



# 2023 Complete Streets Annual Report



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# Introduction

In 2021, the City of West Allis adopted a Complete Streets Policy prioritizing inclusive design principles for all road users. The Complete Streets Subcommittee of the Capital Improvements Committee oversees policy implementation.

Mandated by the policy, the Planning & Zoning office produces an annual report, sharing implementation progress with the Subcommittee, elected officials, and the public. This report is organized into four sections: "West Allis' Transportation Today," providing an overview and analysis; "Complete Streets Projects," detailing ongoing initiatives; "Green Infrastructure," showcasing sustainable approaches; and "Community Engagement," emphasizing collaborative efforts between the City and its residents.

This report not only ensures transparency in the city's commitment but also serves as evidence of West Allis' dedication to creating an accessible, inclusive, and sustainable urban environment.

# West Allis' Transportation Today



## COMMUTING BEHAVIOR

The predominant mode of transportation in West Allis for most trips is personal vehicles, with 87.1% of commuters either driving alone or carpooling to work. This percentage is higher than the statewide average and reflects a slight decrease of 1.3% between 2021 and 2022. Following private vehicles, public transit emerges as the next popular commuting option, with 3.6% of West Allis residents utilizing buses to reach their workplaces—more than double the statewide rate. This figure has seen a marginal increase of 0.2% from 2021 to 2022. Conversely, fewer West Allis residents engage in walking, biking, or working from home compared to the typical patterns observed in Wisconsin.

The adoption of remote work has seen a notable uptick among West Allis residents, a trend that gained momentum with the onset of the COVID-19 pandemic. From 2019 to 2022, the proportion of individuals working from home more than doubled, surging from 2.9% to 7.1%. This also marks a 1.6% increase compared to the previous year. Over the same period, the utilization of public transit, walking, and biking either held steady or experienced an uptick. The lone exception was driving, which declined from 92% to 87.1%. This suggests that while working from home has replaced some driving trips, it hasn't notably diminished the use of other modes of transportation.

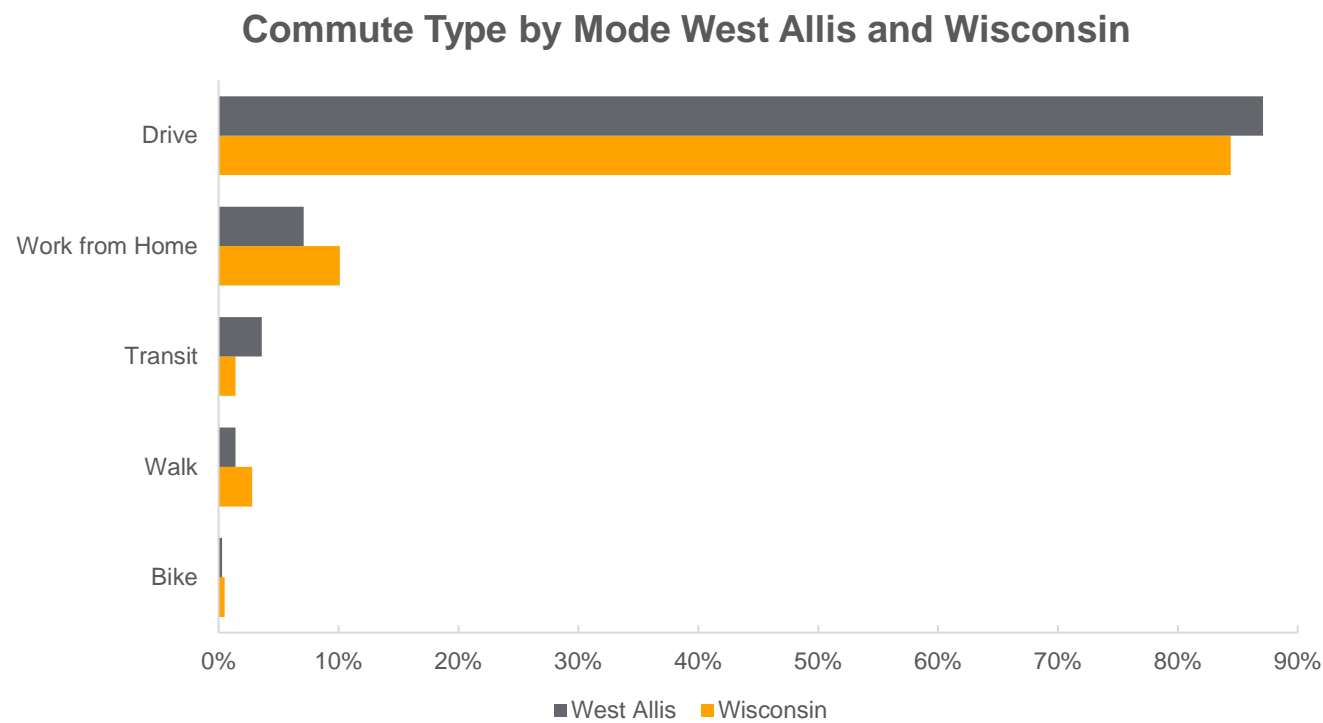


Figure 1a: Commute Type by Mode in West Allis and Wisconsin (American Community Survey, 2022)

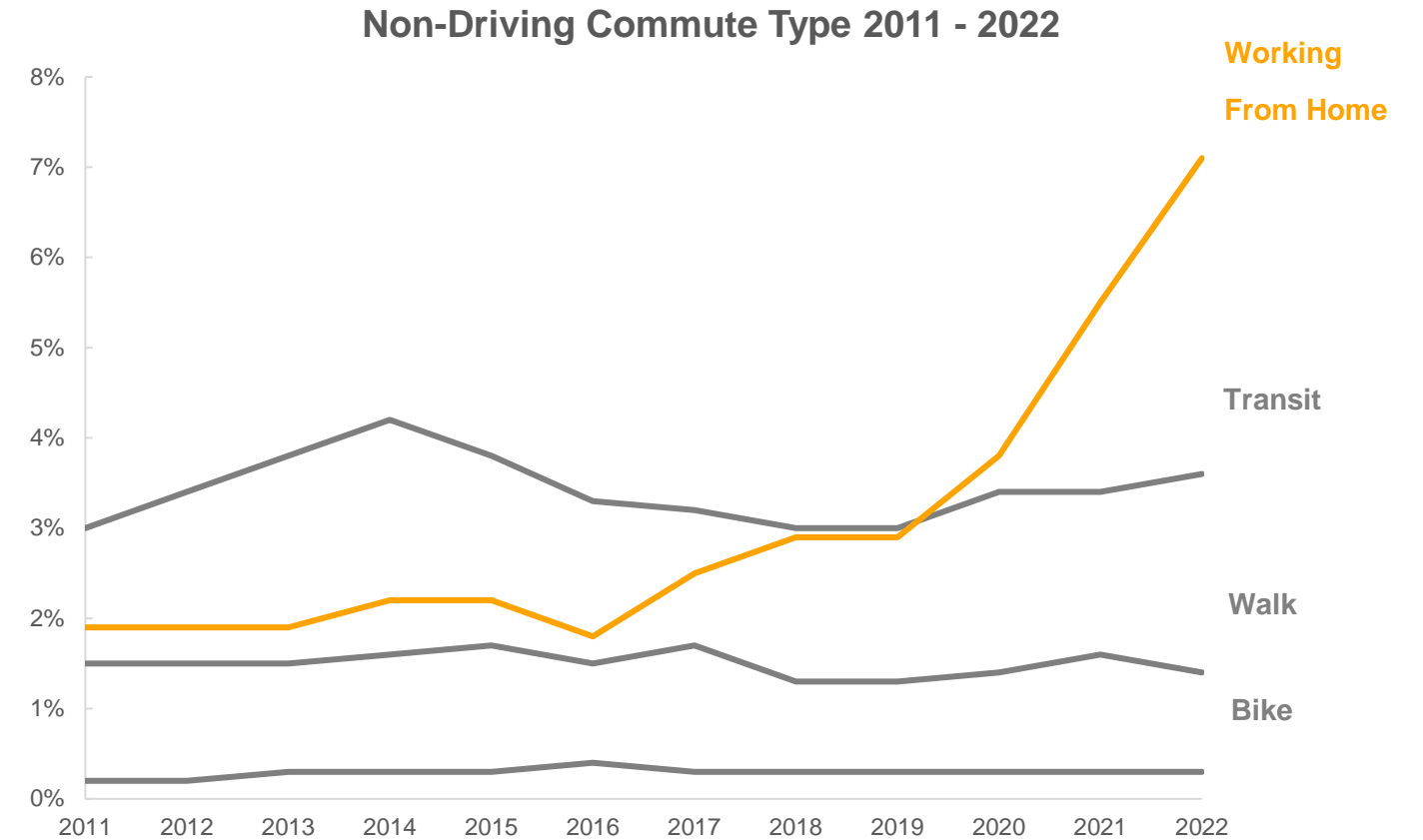


Figure 1b: Commute Type by Mode in West Allis and Wisconsin (American Community Survey, 2022)

## Walking

West Allis boasts a relatively high population density, particularly on the eastern side of the city, where numerous destinations are conveniently within walking distance. The city is well-equipped with an extensive network of sidewalks, contributing to its favorable walkability. With a walk score of 60, West Allis is tied for second with the City of Wauwatosa for ranking among cities in Wisconsin, surpassed only by 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 is developing an emerging network of bike trails, lanes, and routes. The city's premier biking feature is the Hank Aaron State Trail, seamlessly linking West Allis to Wauwatosa, the Menomonee Valley, and the Lakefront. Additional significant routes include the Oak Leaf Trail and Root River Parkway. With a bike score of 51, West Allis ranks 16th in the state of Wisconsin and holds the 4th position in Milwaukee County, trailing 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 the non-profit bikeshare initiative in Greater Milwaukee with stations strategically located in Milwaukee, Wauwatosa, and West Allis. 8 docking stations are located in West Allis. Since the introduction of electric bikes to the Bublr fleet, overall growth has skyrocketed systemwide. Notably, between 2022 and 2023, there was a 15% increase in Bublr Bike checkouts specifically in West Allis, reflecting the continued pattern of growth since 2020.



West Allis Farmers Market Bublr Station

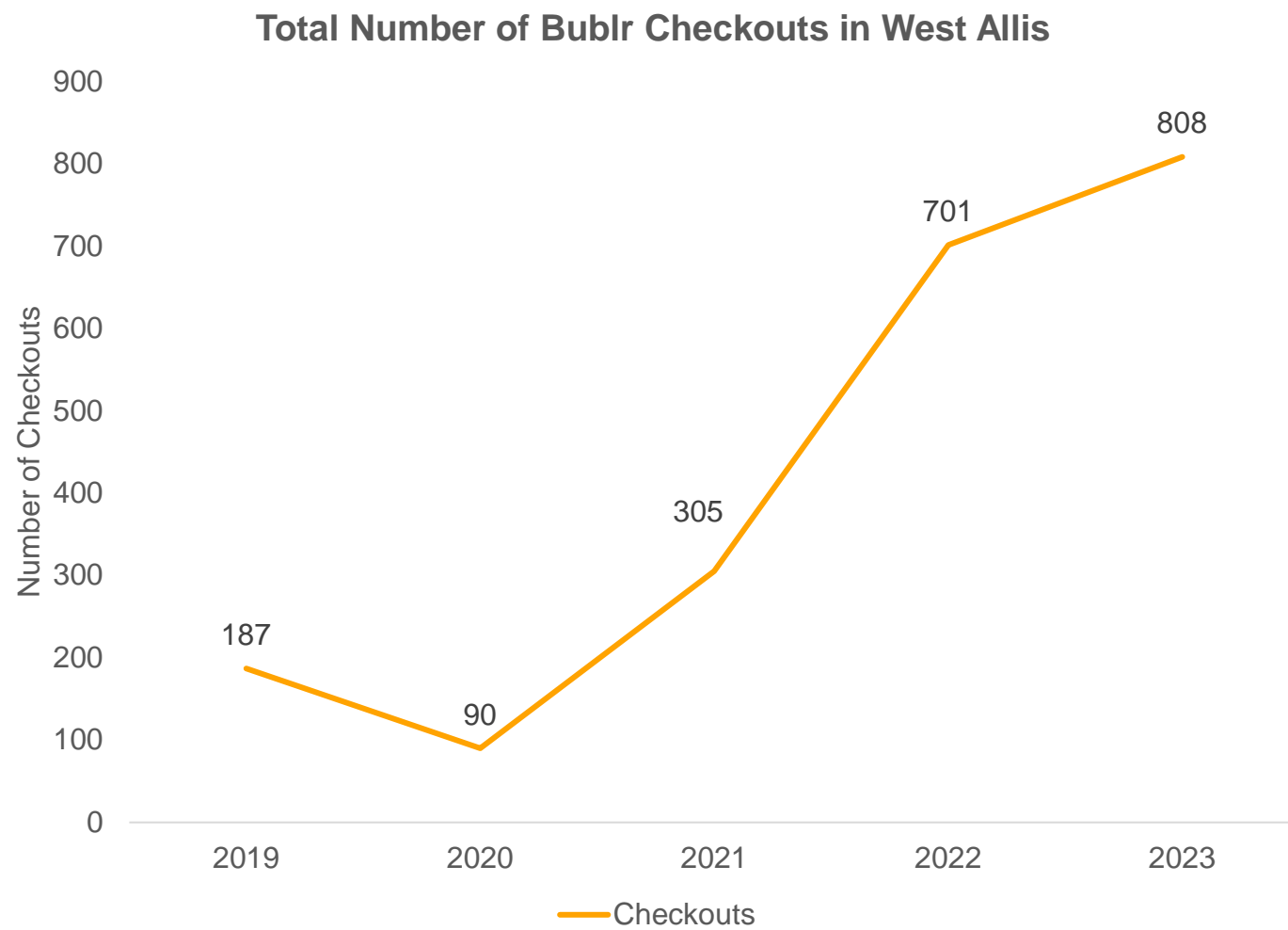


Figure 2: Total Number of Bublr Checkouts in West Allis (Bublr)

