Accessible Intersections For All

Proyecto De Intersecciones Accesibles Para Todos

Welcome!

Public Involvement Meeting

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

VISIT WEBSITE

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engage.milwaukee.gov/ss4a-intersections



City of Milwaukee

¡Bienvenido!

Reunión de Participación Pública

Por favor, inicie sesión, revise los materiales, haga preguntas y comparta sus ideas.

VISITE EL SITIO WEB

Use su cámara para escanear

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Project Overview

The City of Milwaukee Department of Public Works (DPW), in collaboration with the Federal Highway Administration (FHWA), is proposing improvements at 23 intersections along five corridors:

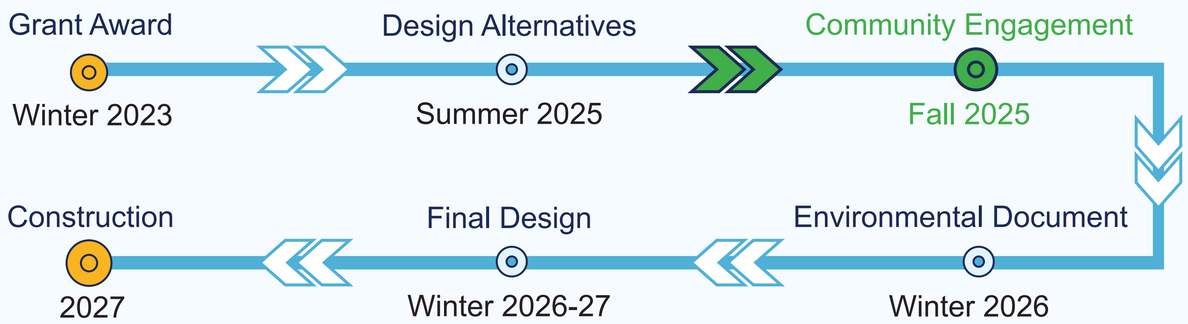
- W. Capitol Drive
- W. Atkinson Avenue
- S. Cesar Chavez Drive/S. 16th Street
- W. Greenfield Avenue
- W. Forest Home Avenue

These intersections are among the most dangerous in Milwaukee and are part of the City's High Injury Network.

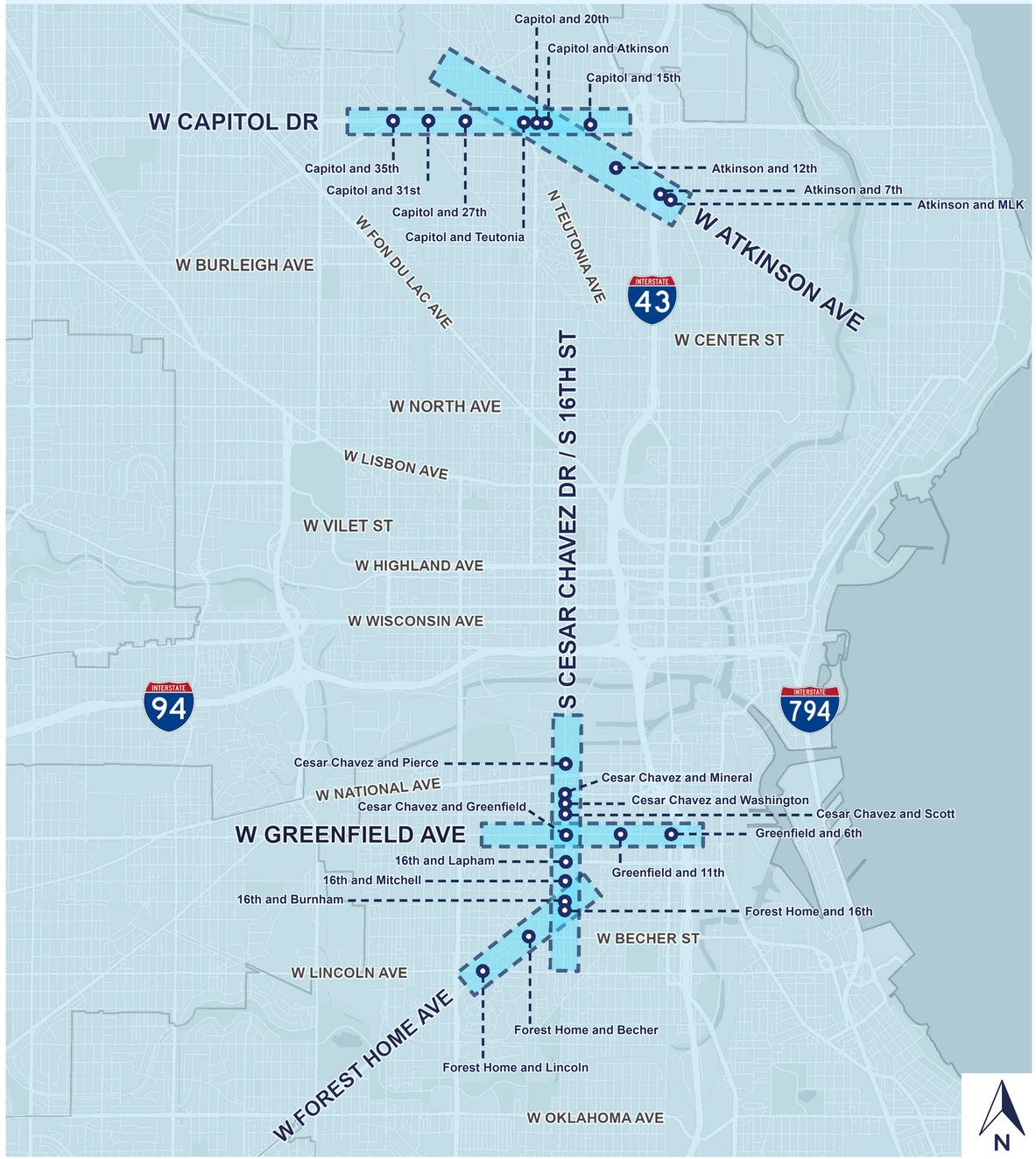
PROJECT GOALS:

