serious injuries	2021	10	7
	2020	5	3
	2019	11	6
Motor vehicle serious injuries	2021	270	140
	2020	278	170
	2019	245	154

Data source: WisTransPortal

Serious Injury Rates			
		Citywide	NRSAs
Pedestrian Serious Injury Rate	2021	0.5%	0.8%
	2020	0.4%	0.6%
Bicyclist Serious Injury Rate	2021	0.9%	1.3%
	2020	0.4%	0.4%

Data source: WisTransPortal and DPW

Speeding

Increased motor vehicle speeds are directly related to the safety of people walking and biking. Research also indicates that higher motor vehicle speeds increase the probability of serious injuries or fatalities when a crash occurs. Street design has a considerable impact on speeds, and Complete Streets investments can reduce incidents of speeding and associated high severity crashes. This measurement tracks speeding at the same 20 sites each year to evaluate citywide trends over time. The methodology for how locations were chosen was included in the 2019 Milwaukee Complete Streets Health and Equity Report.

In general, speeds did not change significantly at the majority of the locations. N. Doctor Martin Luther King Jr. Drive between W. Meinecke Avenue and W. Garfield Avenue saw decreases across all three metrics: 12.6% lower average speed, 10.3% decrease in the 85th Percentile Speed, and an 82.5% decrease in the percentage of vehicles traveling more than 10 miles per hour over the posted speed limit of 30. This street received a road diet in September 2021 and speed data was collected after this project was implemented. The road diet reduced the number of driving lanes from four to two and added a center turn lane and bicycle lanes, and the data collected show it has reduced speeding.

On the other hand, W. Fond Du Lac Avenue from W. Auer Avenue to W. Burleigh Street saw large increases in speeding: 21.9% higher average speed, 18.9% higher 85th percentile speed, and a 395.2% increase in the percentage of vehicles traveling more than 10 miles per hour over the posted speed limit of 30. No infrastructure changes were in place that could account for this increase.

The map on page 9 shows the locations where speed data were taken.



Before and after photos of a road diet on N. Doctor Martin Luther King Jr. Dr.

Selected Locations			Posted Speed Limit (PSL)	Average Speed	85th Percentile Speed*	% Vehicles > 10 MPH over PSL	
1	S. 2nd St.	W. Florida St. to W. National Ave.	30 MPH	2021	26.3 MPH	32 MPH	0.9%
				2020	25.7 MPH	31 MPH	3.5%
2	S. 6th St.	W. Historic Mitchell St. to W. Maple St.	30 MPH	2021	26.5 MPH	31 MPH	0.8%
				2020	24.7 MPH	31 MPH	0.8%
3B	N. 27th St.	W. Clarke St. to W. Meinecke Ave.	30 MPH	2021	36.2 MPH	42 MPH	2.8%
				2020	36.9 MPH	43 MPH	24.1%
4	S. 13th St.	W. Layton Ave. to W. Howard Ave.	35 MPH	2021	36.8 MPH	41 MPH	2.9%
				2020	38.4 MPH	43 MPH	8.5%
5	N. 26th St.	W. Wells St. to W. Wisconsin Ave.	25 MPH	2021	24.8 MPH	30 MPH	2.8%
				2020	24.5 MPH	29 MPH	1.2%
6	W. Hopkins St.	N. 31st St. to N. 27th St.	30 MPH	2021	41.5 MPH	47 MPH	54.1%
				2020	42.4 MPH	48 MPH	60.1%
7	W. Fond du Lac Ave.	W. Auer Ave. to W. Burleigh St.	25 MPH	2021	37.8 MPH	44 MPH	31.2%
				2020	31.0 MPH	37 MPH	6.3%
8	W. Dakota St.	N. 47th St. to N. 45th St.	25 MPH	2021	20.8 MPH	26 MPH	0.6%
				2020	20.2 MPH	25 MPH	0.2%
9	W. Center St.	N. 56th St. to N. 51st St.	30 MPH	2021	31.5 MPH	37 MPH	5.1%
				2020	32.2 MPH	37 MPH	6.5%
10	W. Silver Spring Dr.	N. 68th St. to N. 64th St.	35 MPH	2021	35.6 MPH	43 MPH	8.4%
				2020	37.8 MPH	43 MPH	8.6%
11	W. Capitol Dr.	N. 84th St. to N. 76th St.	35 MPH	2021	39.8 MPH	45 MPH	13.8%
				2020	40.6 MPH	46 MPH	17.8%
12	N. 91st St.	W. Good Hope Rd. to W. Mill Rd.	40 MPH	2021	44.1 MPH	50 MPH	12.0%
				2020	46.7 MPH	53 MPH	23.7%
13	S. Kinnickinnic Ave.	E. Becher St. to E. Lincoln Ave.	30 MPH	2021	25.8 MPH	31 MPH	0.8%
				2020	27.1 MPH	32 MPH	1.5%
14	W. Washington St.	S. 20th St. to S. 10th St.	30 MPH	2021	22.3 MPH	27 MPH	0.2%
				2020	22.1 MPH	27 MPH	0.5%
15	E. North Ave.	N. Oakland Ave. to N. Prospect Ave.	25 MPH	2021	25.1 MPH	30 MPH	0.6%
				2020	25.0 MPH	30 MPH	2.2%
16	N. Fratney St.	E. Keefe Ave. to E. Locust St.	25 MPH	2021	17.4 MPH	21 MPH	0.3%
				2020	17.2 MPH	20 MPH	0.0%
17	W. National Ave.	S. Layton Blvd. to S. 20th St.	30 MPH	2021	31.8 MPH	37 MPH	4.9%
				2020	31.9 MPH	37 MPH	5.9%
18	E./W. Kilbourn Ave.	N. Vel R. Phillips Ave. to N. Water St.	30 MPH	2021	28.4 MPH	35 MPH	2.9%
				2020	28.3 MPH	34 MPH	2.4%
19	W. Villard Ave.	N. Sherman Blvd. to N. Teutonia Ave.	30 MPH	2021	28.6 MPH	33 MPH	2.3%
				2020	28.1 MPH	33 MPH	1.9%
20	N. Dr. MLK Jr. Dr.	W. Meinecke Ave. to W. Garfield Ave.	30 MPH	2021	29.7 MPH	35 MPH	2.0%
				2020	34 MPH	39 MPH	11.4%

* 85th percentile speed means the speed at or above which 15% of people are driving

Appendix:

Photo Credits

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Cover: crosswalk art by Kristelle Ulrich and Artists Working in Education

Page 2: Sixteenth Street Community Health Centers

Page 11: Coalition for Safe Driving

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