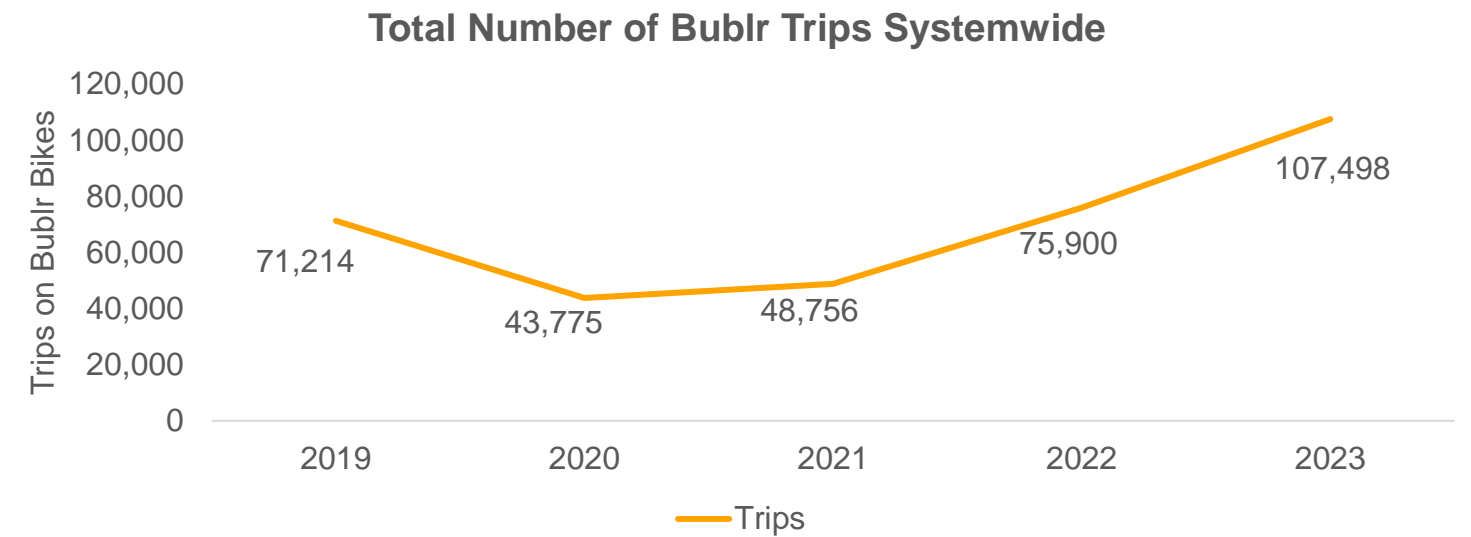


Figure 3: Systemwide Bublr Ridership (Bublr)

## 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 and is tied for second with Wauwatosa among other ranked cities in Wisconsin.

The 2024 Milwaukee County budget has an allocation of \$50,000 earmarked for a feasibility study focused on enhancing transit along Route 18. The project is characterized as a pivotal step toward the development of a rapid transit network within West Allis.

## Bus Routes by Ridership

Route 18, running along W. National Ave. and W. Greenfield Ave is the City's most popular bus route. Routes 76, 60, and 51 also have strong ridership amounts.

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>

Route		Frequency of Service	Daily Ridership
18	National-Greenfield	15 min	3227
28	108th Street	40 min	757
33	Vliet - 84th Street	40 min	420
44U	Fair Park - Hales Corners UBus	55 min	205
51	Oklahoma Avenue	15 min	1890
53	Lincoln Avenue	20 min	1308
54	Mitchell - Burnham	30 min	1406
60	60th Street	20 min	2263
76	76th Street	15 min	3155
92	92nd Street	40 min	1077



## Bus Stops By Average Rides

West Allis' most popular bus stop is located at S. 60th St. & W. National Ave. This intersection, the juncture between routes 18 and 60, is the location of the busiest and third most busy routes in West Allis.

Other key transit hubs include stops near the West Allis Towne Centre at S. 67th St./S. 70th St. and W. Greenfield Ave. Several route ends near the Western border are also major transit stops.



Route 54 bus heading west near the intersection of S. 62nd St. & W. National Ave.

Rank	Stop (travel dir.)	Route	Avg. Daily Rides
1	W. National Ave. & S. 60th St. (E)	18	68.7
2	W. National Ave. & S. 60th St. (S)	60	67.7
3	W. National Ave & S. 110th St. (W)	54	65.4
4	W. Oklahoma Ave. & S. 123rd St. (W)	51	65.3
5	W. Greenfield Ave. & S. 67th St. (W)	18	60.5
6	W. National Ave. & S 76th St. (N)	76	58.8
7	W. Greenfield Ave. & 67th St. (E)	18	55.6
8	W. Greenfield Ave. & 121st St. (W)	18	54.3
9	W. Oklahoma Ave. & 108th St. (E)	51	52.9
10	W. Lincoln Ave. & 112th St. (W)	53	52.5

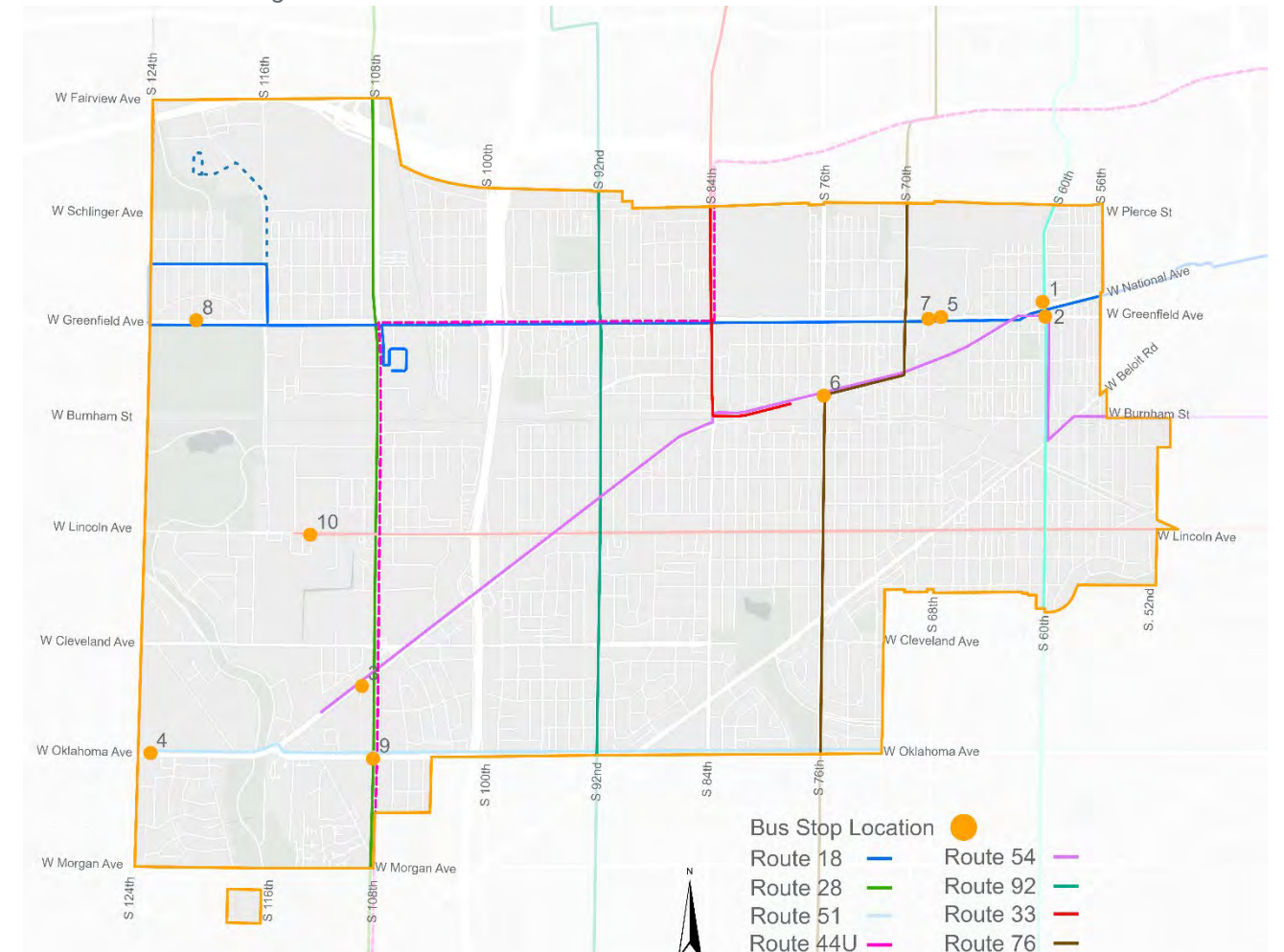


Figure 5: Top Ten MCTS Bus Stops By Average Daily Rides in 2023

## Traffic Counts

The primary method of transportation in West Allis is with an automobile. WisDOT provides a collection of traffic counts for roads in Wisconsin. In West Allis, some of the streets with the largest amount of traffic are:

- W. Greenfield Ave. (State Highway 59)
- S. 108<sup>th</sup> St. (State Highway 100)
- W. National Ave. (State Highway 59)
- S. 76<sup>th</sup> St.
- S 60<sup>th</sup> St.
- W. Beloit Rd.

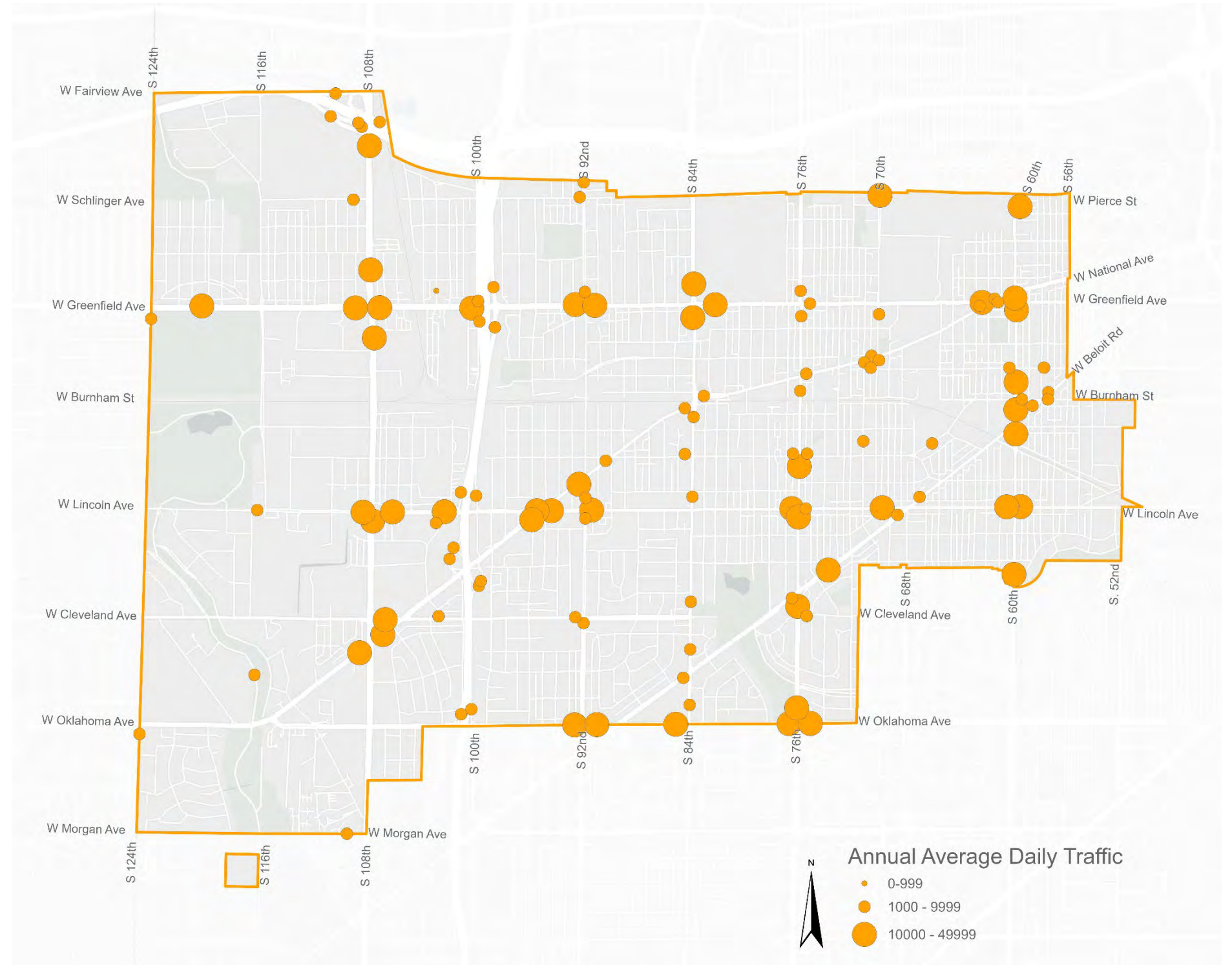


Figure 6: Proportional Traffic Counts: 2021-2022 (WisDOT)

## SAFETY

One of the key aims of Complete Streets is to improve the safety of roadways for everyone. It is essential to monitor incidents involving traffic fatalities and life changing injuries to gauge progress towards this objective. The West Allis Police Department (WAPD) and other relevant agencies consistently report crashes to the Wisconsin Department of Transportation (WisDOT), and this data is accessible through the WisTransPortal Data Hub.