- Ensure Accessibility for All Users
- Improve Safety and Visibility for People Walking
- Enhance Infrastructure for People Walking and Biking
- Enhance Intersection Design and Traffic Calming

PROJECT SCHEDULE:

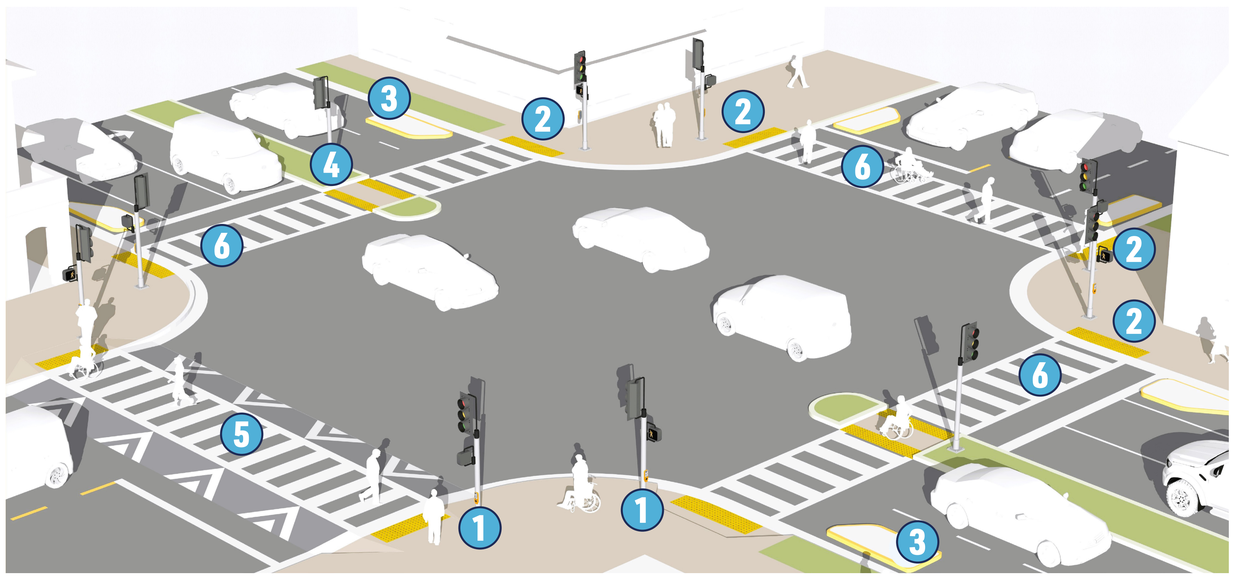


PROJECT LOCATION MAP



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Project Scope and Components



