

West Allis

COMPLETE STREETS ANNUAL REPORT



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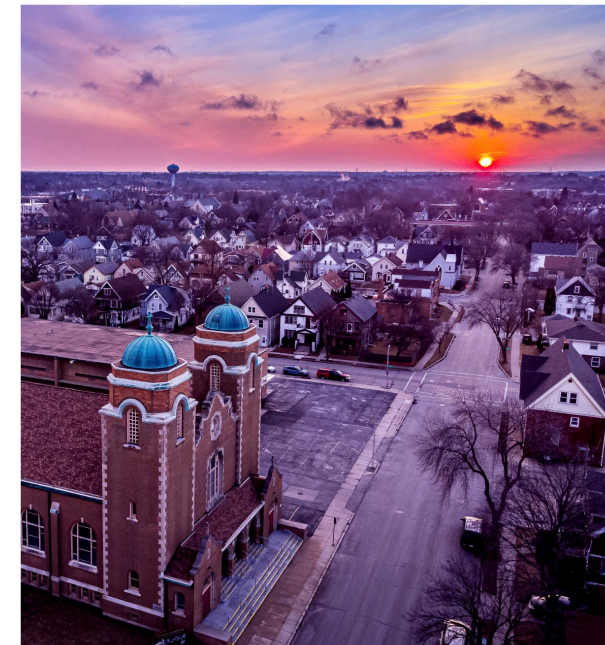
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THE INTRODUCTION.

In 2021, the City of West Allis adopted a Complete Streets Policy. The policy calls for the City to incorporate Complete Streets principals of design into street projects and improvements. This means designing the public way for the needs of all users, of all ages and abilities, and for all forms of transportation.

To oversee the policy's implementation, the City established the Complete Streets Subcommittee of the Capital Improvements Committee. The policy also requires the Planning & Zoning office to create an annual report to be shared with the subcommittee, elected officials, and the public to report on the implementation progress.

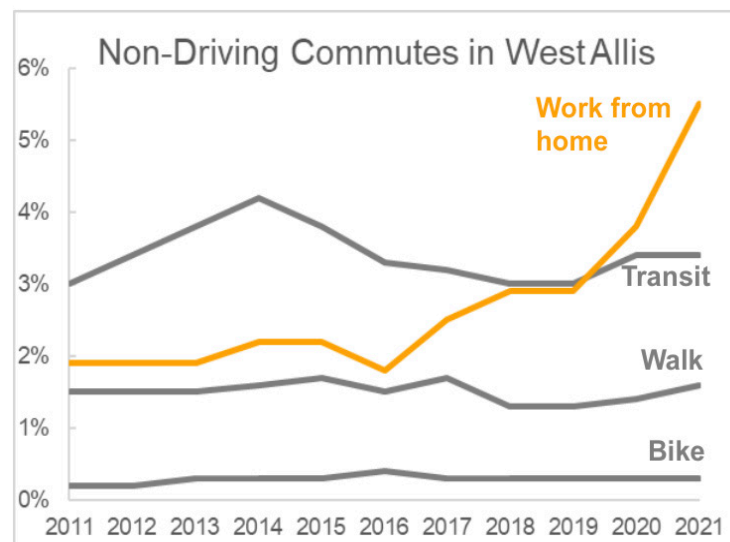
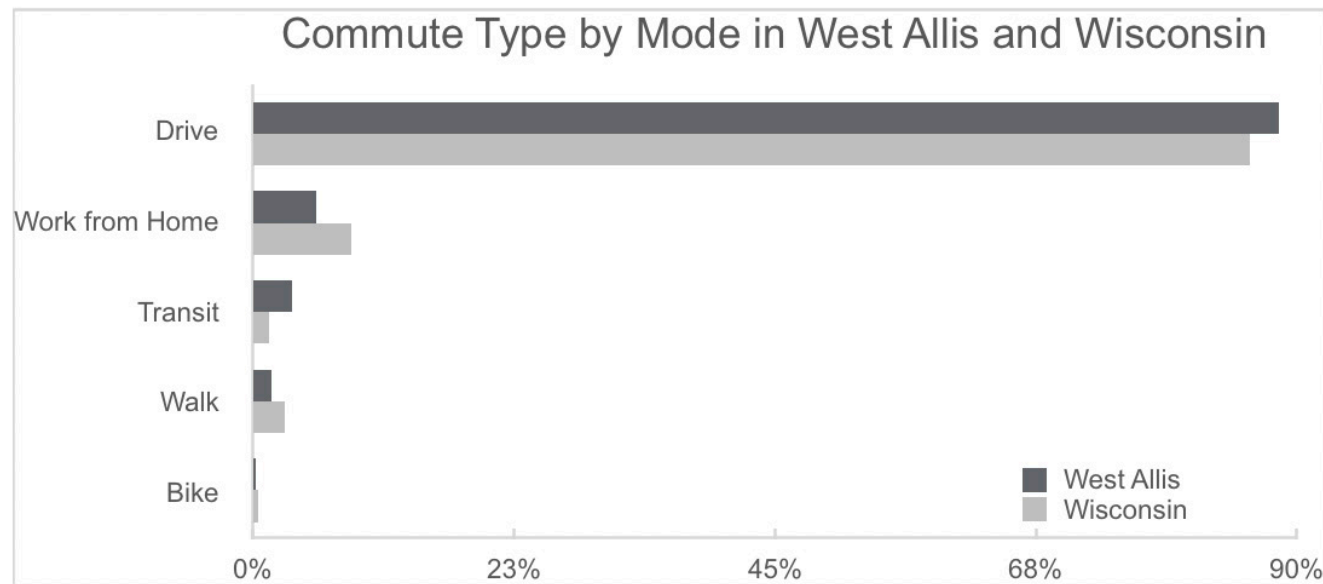
This report covers the data required by the Complete Streets resolution. Findings are divided into 4 sections: West Allis' Transportation Today, Complete Streets Projects, Green Infrastructure, and Community Engagement.