### Crashes, Life Changing Injuries, and Fatalities

Year	Crashes	Life Changing Injuries	Fatalities
2019	1,456	40	3
2020	1,157	20	5
2021	1,319	31	3
2022	1,337	28	7
2023	1,285	48	3

Formerly labeled as "serious injury," life changing crashes encompass those that lead to incapacitating injuries, prolonged hospital stays, and the deprivation of sustained independence. These traumatic events have far-reaching consequences, reshaping the course of individuals' lives and requiring extensive medical attention and support for rehabilitation.

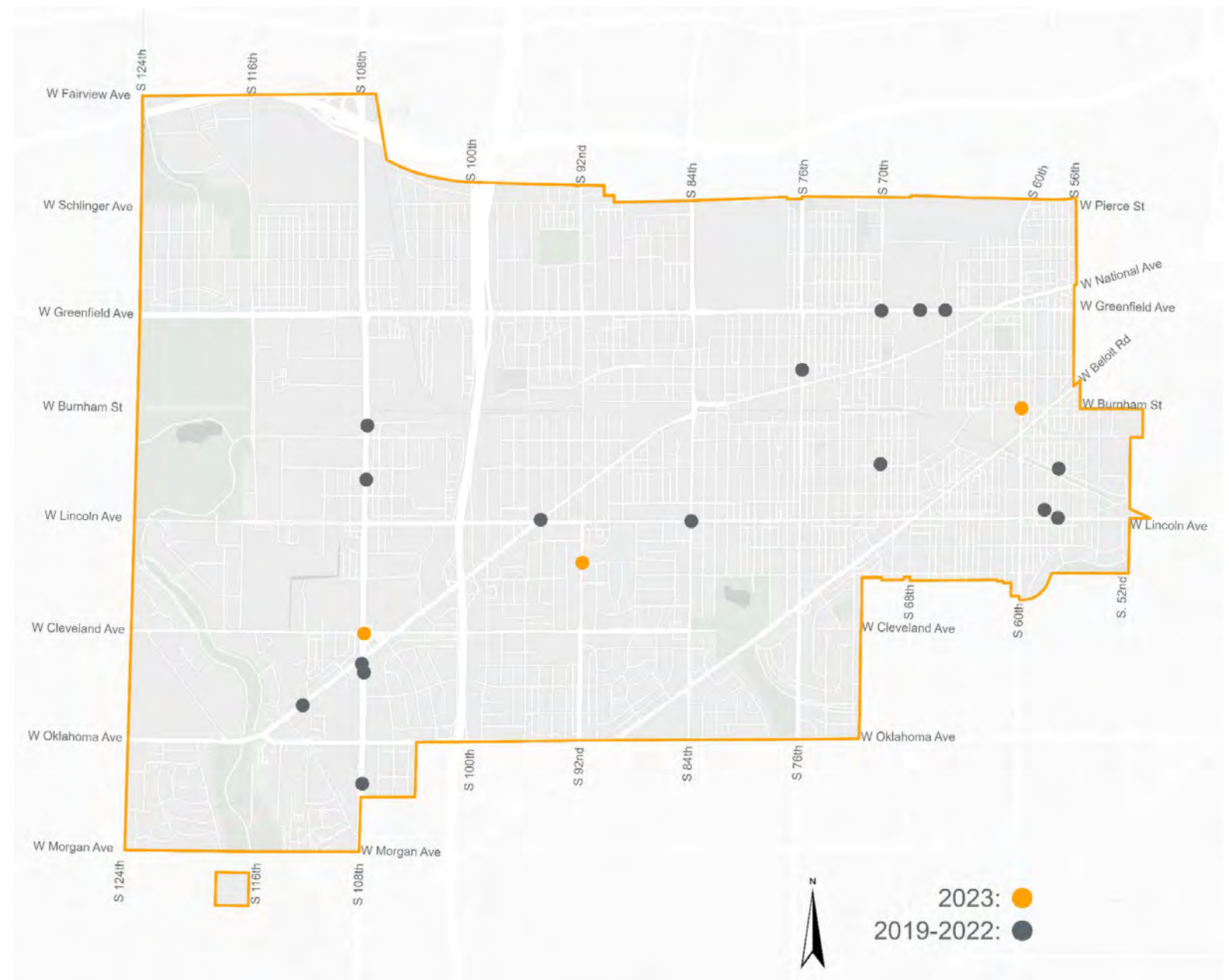


Figure 7: Fatal Crashes: 2019-2023 (WisDOT)

## Vulnerable Road Users

Year	Pedestrian Life Changing Injuries	Pedestrian Fatalities	Bike Life Changing Injuries	Bike Fatalities
2019	7	2	4	0
2020	7	1	1	0
2021	2	2	3	0
2022	4	2	1	1
2023	9	0	4	0

Everyone experiences moments as a vulnerable road user during when opting to walk or bike for a segment of their journeys. Individuals on foot or bicycles are particularly vulnerable when victims of crashes, lacking the safeguard of substantial metal protection that motor vehicles provide. Incidents involving pedestrians and cyclists exhibit an alarming disproportionality in severity. In the year 2023, a staggering 30% of crashes in West Allis involving pedestrians and 28% involving cyclists resulted in life changing injuries. In stark contrast, crashes exclusively involving motor vehicles showed a significantly lower life-changing injury rate at 3%.

Noteworthy progress has been made, with the absence of pedestrian or bicycle fatalities in 2023 marking a positive development. However, to achieve statistical significance, this trend of zero fatalities must persist. Additionally, concerted efforts are essential to reduce the prevalence of life-changing injuries among vulnerable road users, ensuring sustained improvements in overall safety for those walking and biking in the community.

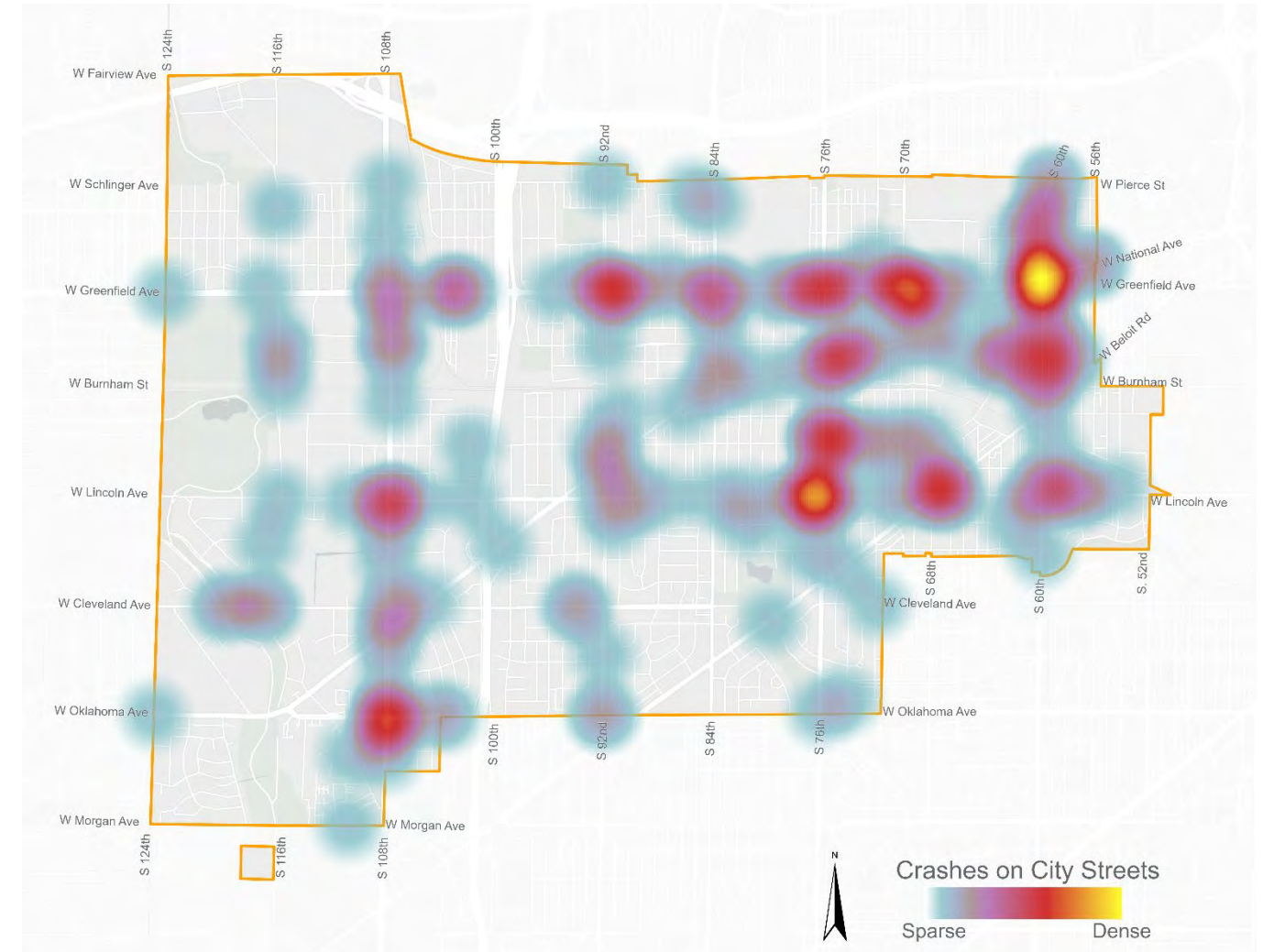


Figure 8: Crash Hotspots Impacting Vulnerable Road Users: 2019-2023 (WisDOT)

## 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 (2019-2023). 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 life changing crashes that resulted in a fatality or life changing injury.

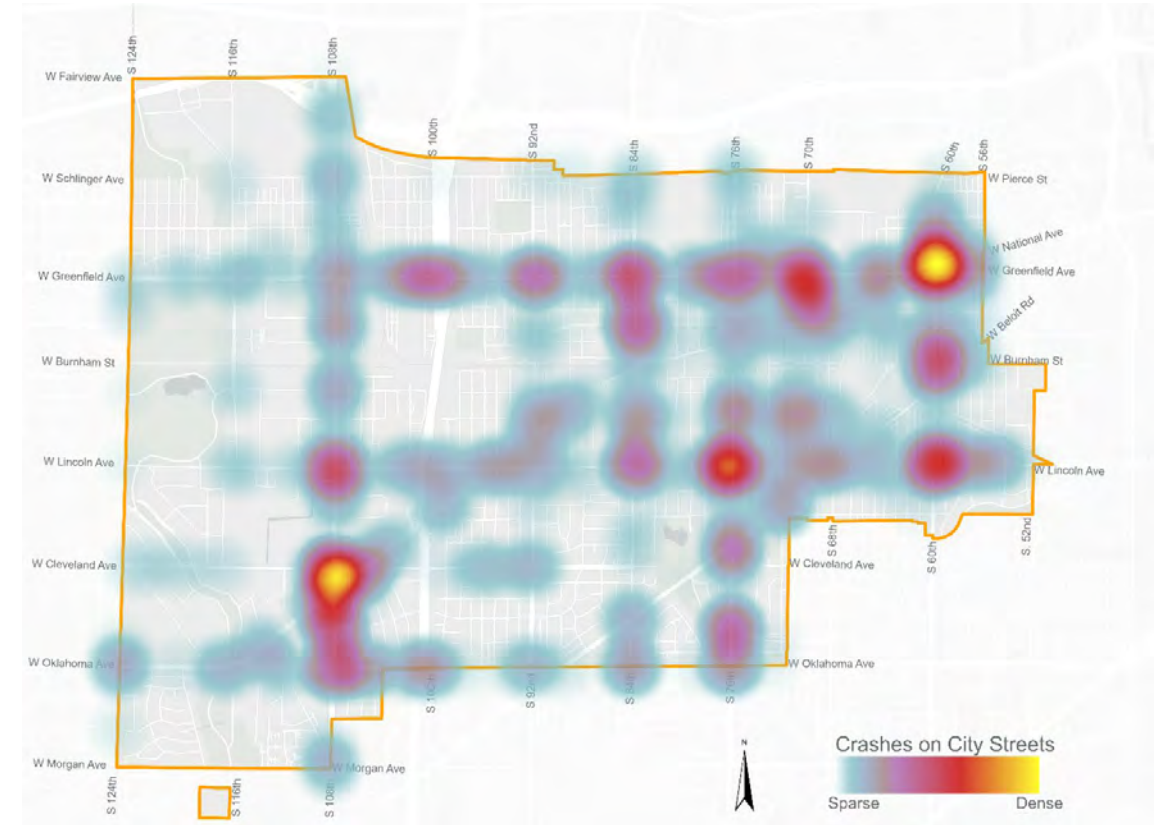


Figure 9: Intersection Crash Hotspots Weighted By Injury: 2019-2023 (WisDOT)

Rank	2022 Rank	Intersection	Crashes	Injuries	Fatalities	Fatal Crashes	Life Changing Injury Crashes	Other Injury Crashes	Weighted Injury Score
1	1	S.108 <sup>th</sup> St. & W. National Ave.	113	53	2	2	0	42	<b>48</b>
2	5	S.108 <sup>th</sup> St. & W. Cleveland Ave.	119	54	1	0	3	35	<b>39</b>
3	9	S. 60 <sup>th</sup> St. & W. National Ave.	118	45	0	0	1	36	<b>32</b>
3	2	S. 76 <sup>th</sup> St. & W. Lincoln Ave.	76	41	0	1	2	28	<b>32</b>
5	3 (tied)	S. 70 <sup>th</sup> St. & W. Greenfield Ave.	66	35	1	1	3	22	<b>31</b>
6	7	S. 108 <sup>th</sup> St. & W. Lincoln Ave.	80	37	0	0	4	22	<b>30</b>
7	8	S. 108 <sup>th</sup> St. & W. Oklahoma Ave.	97	43	1	1	0	31	<b>29</b>
8	3 (tied)	S. 60 <sup>th</sup> St. & W. Lincoln Ave.	87	43	0	0	1	30	<b>28</b>
9	Not on list	S. 84 <sup>th</sup> St. & W. Greenfield Ave.	59	35	0	0	2	26	<b>26</b>
10	6	S. 108 <sup>th</sup> St. & W. Greenfield Ave.	85	30	0	0	2	25	<b>24</b>

## Reckless Driving

Reckless driving is illegal in Wisconsin. Per WisDot, Reckless driving may include negligent behaviors like speeding, distracted driving, or aggressive driving. Red light running, tailgating, illegal passing, and drifting are also reckless driving behaviors.