BASE SCOPE:

- **Accessible Pedestrian Signals (APS):** Locator tones, tactile arrows, vibrations and audio cues to assist people walking who are blind or have low vision or who may have hearing loss
- **Americans with Disabilities Act (ADA) compliant curb ramps:** Replacement of non-compliant ramps
- **Enhanced pavement markings and signage:** Clearer lane directions
- **Median refuge spaces:** Allow people walking to cross one direction at a time
- **Raised concrete crosswalks:** Slowing vehicles and making people walking more visible
- **High Visibility Crosswalks:** Increases visibility and awareness of people driving, and slows vehicles

ADDITIONAL SCOPE (FUNDING DEPENDENT):

- **Curb extensions:** Slowing vehicles, shortening crossing distance, and preventing vehicles from turning right from the parking lane
- **Closure of complex intersection legs:** Simplifying navigation and reducing conflicts
- **Pinned-on bump outs:** Slowing vehicles, shortening crosswalks, and preventing vehicles from turning right from the parking lane

1



Accessible Pedestrian Signals

2



ADA-compliant Curb Ramps

3



Pinned-On Bump Outs

4



Median Refuge Spaces

5



Raised Concrete Crosswalk

6



High Visibility Crosswalk

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Accessible Pedestrian Signal (APS)

An Accessible Pedestrian Signal (APS) is a crosswalk signal that helps people who are blind, have low vision, or hearing loss to navigate through the intersections. APS use sounds, vibrations, and raised arrows along with the usual walk/don't walk lights. They give information about when to walk, when to wait, how much time is left, and which direction to cross.



WHAT DOES AN APS DO?

- Sound Alerts – Beeps or voice help find the button and signal when to cross
- Walk / Don't Walk Lights – Visual signals for everyone
- Raised Arrow – Shows the crossing direction by touch
- Wait Message – Shows and/or tells "Wait" until the walk signal begins
- Countdown – Shows and/or tells seconds left to finish crossing
- Vibration – Button vibrates during walk phase



HOW TO USE AN APS SIGNAL: STEP BY STEP GUIDE

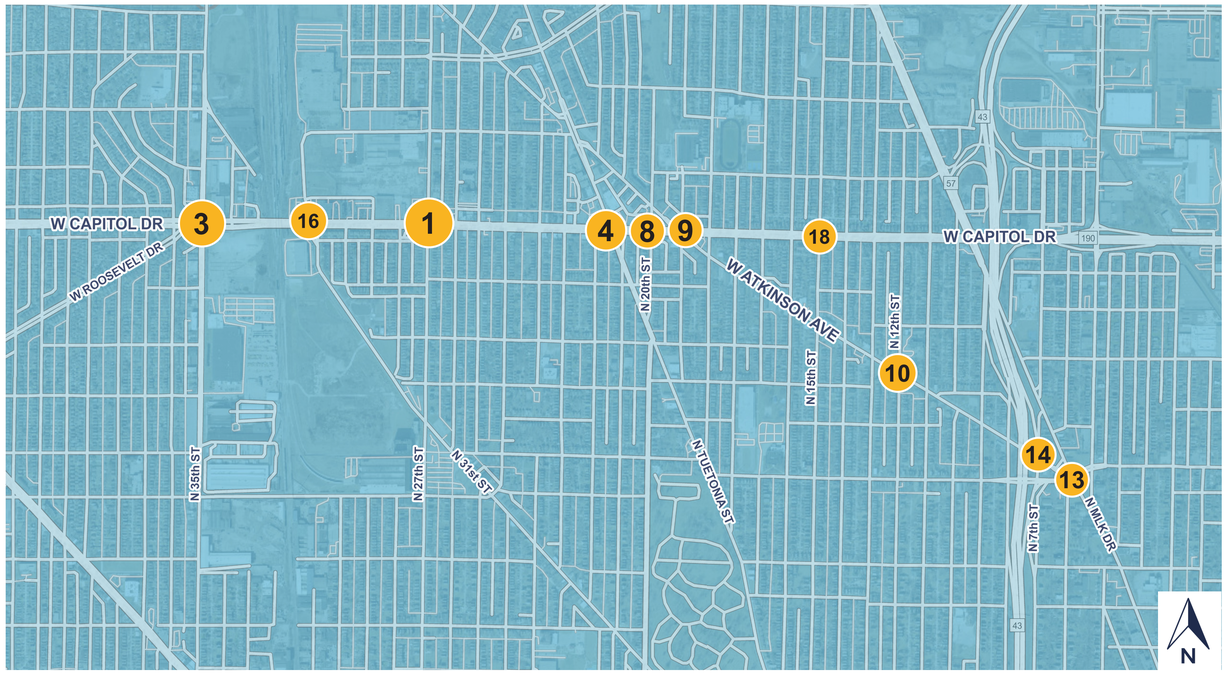
1. **Find the Button** – Follow the locator tone (beeping sound) to the pole
2. **Check Arrow** – Feel the raised arrow; it shows the crossing direction
3. **Press Once** – You'll hear "Wait" until the walk signal begins
4. **Hold >1 Second (Optional)** – Gives a louder message or street name
5. **Walk Signal** – Button vibrates + fast beeping or voice says "Walk sign is on." Start crossing
6. **Cross the Street** – Walk straight in the arrow's direction; follow beeps, vibration, or countdown until across
7. **Finish Safely** – Step fully onto the curb ramp. The locator tone returns for the next person