WEST ALLIS' TRANSPORTATION TODAY.

COMMUTING BEHAVIOR

Most trips in West Allis are taken by personal vehicle. 88.4% of commuters drive alone or in a carpool to work, a greater proportion than the state as a whole. After driving, the most popular form of transportation for commuting in West Allis is public transit. 3.4% of West Allis residents use the bus to get to work, more than double the rate statewide. Fewer West Allis residents walk, bike, and work from home than typical in Wisconsin.



Increasingly, West Allis residents are working from home. This trend accelerated upon the onset of the COVID-19 pandemic; from 2019 to 2021, working from home nearly doubled from 2.9% to 5.5%. During this same period, public transit, walking, and biking have remained stable or increased in usage. Driving is the only mode which decreased (from 92% to 88.4%) suggesting working from home is replacing driving trips, but not significantly reducing trips taken via other forms of transportation.

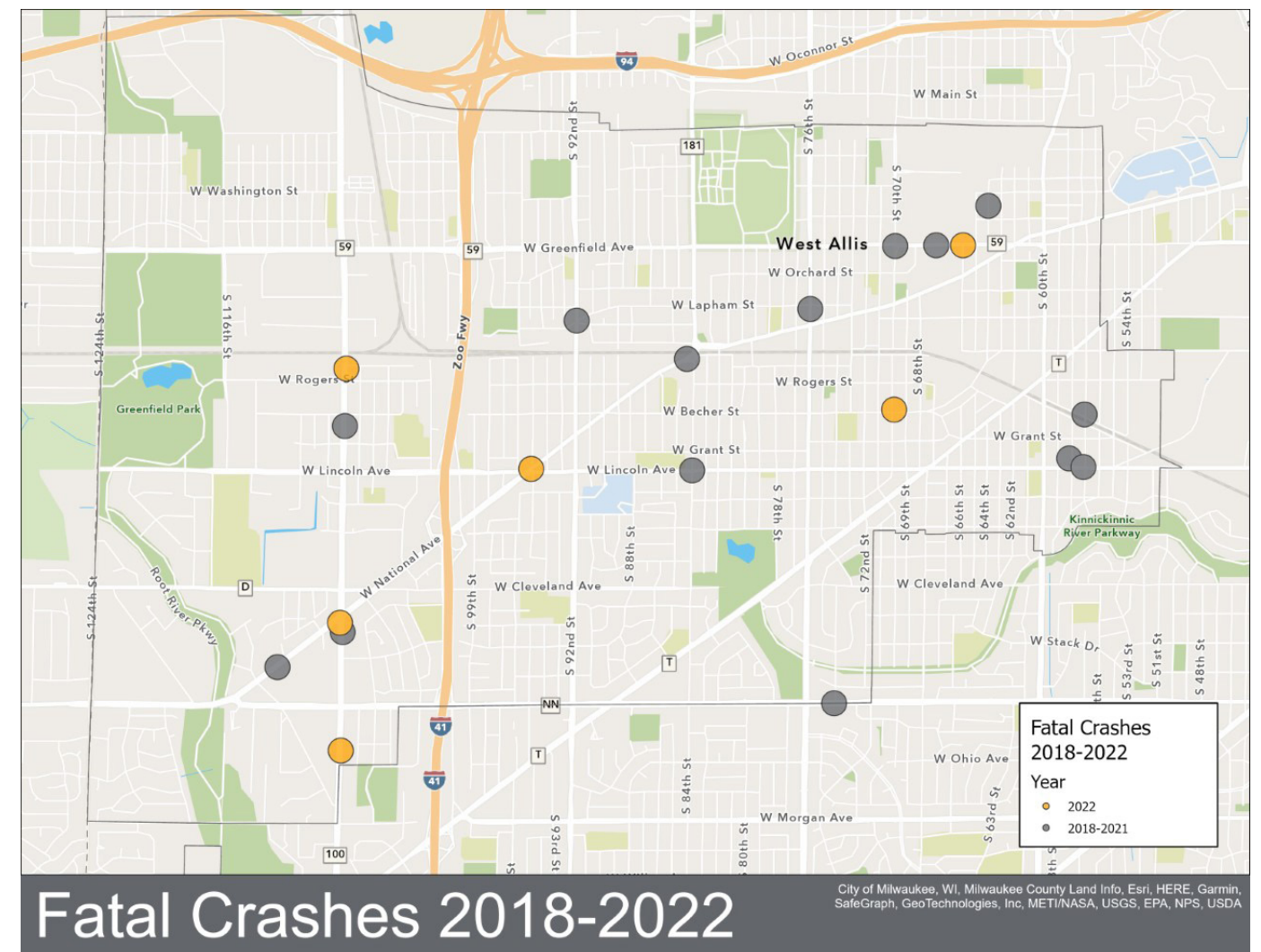
SAFETY

One of the most important goals of Complete Streets is to make streets safer for everyone. Tracking the level of traffic violence in West Allis is crucial to understand our community's progress towards this goal. The West Allis Police Department reports all crashes that occur in the city to the Wisconsin Department of Transportation. The following data comes from this source, made publicly available through the WisTransPortal Data Hub.