Complete streets initiatives target reckless driving by incorporating various traffic calming design elements. These include engineering measures such as speed bumps and raised crosswalks, dedicated bike lanes, improved visibility, well-designed intersections, and public transit integration. Additionally, community engagement and education initiatives play a role in fostering responsible driving behaviors. Overall, the comprehensive approach of complete streets aims to create a balanced and inclusive transportation network, reducing the likelihood of reckless driving incidents.

Based on crash data provided by WisDOT, reckless driving crashes can be analyzed. Crashes flagged with speeding, aggressive driving, or distracted driving are highly concentrated near certain intersections in West Allis. Notable intersections include S. 108<sup>th</sup> St. & W. Cleveland Ave., S. 108<sup>th</sup> St. & National Ave., S. 60<sup>th</sup> St. and W. Burnham St., S. 60<sup>th</sup> St. & W. Greenfield Ave., and S. 60<sup>th</sup> St. & W. National Ave. It should be noted that this data does not consider traffic counts. However, there are intersections that have a high volume of traffic yet are not an intersection with a dense number of crashes flagged with reckless driving behaviors.

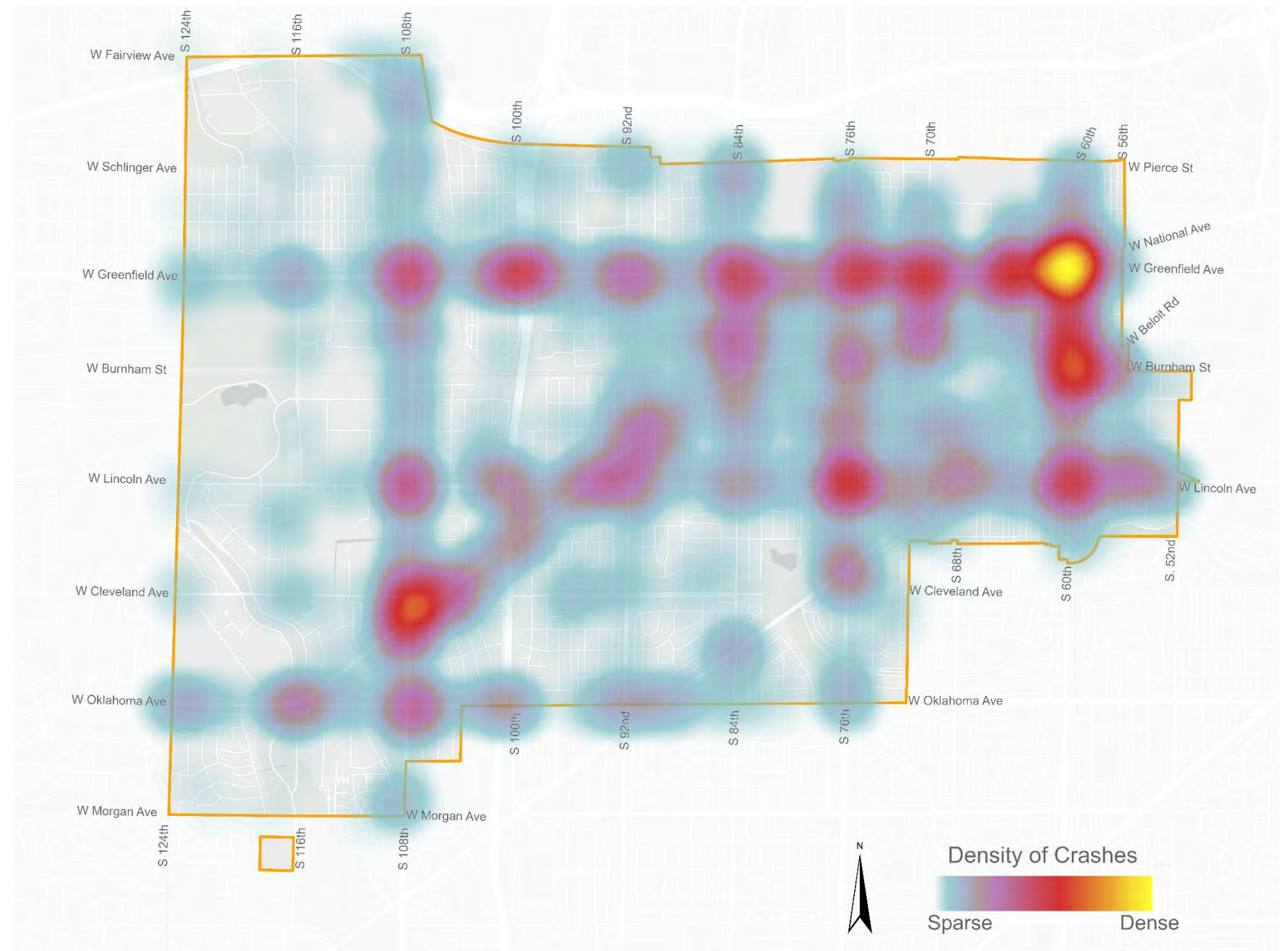


Figure 10: Crashes Involving Speeding, Aggressive, or Distracted Driving: 2019-2023 (WisDOT)

## Impact of Complete Streets on Crash Reduction: A Case Study of W. National Ave. Reconstruction

The reconstruction of W. National Ave. between S. 70th and S. 76th Streets serves as a compelling case study in addressing the safety concerns associated with speeding, aggressive driving, and distracted driving. It should be noted that the initiative took place before the adoption of West Allis' Complete Streets policy in 2021. Despite this, elements of a Complete Streets design, including enhanced crosswalks, improved signage, and dedicated spaces for cyclists, were integrated into the project. The multifaceted approach sought to create an environment that accommodates various modes of transportation while prioritizing safety.

### Crash Analysis (2013-2015):

Before the reconstruction, the stretch of W. National Ave. witnessed a concerning number of crashes, with a total of 70 incidents reported between 2013 and 2015. Among these, 40 crashes were flagged as speeding or distracted driving, resulting in one fatality and three life changing injuries. These statistics underscored the urgent need for interventions to enhance road safety on W. National Ave.



Figure 11: Crashes on W. National Ave. Involving Speeding, Aggressive, or Distracted Driving Before Reconstruction: 2013-2015 (WisDOT)

## Post-Reconstruction Analysis (2021-2023):

Following the completion of the reconstruction, the impact on road safety was evident. The total number of crashes decreased from 70 to 30, indicating a significant reduction in incidents. Importantly, only 4 of the 30 crashes were flagged as speeding, aggressive, or distracted driving. The absence of fatalities and a decrease in life changing injuries further highlight the success of the Complete Streets elements in promoting safer travel along W. National Ave.

## Conclusion:

The W. National Ave, reconstruction project, with its integration of Complete Streets principles, stands as a testament to the effectiveness of comprehensive and thoughtful urban planning in mitigating road safety challenges. By creating an environment that encourages responsible and considerate driving behavior, the project has not only reduced the overall number of crashes but has also specifically addressed issues related to speeding, aggressive driving, and distracted driving. As West Allis moves forward with its Complete Streets policy, the success of W. National Ave. serves as a model for enhancing safety, accessibility, and sustainability throughout the community.



Figure 12: Crashes on W. National Ave. Involving Speeding, Aggressive, or Distracted Driving After Reconstruction: 2021-2023 (WisDOT)



# Complete Street Projects



## COMPLETE STREETS PROJECTS

2023 highlights on Complete Streets show a continuing progress in enhancing the overall safety and accessibility of streets in West Allis. The focus on various elements such as bike lanes, ADA curb ramps, and pedestrian improvements has contributed to creating a more inclusive and sustainable urban environment.

### By the Numbers

- 89** new ADA compliant curb ramps
- 1** high visibility crosswalk installed
- 2** traffic circles installed
- 1** mile of sharrows added on Neighborhood Greenways
- 1.6** miles of bike lanes added
- 9** intersections equipped with bump-outs



Figure 13: 2023 Complete Streets Improvements

## Traffic Calming & Infrastructure Details

### Bump-Outs:

- W. Arthur Ave. and S. 78th St.
  - Curbs bumped out on intersection corners
- W. Arthur Ave. and S. 79th St.
  - Curbs have been bumped out on intersection corners and the south side of the road
- W. Beloit Rd. and S. 67th St.
  - Curbs have been bumped out on the south side of the intersection
- W. Beloit Rd. and S. 64th St.
  - Southwest corner curb was bumped out.
- W. Beloit Rd. and S. 63rd St.
  - Curbs have been bumped out on the southeast and southwest corners
- W. Beloit Rd. and W. McGeoch Ave.
  - Northwest corner curb was bumped out
- W. Beloit Rd. and S. 62nd St.
  - Southwest corner curb was bumped out
- W. National Ave. and S. 64th St.
  - Southeast and southwest corners were bumped out
- W. National Ave. and S. 63rd St.
  - Southeast and southwest corners were bumped out,
  - Bump-outs added on north side of road heading eastbound towards W. Greenfield Ave.



*Bike lane, bump-out, green infrastructure, and public seating at W. National Ave & S. 63<sup>rd</sup> St.*

## Traffic Circles:

- W. Arthur Ave. and S. 80th St.
  - An 8-foot radius traffic circle was installed in the middle of the intersection
- W. Arthur Ave. and S. 82nd St.
  - An 8-foot radius traffic circle was installed in the middle of the intersection

## Crosswalks:

- W. Lincoln Ave. and S. 52nd St.
  - New street median constructed with a crosswalk to slow cars passing through
- W. Beloit Rd. and W. Lincoln Ave.
  - Extended the sidewalk and terrace into the former turn lane, creating a new crosswalk to the northwest side of the intersection.
- W. Cleveland Ave. and S. 117th St.
  - 2 new medians installed on the east and west sides of the intersection with crosswalks and markings to shrink the lanes to slow down traffic while approaching the crosswalk

## Bike Infrastructure

- One new bike rack installed on the northeast corner of S. 74<sup>th</sup> St. & W. Becher St.
- New sharrows along W. Arthur St. between S. 76<sup>th</sup> St. & S. 84<sup>th</sup> St.
- New bike lanes installed on two streets
  - W. National Ave. between S. 62<sup>nd</sup> St & S. 65<sup>th</sup> St.
  - W. Beloit Rd. between S. 60<sup>th</sup> St. & W. Lincoln Ave.



ADA compliant curb ramp at the intersection of W. Beloit Rd. & S. 67<sup>th</sup> Pl.

## Medians and Intersections:

- W. Lincoln Ave. and S. 102nd St.
  - Median has been extended and bumped towards the south to make a narrow point for a left turn lane
- W. Beloit Rd. and S. 66th St.
  - Extended terrace and sidewalk on the northeast corner into a former median
- W. Beloit Rd. and W. Grant St.
  - Park space has been extended into the former intersection
- W. National Ave. and W. Greenfield Ave.
  - Removed island in the southwest corner of the intersection & restricted right turns to shorten crosswalk distance
  - Provided an outdoor plaza space in front of Epikos Church & Lake Effect Coffee Co.
  - Added benches, pavers, trash/recycling receptacles, green bike box pavement marking for eastbound traffic on W. National Ave.



*Newly constructed median and crosswalk at W. Lincoln Ave. & S. 117<sup>th</sup> St. near West Allis Nathan Hale*



*Park space added on site of previous street at the intersection of W. Grant St. & W. Beloit Rd.*

# Green Infrastructure



## GREEN INFRASTRUCTURE PROJECTS

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 2023, West Allis built 4 significant green infrastructure projects.



