Welcome!

S. KINNICKINNIC AVENUE (STH 32)

E. HOLT AVENUE TO S. FULTON STREET

Public Meeting

Open House

Please sign in, view materials,
ask questions and share your thoughts.

STAY INFORMED ON THE PROJECT

Subscribe for updates on the project at **Engage.Milwaukee.Gov/KK-Traffic-Calming**

NEXT STEPS

1. Department of Public Works (DPW) will review feedback gathered at this Public Meeting and through submitted Comment Forms

2. DPW will incorporate feedback, where feasible, into final design

3. DPW will reach out to the Wisconsin Department of Transportation (WisDOT) with final design plans as S. Kinnickinnic Avenue is a Connecting Highway

4. Project will go in front of the Public Works Committee at Public Hearing
   - Impacted property owners along the project corridor will receive a mailed notice of public hearing

5. Earliest anticipated construction is 2026

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ESTIMATED ASSESSSMENTS FOR TYPICAL PROPERTIES

The Community-Led Traffic Calming Program will partially fund this project; 33% of the cost of this project will be assessed to impacted property owners. Below are estimates of the assessments, subject to final design refinement.

MAJORITY OF RESIDENTIAL FRONTAGE	PROPOSED 2026 ASSESSMENT RATE*	ESTIMATED PROJECT TOTAL
30' PROPERTY FRONTAGE	**$15 / LINEAR FT**	**$450**
40' PROPERTY FRONTAGE	**$15 / LINEAR FT**	**$600**

**Assessment Rate calculated as an average of all rates of improvements made throughout the corridor.*

PRELIMINARY DESIGN





RAISED CROSSWALK

Intersection of Rusk Avenue
Intersection of Falling Heath Place

A raised crosswalk elevates the pedestrian crossing to the same height as the sidewalk to slow the speed of vehicles and improve safety for people crossing. It is made of a speed table and pedestrian ramps, and can be constructed with or without curb extensions.

PRELIMINARY DESIGN





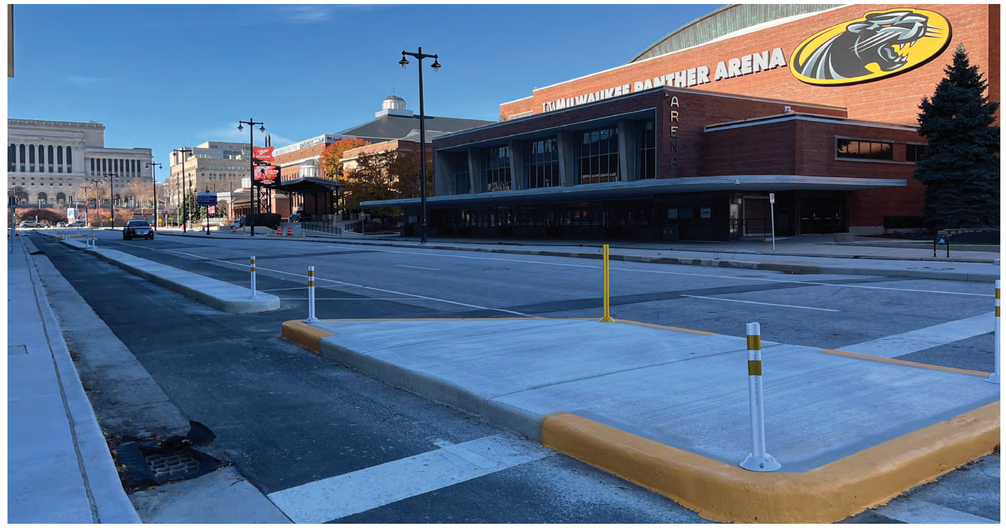
SPEED TABLE

Midblock between Fulton Street & Linebarger Terrace

A speed table is similar to a speed hump, but is made of concrete, is longer, and has a flat top. They can also be used on streets with truck traffic and higher traffic volumes than speed humps. Speed tables slow the speeds of people driving to 20-25 MPH.

PRELIMINARY DESIGN





PINNED-ON BUMPOUT

Various locations throughout corridor; see map for details

Curb extensions, or bump-outs, extend the sidewalk area at intersections. They visually and physically narrow the street, creating safer and shorter crossings for people walking. They also require people driving to slow down as they make turns.

PRELIMINARY DESIGN





PEDESTRIAN REFUGE ISLAND

North of Oklahoma Intersection
South of Oklahoma Intersection

A pedestrian refuge island, or median, is a small, raised area in the middle of a street between opposing traffic lanes, either at an intersection or mid-block. It can be used to provide refuge for people crossing the street. Pedestrian refuge islands can slow both driving speeds and speeds of people making left turns.

PRELIMINARY DESIGN





CLOSED SLIP LANE OR MEDIAN

Ellen Street, right turn lane onto southbound Kinnickinnic
Oklahoma Avenue, median east of Kinnickinnic intersection

Closing slip lanes or medians helps reduce conflict points and increases safety for all users. By closing slip lanes, intersections are returned to a more traditional four-way approach, which forces people driving to slow down, makes it easier to see people walking, and eliminates the conflict point where people driving may not be paying attention to people crossing. Closing medians prevents uncontrolled turning movements and reduces head-on crashes.