Crashes, Serious Injuries, and Fatalities

In 2022, West Allis saw a similar number of total number of crashes as 2021, but an increase in the severity of the crashes that occurred. 7 people were killed in crashes in 2022, more than double the total from 2021.

Year	Crashes	Serious Injuries	Fatalities
2021	1,286	31	3
2022	1,294	28	7



Continued
WEST ALLIS' TRANSPORTATION TODAY.

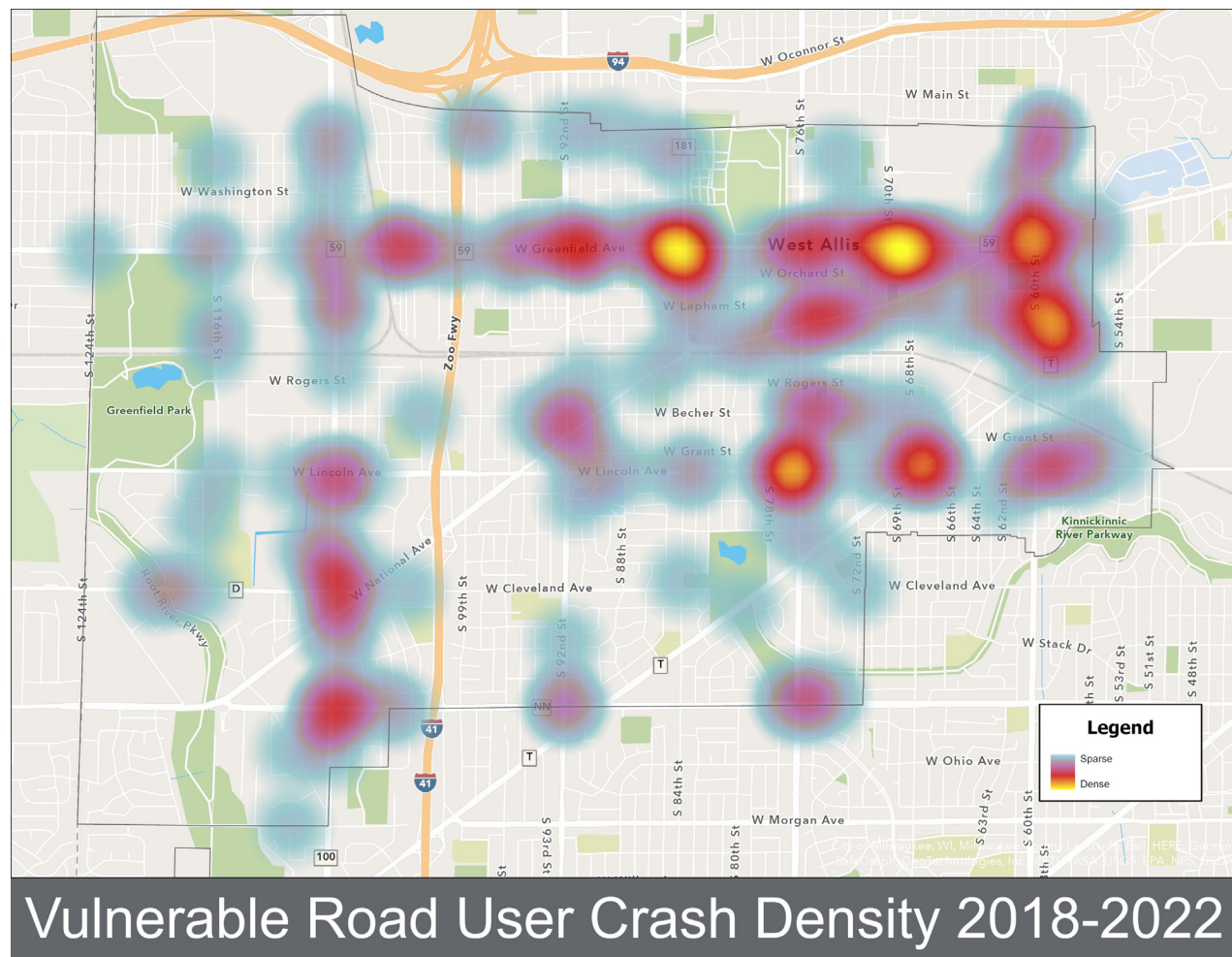
Vulnerable Road Users

People walking and biking are the most at risk of suffering from traffic violence. When walking or biking, you are not protected by thousands of pounds of metal. Instead, you are exposed and vulnerable to the heavy vehicles moving at high speeds.

Crashes involving people walking and biking are disproportionately severe. In 2022, **27% of crashes in West Allis involving a person walking and 14% of crashes involving a person biking resulted in a serious injury or fatality, compared to only 1% for crashes involving just motor vehicles.**

This past year, 3 people died while walking or biking in West Allis.