*Alley reconstructed with permeable pavers to allow for capture of stormwater*

In 2023, West Allis removed of non-permeable pavement **23,728 sq. ft.**

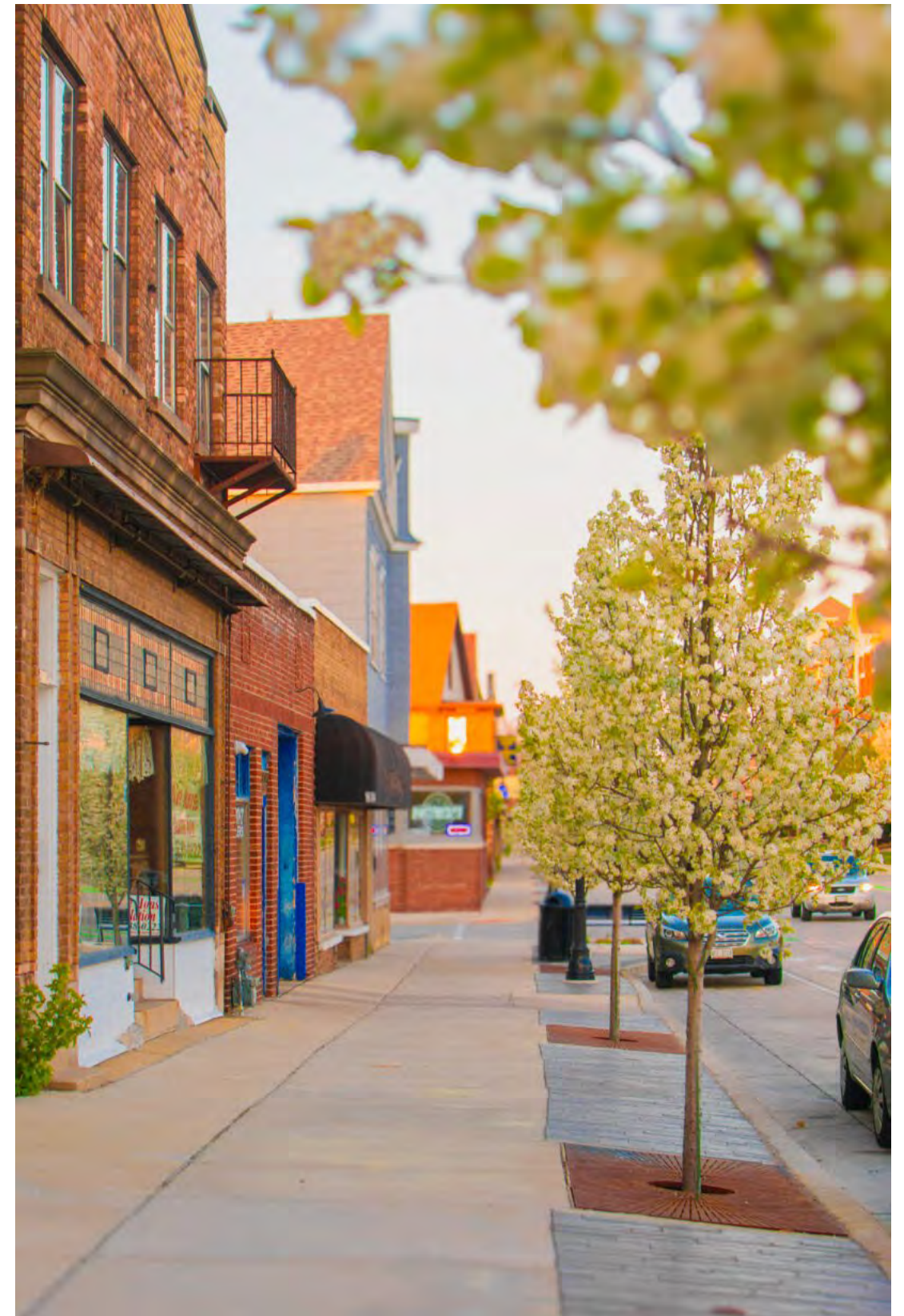
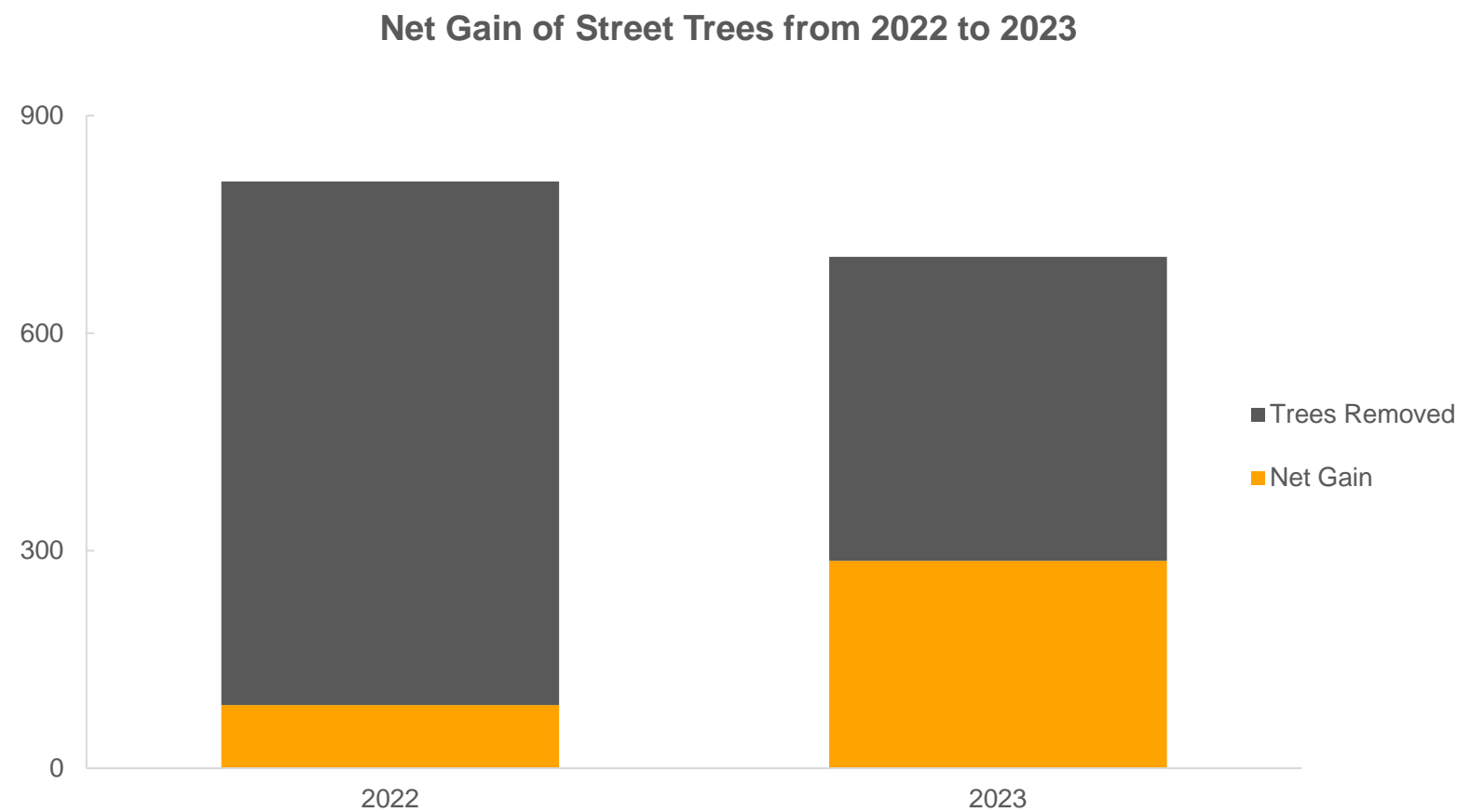
Location	Green Infrastructure Type	Amount of Pavement Removed	Stormwater Captured
W. Orchard St.	Pavement Removal	6,653 sq. ft.	Natural
W. Grant St.	Pavement Removal	6,075 sq. ft.	Natural
Parking Lot	Permeable Pavers	7,000 sq. ft.	21,000 gallons
Alley reconstruction	Permeable pavers	4,000 sq. ft.	12,000 gallons

### Median Planters

The City built 3 new landscaping islands in the median of boulevards at W. Oklahoma Ave. & S. 77<sup>th</sup> St, W. Oklahoma & S. 124<sup>th</sup> St., and W. Greenfield Ave. & S. 122<sup>nd</sup> St. Originally grass medians, the new landscaping islands have stone 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 2023, the Department of Public Works (DPW) planted 705 trees and removed 419 trees for a net gain of 286 trees. Additionally, new street trees along the W. National Ave. reconstruction between S. 62<sup>nd</sup> St. & S. 65<sup>th</sup> St. National Ave utilized Arborsystem. This is a root space urban tree system that provides more room for street trees, ensuring longevity, health, and less potential sidewalk disruptions.



Street trees along W. National Ave. near S. 81<sup>st</sup> St.

Figure 14: Net Street Trees Gained Between 2022 & 2023



# Community Engagement



# COMMUNITY INCLUSION & PUBLIC INVOLVEMENT

## 2045 Comprehensive Plan

Over the course of 2023, Planning staff began updating the Comprehensive Plan for 2045. This plan will guide long-term decision-making for the city's physical, social, and economic development. The plan is created by and for the community. Throughout months of public engagement at community events, workshops, and online, over a thousand community members shared their thoughts and perspectives. Their ideas directly informed the Comprehensive Plan. Large elements of the Complete Streets policy and annual reports also went into shaping the transportation section of the Comprehensive Plan.

## Community Bike Rides

Planning staff coordinated multiple community bike rides in the year 2023. These rides were open to bicyclists of any age and any ability, with staff ensuring that no one would drop behind. By pedaling together through our neighborhoods, participants showcase the need for streets that prioritize safety, accessibility, and inclusivity for all modes of transportation, while staying safe through safety in numbers. These rides also help exemplify bike-friendly networks that not only support daily commutes but also foster a sense of community ownership over our public spaces.

## Washington Street Public Involvement Meeting

A public involvement meeting for the extension of W. Washington St. between S. 60<sup>th</sup> St. & S. 70<sup>th</sup> St. was held in July. At the public meeting, community members actively engaged with Wisconsin Department of Transportation (WisDOT) representatives. The event, part of the I-94 East-West freeway project, focused on local road improvements. Attendees had the chance to review project details, discuss plans, and provide valuable feedback. The proposed improvements include extending W. Washington St., accommodating bike and pedestrian traffic, and enhancing overall connectivity between St. 70th St. and S. 60th St.