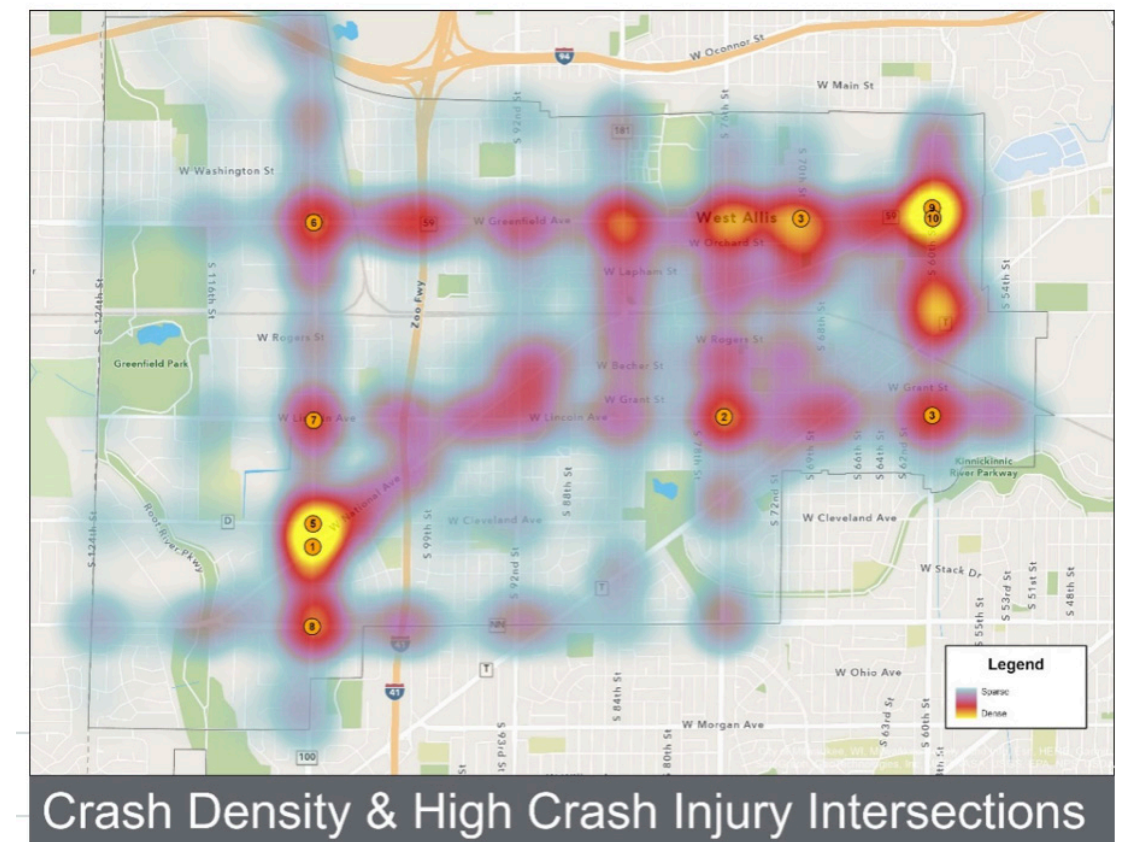
Year	Pedestrian Serious Injuries	Pedestrian Fatalities	Bike Serious Injuries	Bike Fatalities
2021	3	2	3	0
2022	4	2	1	1



High Crash Injury Intersections

Most crashes occur at intersections, where there are the most opportunities for conflict between road users. The following 10 intersections had the most crashes with injuries over the past 5 years (2018-2022). Note that streets with more traffic will be most represented in these figures, as there are more opportunities for conflict with more traffic. A “weighted injury score” was generated to create this ranking. This score counts all crashes that result in an injury, giving 3 times additional weight to serious crashes that resulted in a fatality or serious injury.

Rank	Intersection	Crashes	Injuries	Fatalities	Fatal Crashes	Serious Injury Crashes	Other Injury Crashes	Weighted Injury Score
1	108th & National	111	56	1	1	1	41	47
2	76th & Lincoln	80	47	0	0	2	33	39
3	60th & Lincoln	80	41	0	0	1	29	32
3	70th & Greenfield	62	34	1	1	3	20	32
5	108th & Cleveland	85	33	0	0	3	22	31
6	108th & Greenfield	79	28	0	0	2	24	30
7	108th & Lincoln	73	35	0	0	2	23	29
8	108th & Oklahoma	84	43	0	0	0	28	28
9	60th & National	89	31	0	0	0	26	26
10	60th & Greenfield	65	30	0	0	1	21	24



WEST ALLIS' TRANSPORTATION TODAY.

WALKING

West Allis is fairly dense, particularly on the East side of the city where many destinations are close enough to be reached on foot. The city also has a robust network of sidewalks. West Allis has a walk score of 60, the 2nd highest of any city in Wisconsin behind Milwaukee.

Walk Score	Description
90 - 100	Walker's Paradise <i>Daily errands do not require a car</i>
70 - 89	Very Walkable <i>Most errands can be accomplished on foot</i>
50 - 69	Somewhat Walkable <i>Some errands can be accomplished on foot</i>
25 - 49	Car Dependent <i>Most errands require a car</i>
0 - 24	Car Dependent <i>Almost all errands require a car</i>

BIKING

West Allis has a fledgling network of bike trails, lanes, and routes. The City's greatest biking asset is the Hank Aaron State Trail, connecting the city to Wauwatosa, the Menomonee Valley, and the lakefront. Other key routes include the Oak Leaf Trail and Root River Parkway.

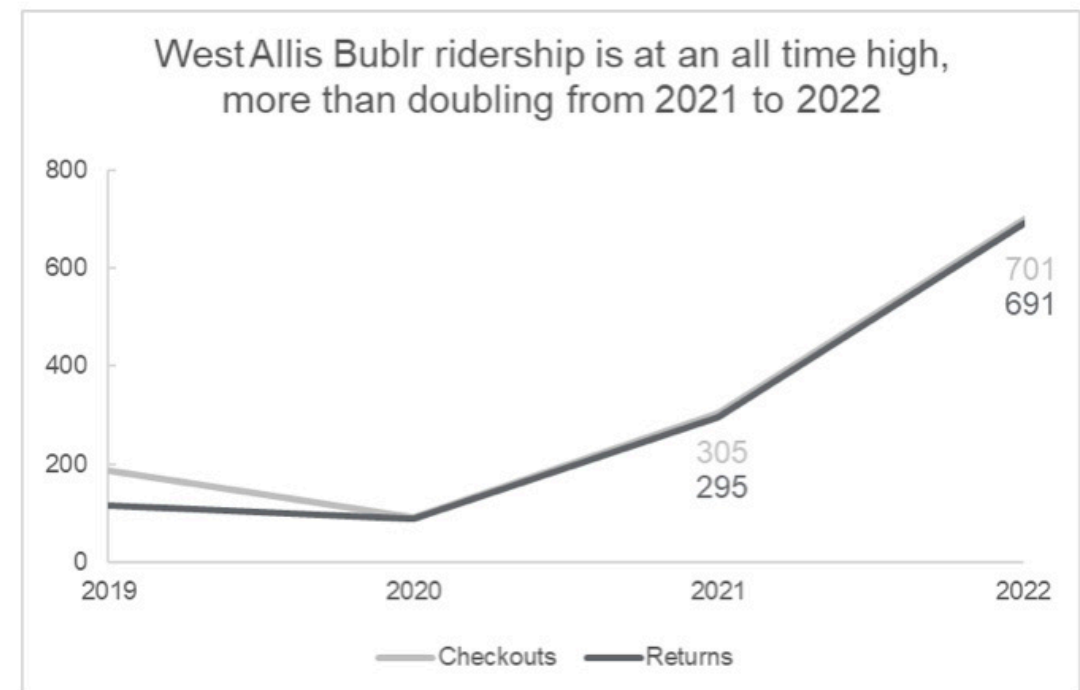
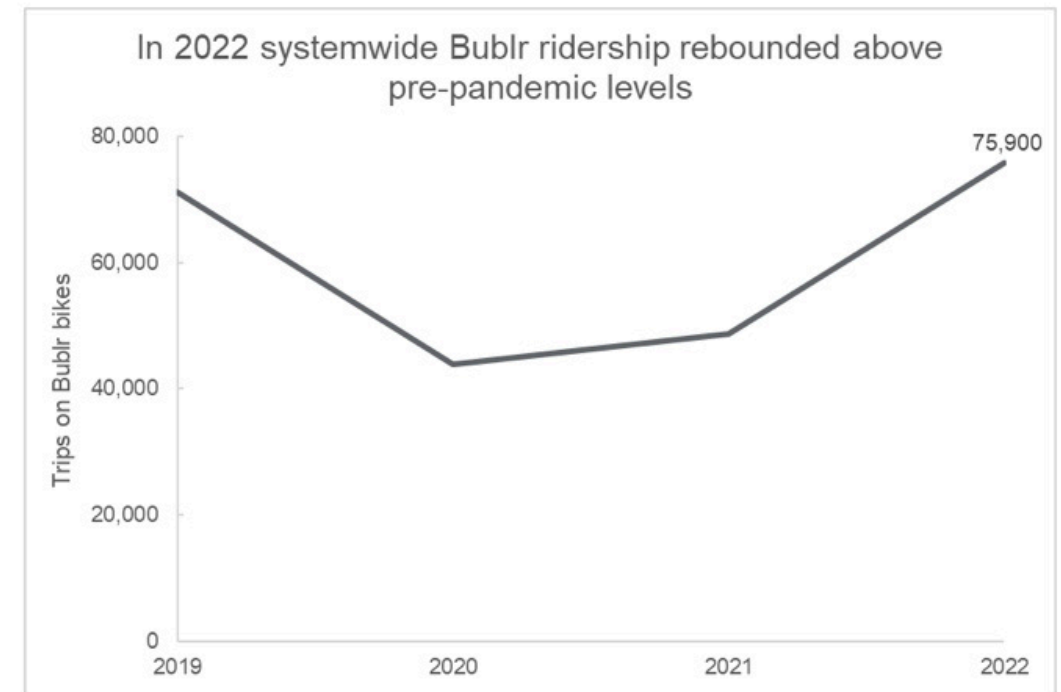
West Allis has a bike score of 51, 16th in the state of Wisconsin and 4th in Milwaukee County behind Milwaukee, Wauwatosa, and Cudahy.