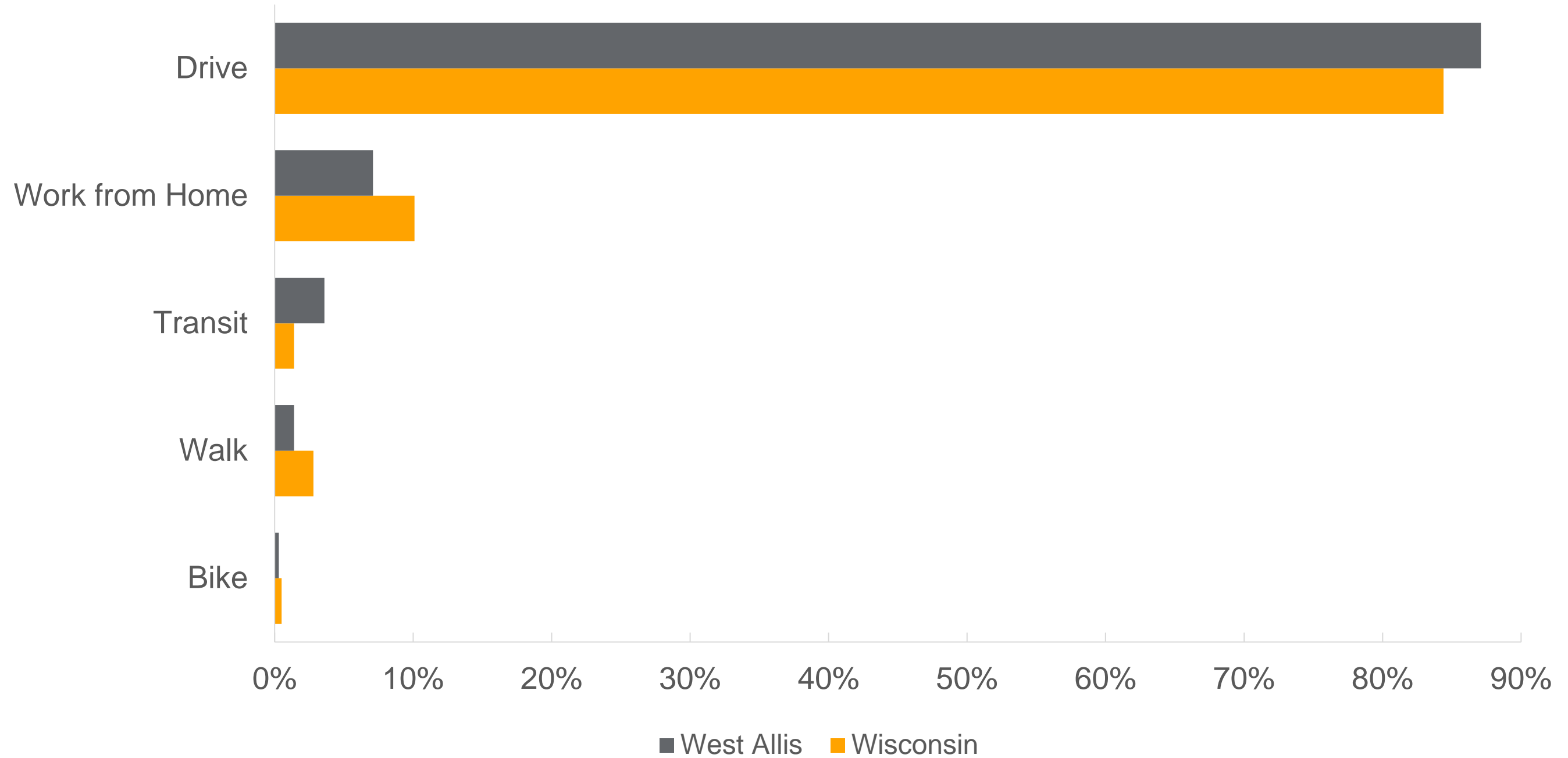


*Bicyclists participating in the September 2023 Community Bike Ride*

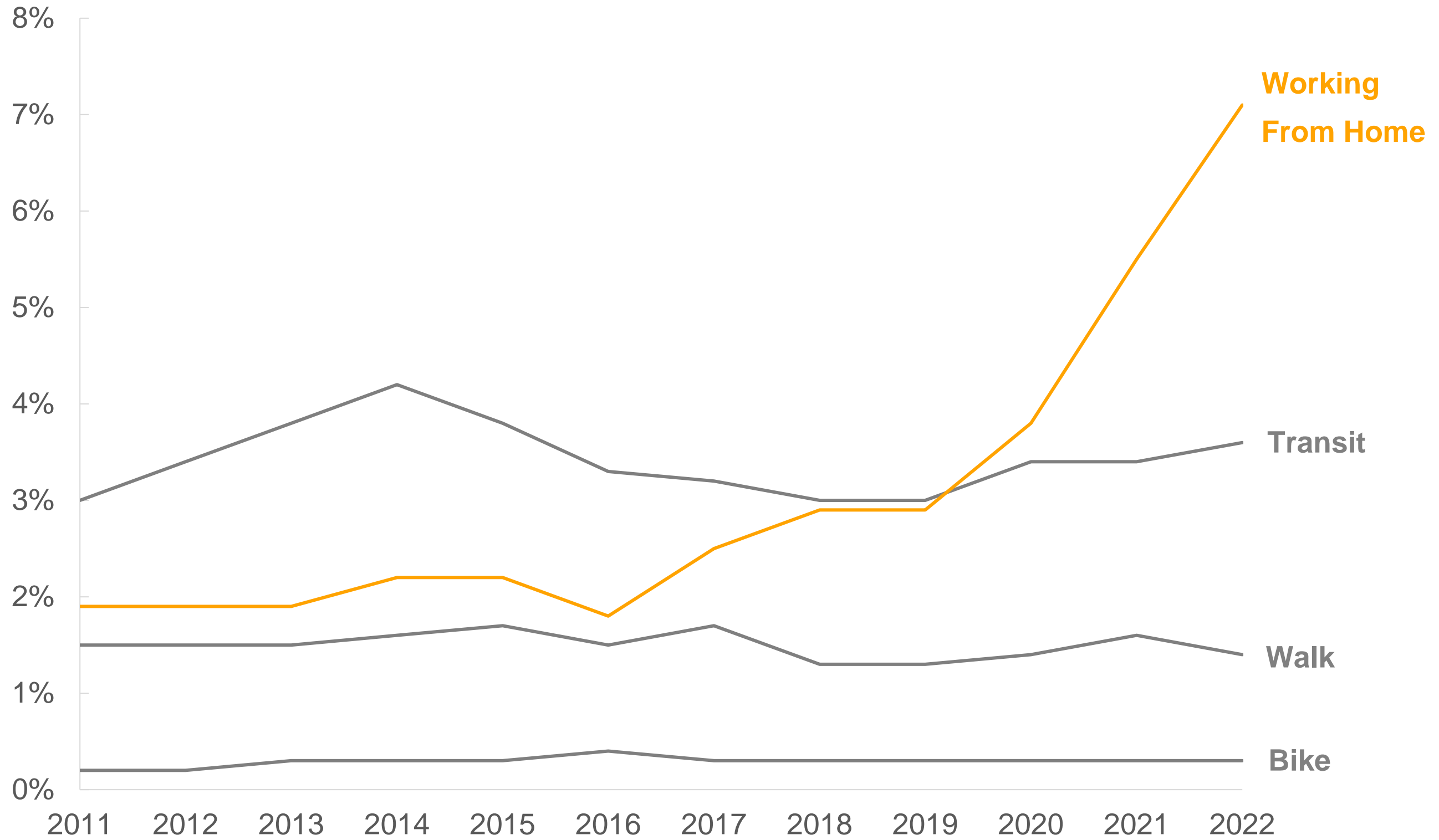
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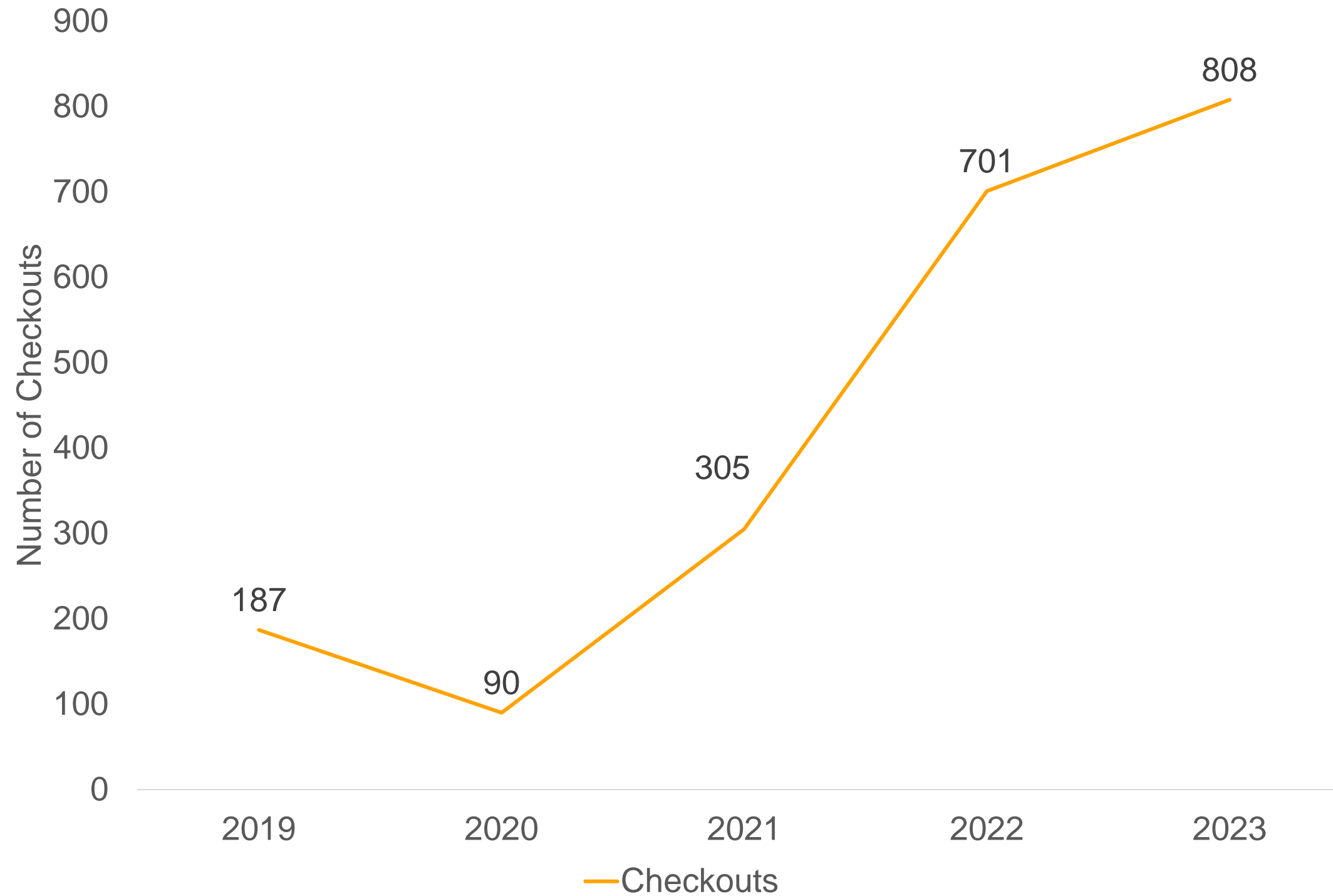
## Commute Type by Mode West Allis and Wisconsin



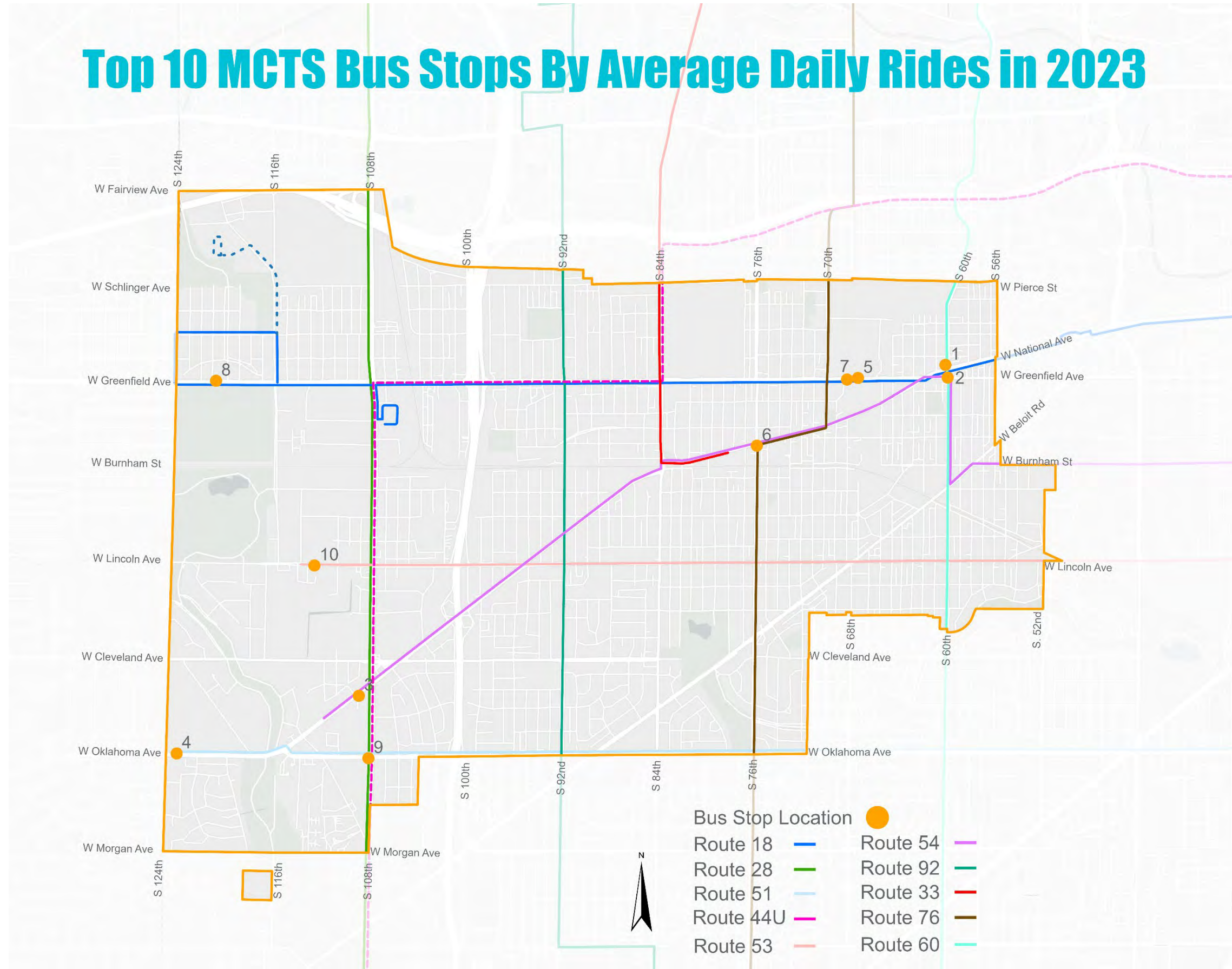
# Non-Driving Commute Type 2011 - 2022



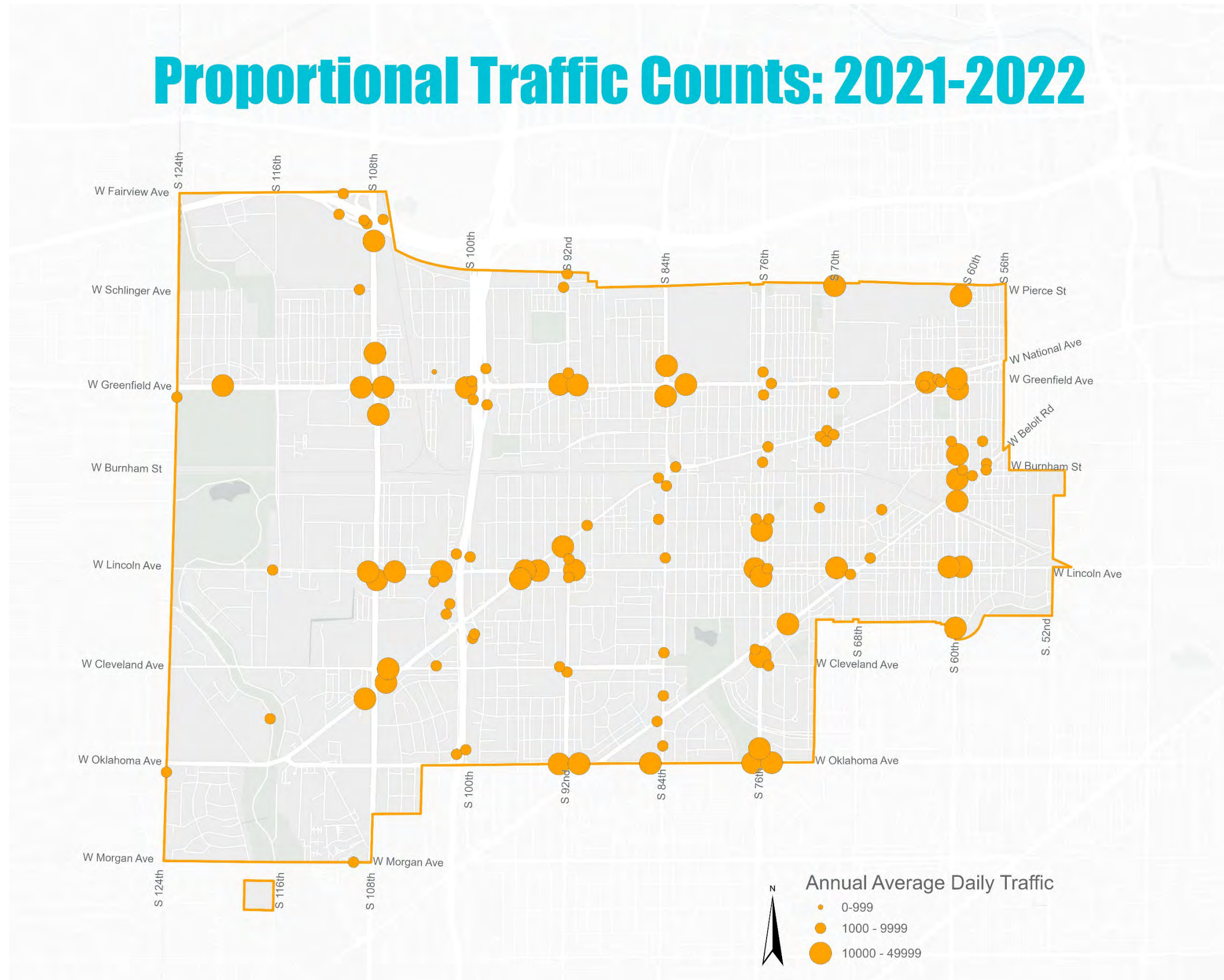
## Total Number of BublR Checkouts in West Allis