Bike Score	Description
90 - 100	Biker's Paradise <i>Daily errands can be accomplished on a bike</i>
70 - 89	Very Bikeable <i>Biking is convenient for most trips</i>
50 - 69	Bikeable <i>Some bike infrastructure</i>
0 - 49	Somewhat Bikeable <i>Minimal bike infrastructure</i>

Bublr Bikes

Bublr is Greater Milwaukee's non-profit bikeshare program with stations in Milwaukee, Wauwatosa, and West Allis. Bublr has 8 docking stations in West Allis. In 2022, Bublr added new stations in the City of Milwaukee and rapidly grew its popular electric bike fleet.

Bublr ridership increased significantly in 2022, growing beyond pre-pandemic levels. West Allis saw a 232% increase in ridership, the greatest single year increase since opening.



WEST ALLIS' TRANSPORTATION TODAY.

PUBLIC TRANSPORTATION

The Milwaukee County Transit System (MCTS) serves the public transportation needs of West Allis and Milwaukee County. MCTS operates 10 bus routes in West Allis. **West Allis has a transit score of 43.**

In 2022, MCTS rolled out its new Umo "WisGo" App where riders can plan, track, and pay for their ride all in one place. Construction also progressed significantly for the new East-West BRT running through Milwaukee and Wauwatosa, which is expected to start operations in early 2023.

Transit Score	Description
90 - 100	Rider's Paradise <i>World-class public transportation</i>
70 - 89	Excellent Transit <i>Transit is convenient for most trips</i>
50 - 69	Good Transit <i>Many nearby public transportation options</i>
25 - 49	Some Transit <i>A few nearby public transportation options</i>
0 - 24	Minimal Transit <i>It is possible to get on a bus</i>

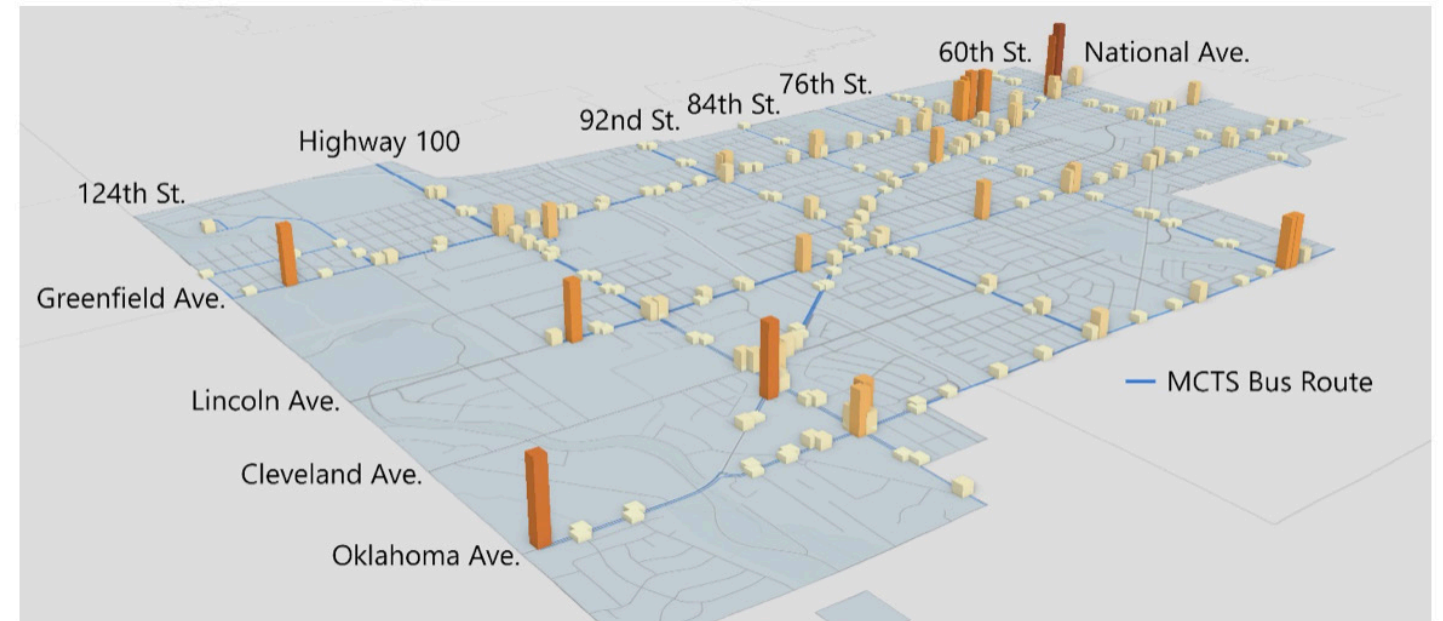
Rank	Stop (travel dir.)	Route	Avg. Daily Rides
1	60 th /National (S)	60	95.1
2	60 th /National (E)	18	78.8
3	123 rd /Oklahoma (W)	51	68.8
4	60 th /National (W)	18	68.6
5	110 th /National (E)	54	65.8
6	70 th /Greenfield (E)	18	58.4
7	121 st /Greenfield (W)	18	58.3
8	76 th /Oklahoma (N)	76	56.7
9	67 th /Greenfield (E)	18	56.1
10	120 th /Lincoln (E)	53	55.2

Top Bus Routes & Stops

Route 18, running along W. National Ave. and W. Greenfield Ave. and connecting West Allis to downtown, is the City's most popular bus route.

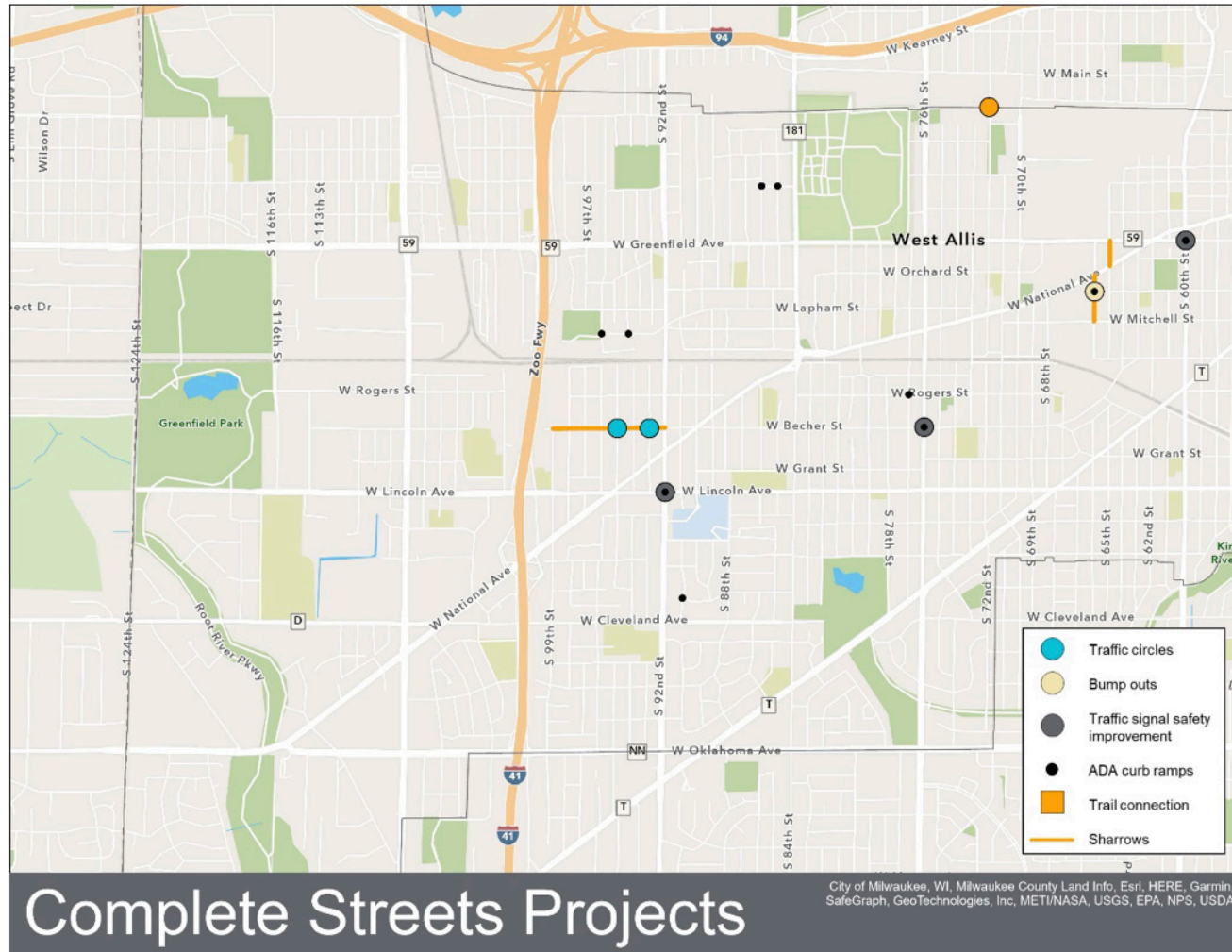
West Allis' most popular bus stop is located at S. 60th St. & W. National Ave. This intersection, the juncture between the route 18 and 60, has 3 of the top 10 bus stops in the city and is its busiest transit intersection.

Other key transit hubs include stops near the West Allis Town Center at 67th/70th and Greenfield. Several route ends near the Western border are also major transit stops.



COMPLETE STREETS PROJECT.

In 2022, street construction projects included traffic calming, improved signal technology, better accommodations for people with disabilities, and new connections for biking.



Complete Streets Projects

By the Numbers

- 41** new ADA compliant curb ramps
- 16** high visibility crosswalks installed
- 3** high crash rate intersections improved
- 1** new trail connection
- 0.83** miles of sharrows added
- 0** miles of bike lanes added

Crosswalks and Intersection Improvements

1. W. Becher St. resurfacing project

- Added traffic circles at S. 93rd St. and S. 95th St. to slow traffic

2. S. 66th St. & W. Lapham St.

- Bump outs to slow traffic and making crossing safer with continental crosswalk markings for improved visibility

3. Traffic signal safety improvement project

- 3 high crash rate intersections: S. 92nd St. & W. Lincoln Ave., S. 76th St. & W. Becher St. and S. 60th St. & W. Greenfield Ave.
- Optimized signal timing, red light protection, overhead signals over each lane
- Added exclusive left turn lanes, high visibility pavement marking, countdown timers, pedestrian push buttons, ADA compliant curb ramps with detectable warning fields