# Top 10 MCTS Bus Stops By Average Daily Rides in 2023

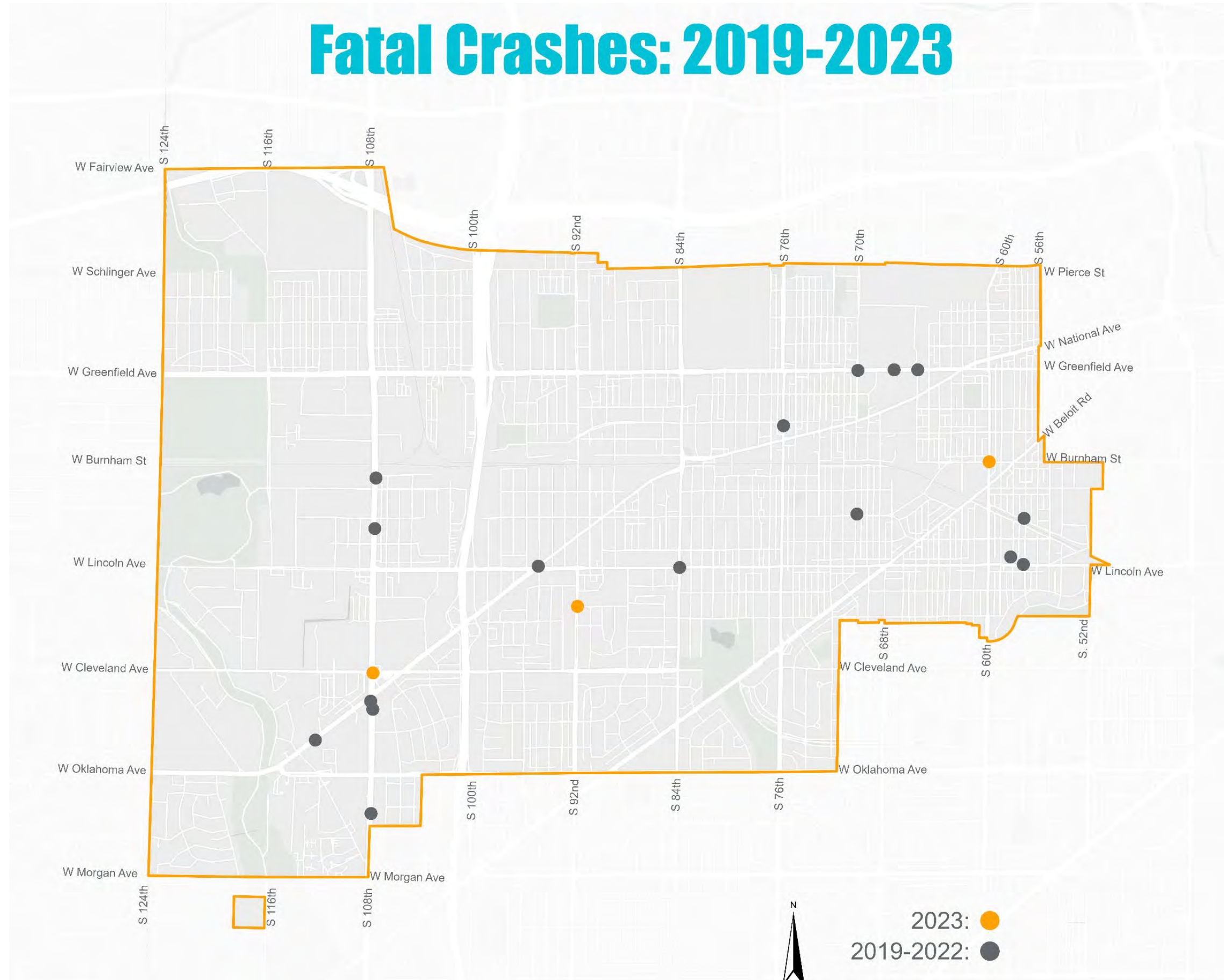


# Proportional Traffic Counts: 2021-2022

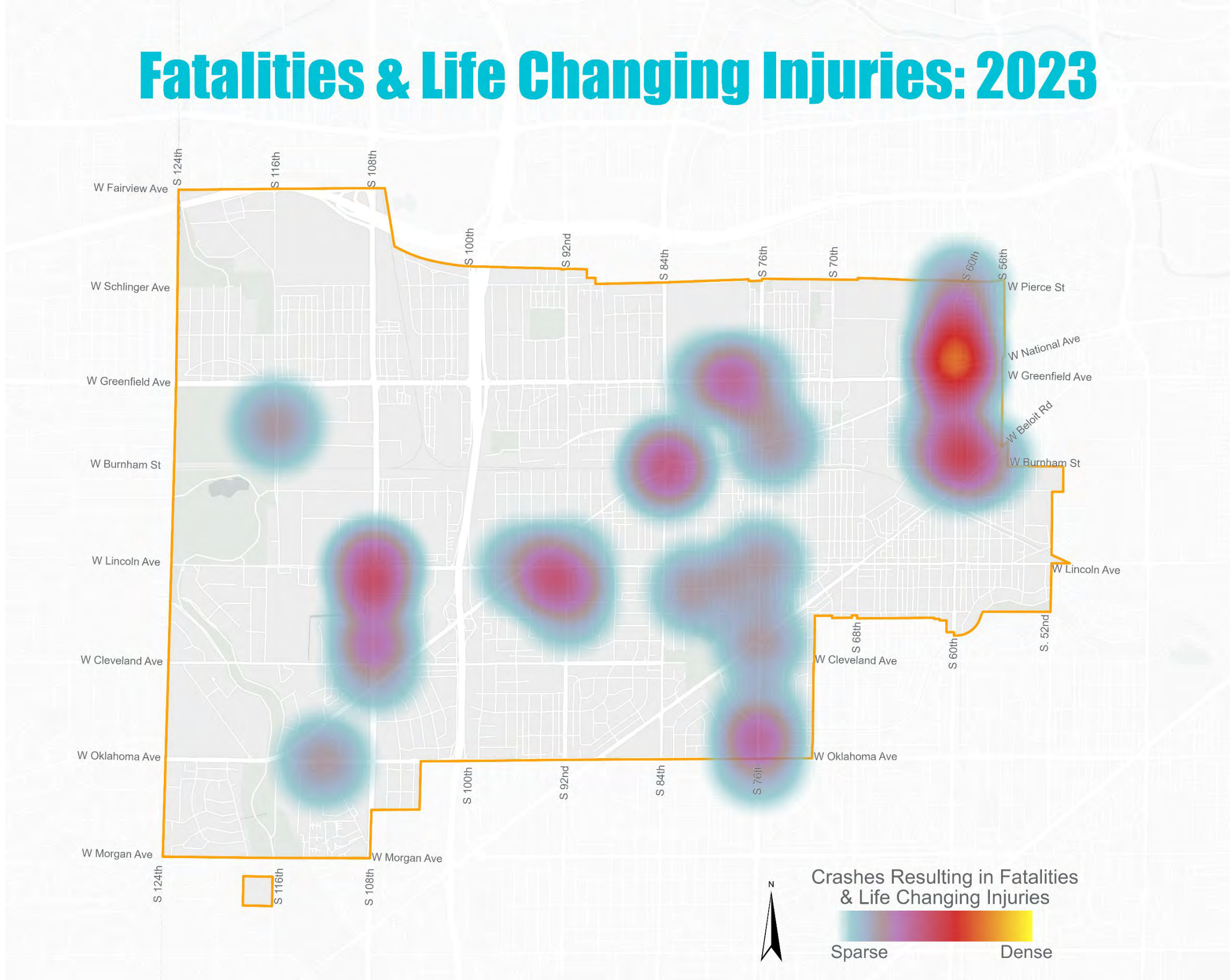




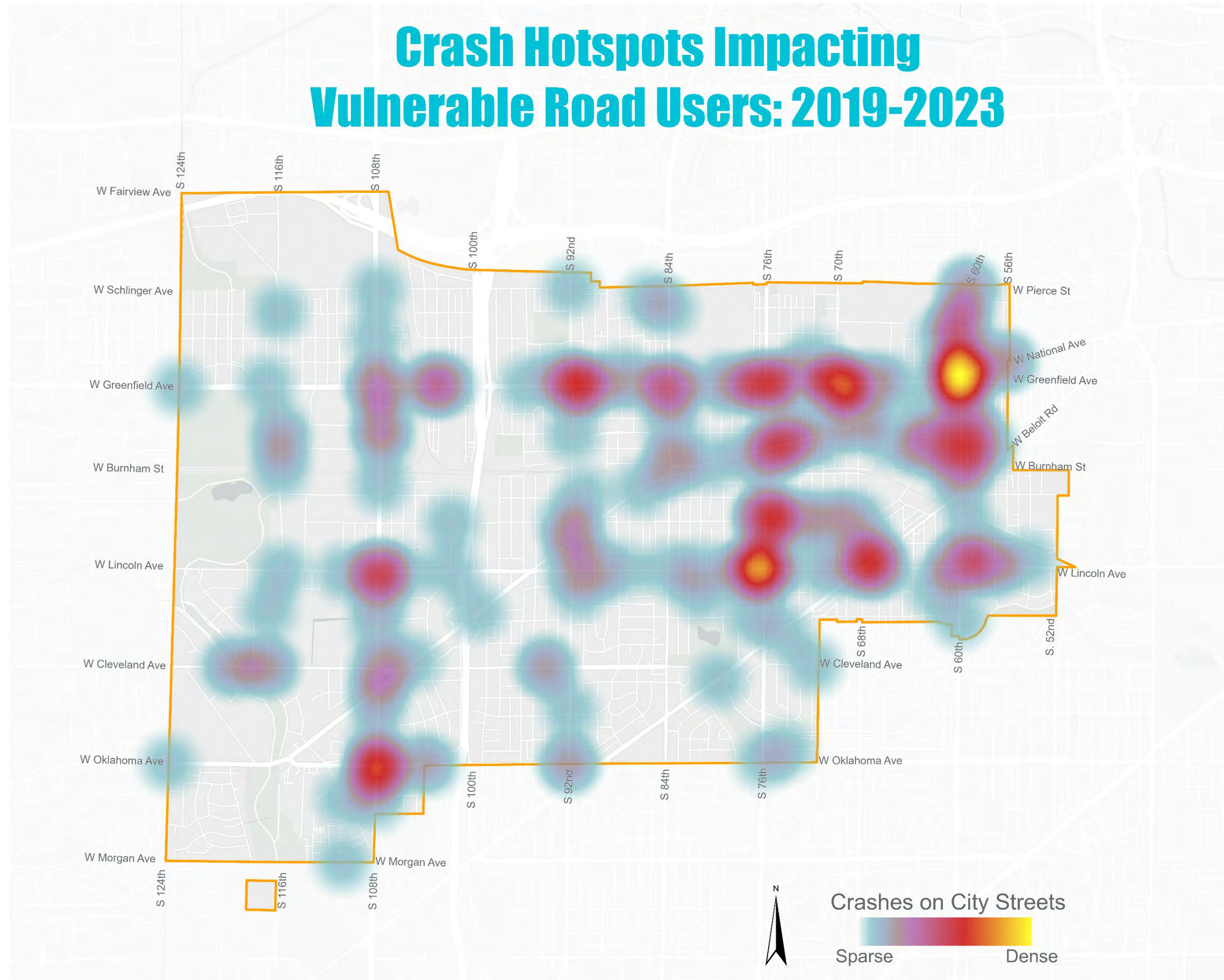
# Fatal Crashes: 2019-2023



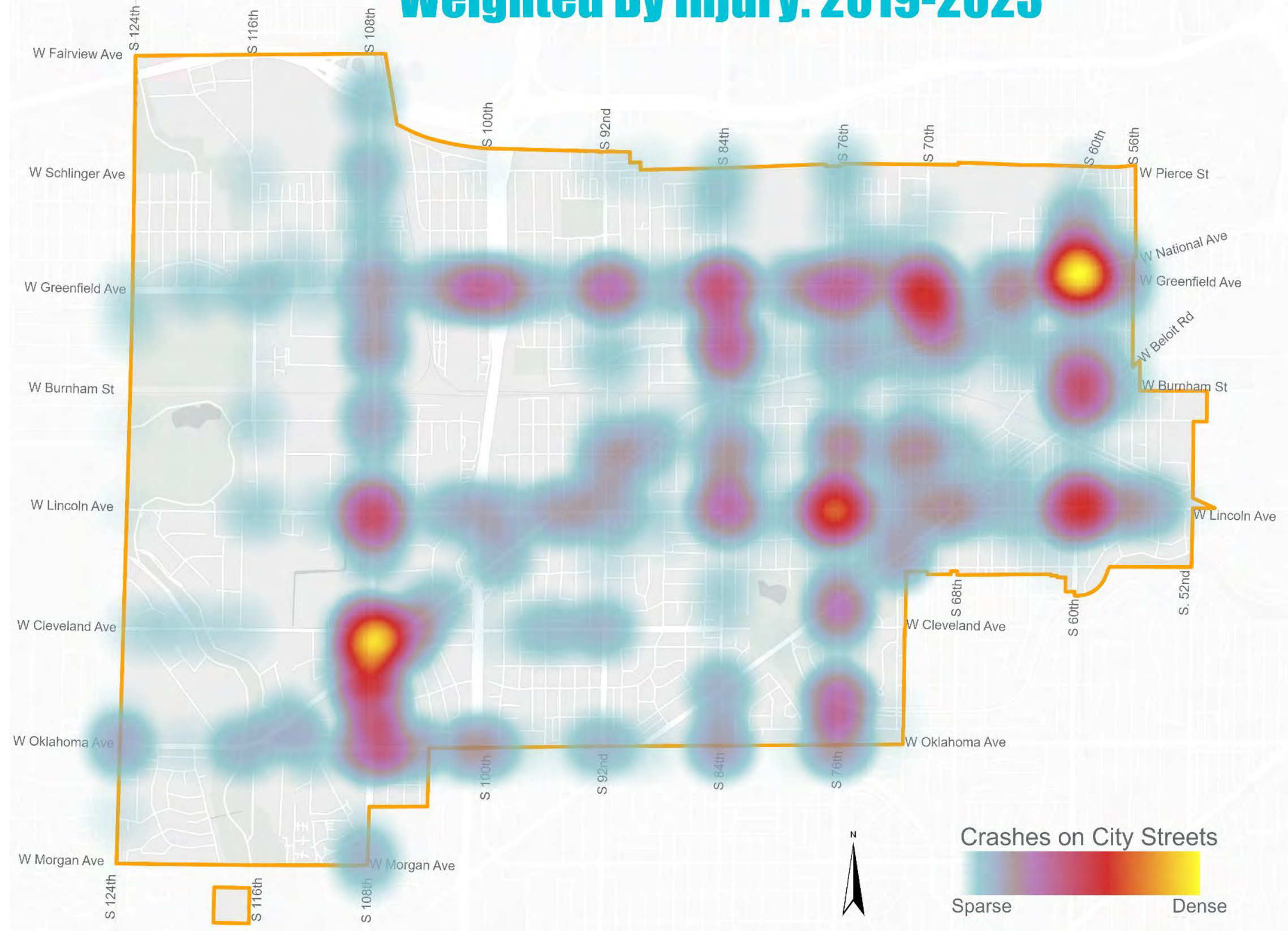
# Fatalities & Life Changing Injuries: 2023