4. ADA compliant curb ramps built at 10 intersections

Bike Infrastructure

1. New bike trail connection: Hank Aaron State Trail at S. 72nd St.

2. New sharrows along 3 streets



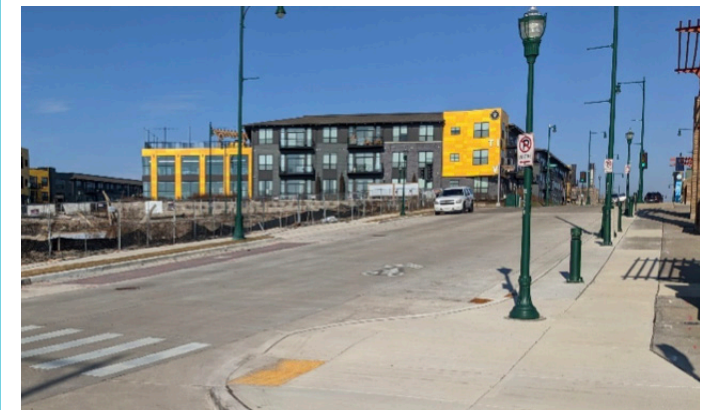
Traffic circle at S. 93rd St. & W. Becher St.



Bump outs at S. 66th St. & W. Lapham St.



Hank Aaron State Trail connection at S. 72nd St.



Sharrows along S. 66th St.

GREEN INFRASTRUCTURE

GREEN INFRASTRUCTURE INSTALLED

Location	Green Infrastructure Type	Amount of Pavement Removed	Stormwater Captured
S. 65 th St. & S. 66 th St.	Permeable pavers, bioswales	3,500 sq. ft.	19,000 gallons
W. Mitchell St.	Bioswales	2,700 sq. ft.	4,000 gallons
Alley reconstruction	Permeable pavers	2,700 sq. ft.	9,800 gallons

Green infrastructure captures, absorbs, or stores rain and melting snow. From rain barrels and cisterns to green roofs, rain gardens, trees, or porous pavers, green infrastructure manages stormwater where it falls. This helps protect rivers and Lake Michigan from water pollution and reduces the risk of basement backups or sewer overflows. In 2022, West Allis built 3 significant green infrastructure projects.

Median Planters

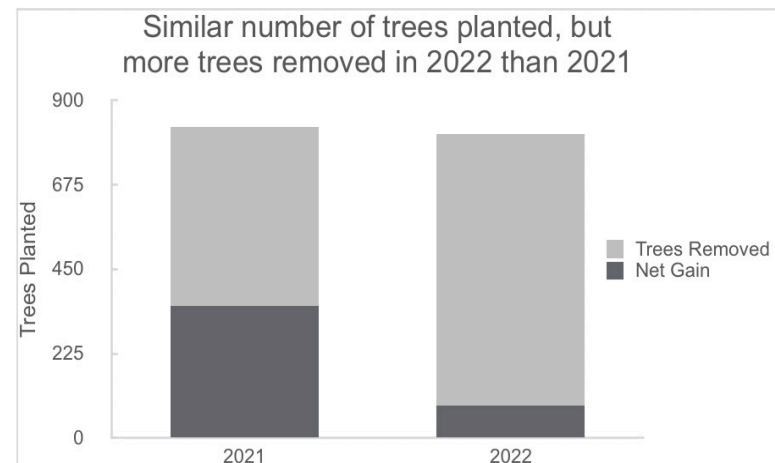
The City rebuilt 4 large landscaping islands in the median of boulevards along W. National Ave. and S. 116th St. Originally grass medians, the new landscaping islands have paver block perimeters with retaining walls and include trees, shrubs, perennials, and annual flower beds.

Street Trees

Street trees are essential to West Allis' environmental health, improving air quality, reducing urban heat and stormwater runoff, and beautifying neighborhoods. In 2022, the Department of Public Works (DPW) planted 809 trees and removed 722 trees for a net gain of 87 trees.



Permeable pavers at "green alley" between S. 74th and S. 75th St.



COMMUNITY ENGAGEMENT

PUBLIC INVOLVEMENT MEETINGS

W. Lincoln Ave. Reconstruction Project

The City hosted an in-person public involvement meeting for the W. Lincoln Ave. reconstruction project in July. The City conducted virtual public engagement alongside this meeting, posting PowerPoints and exhibits were posted on the City website and sharing information on social media. Letters were mailed to area residents and property owners inviting them to City Hall if they were comfortable meeting in-person or directing them to the project website if they'd prefer to communicate by phone or email. Construction is anticipated for this project in 2025.

Downtown Pedestrian Plaza

In November, the City hosted an in-person neighborhood meeting regarding a proposal to close a portion of S. 72nd St. immediately north of W. Greenfield Ave. to vehicle traffic and turn the space into a multi-use pedestrian plaza from April to October in 2023. City elected officials placed door hangers with information about the proposal and meeting on homes along S. 72nd St. Information about the proposal was also shared online, through social media, and with the Downtown Business Improvement District. The neighborhood meeting was attended by many business owners and several neighborhood residents. After listening to feedback from the community, the Common Council ultimately approved the plan in December.

SOCIAL MEDIA

Beyond advertising in-person engagement opportunities, the City used social media to inform residents about the status of various projects. Specifically, social media was used for updates on the W. Beloit Rd. and W. Lincoln Ave. reconstruction projects, as well as the National Ave. Corridor Plan.



SURVEYS

The City's Engineering Department surveyed residents along W. Becher St. regarding traffic calming options for the street. Ultimately, this feedback led to the installation of the traffic circles at the intersections of W. Becher St. with S. 93rd St. and S. 95th St.

THAT'S WHY WEST ALLIS



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