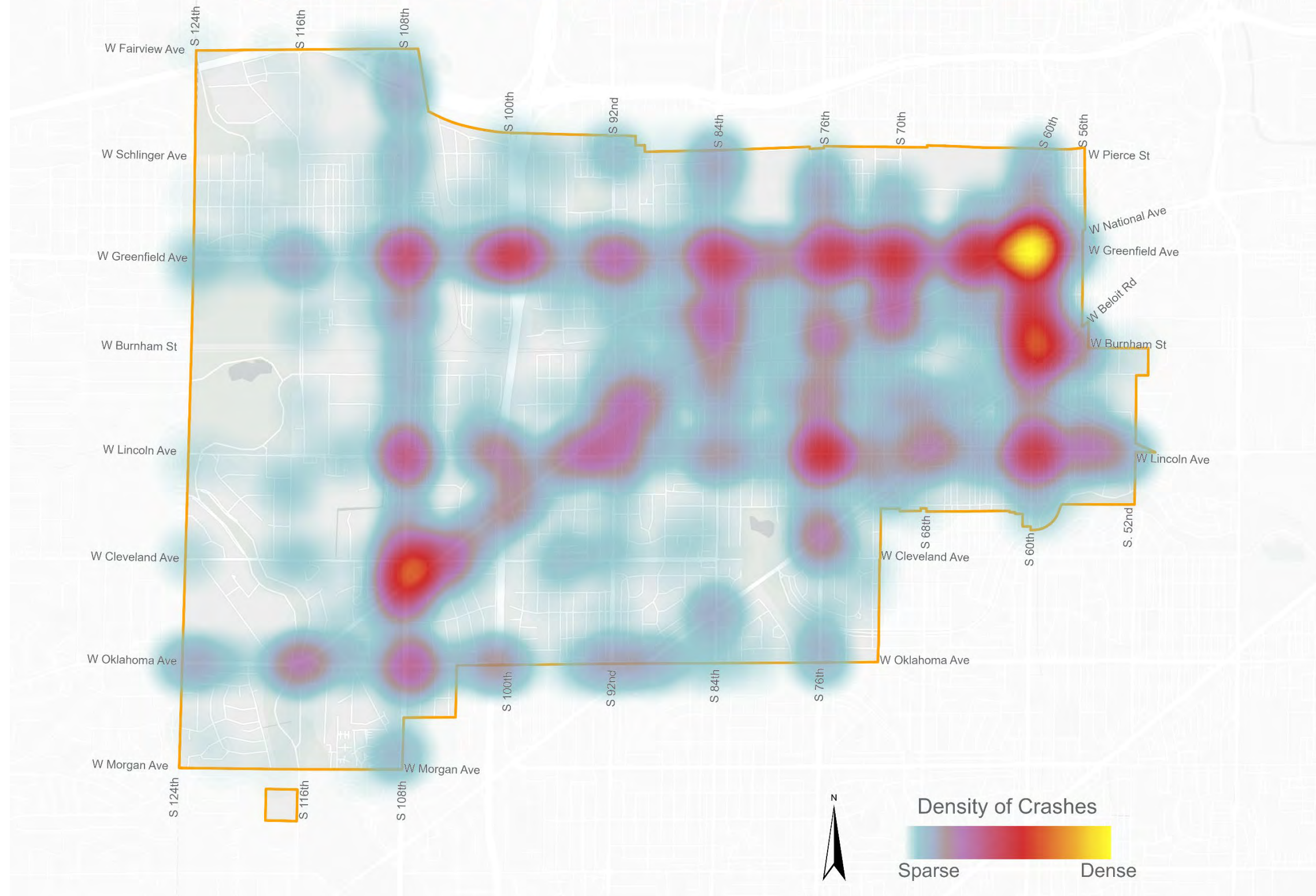
# Crash Hotspots Impacting Vulnerable Road Users: 2019-2023



# Intersection Crash Hotspots Weighted By Injury: 2019-2023



# Crashes Involving Speeding, Aggressive, or Distracted Driving: 2019-2023



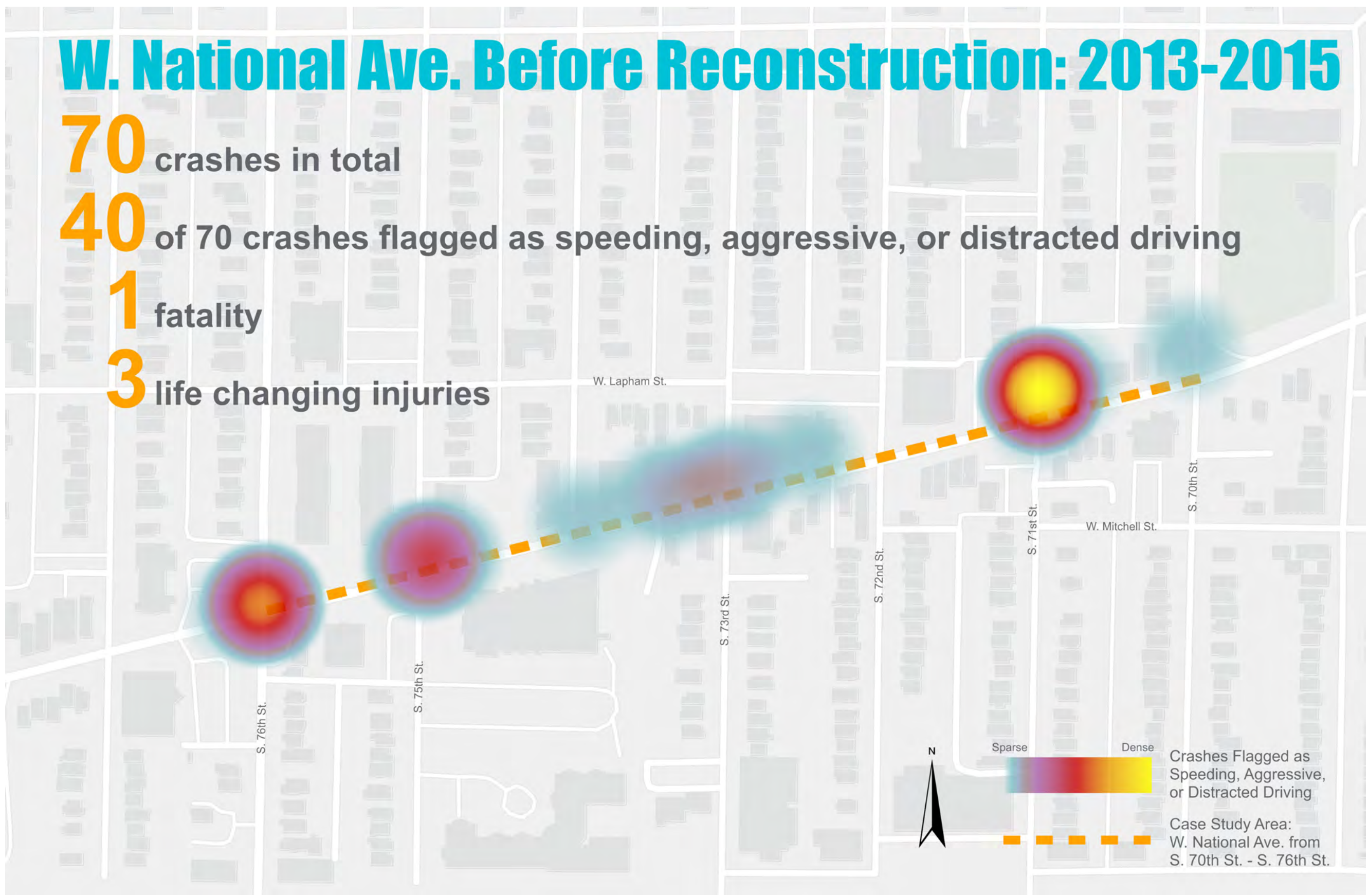
# W. National Ave. Before Reconstruction: 2013-2015

**70** crashes in total

**40** of 70 crashes flagged as speeding, aggressive, or distracted driving

**1** fatality

**3** life changing injuries



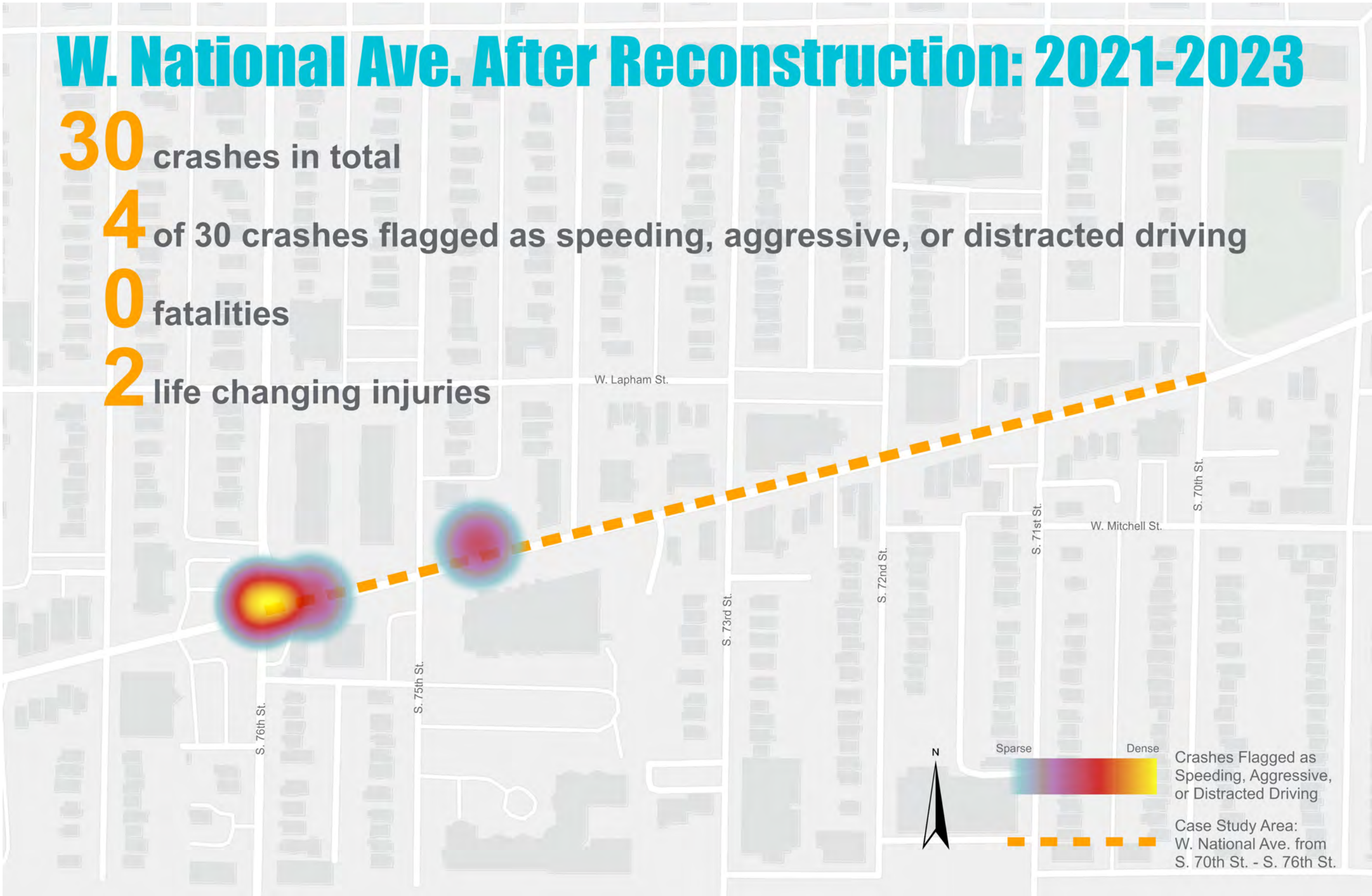
# W. National Ave. After Reconstruction: 2021-2023

**30** crashes in total

**4** of 30 crashes flagged as speeding, aggressive, or distracted driving

**0** fatalities

**2** life changing injuries



# 2023 Complete Streets Improvements





## Net Gain of Street Trees from 2022 to 2023