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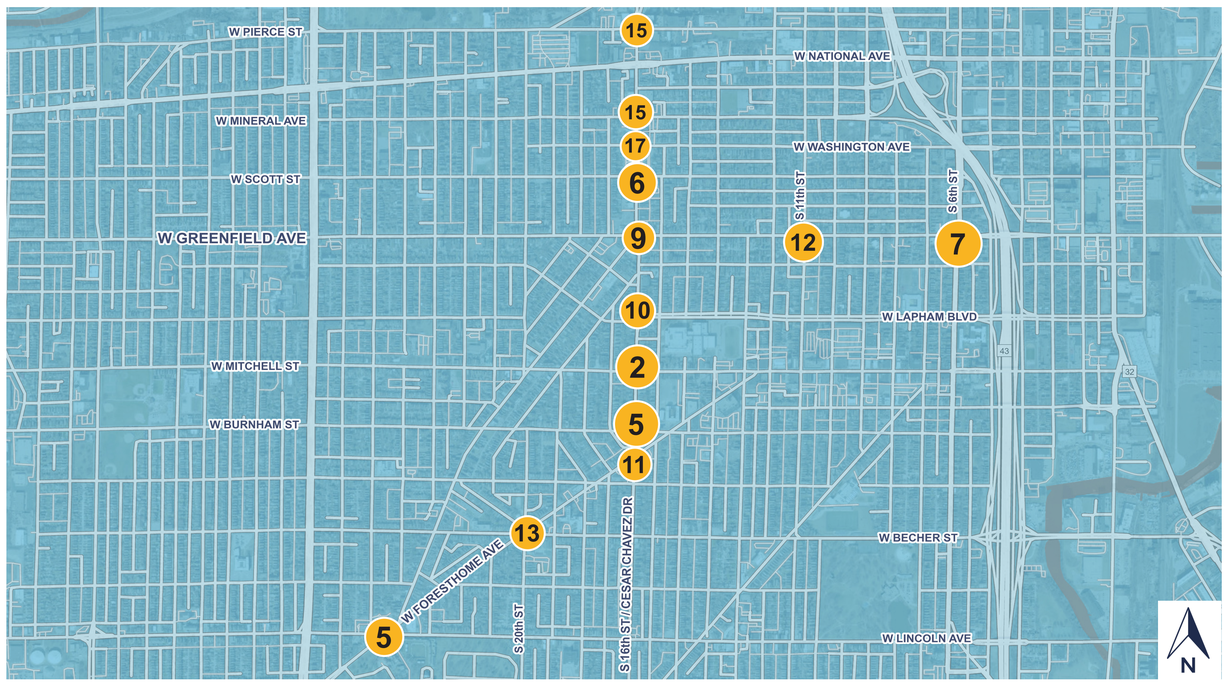
Intersection Safety Analysis

The safety at the intersections was evaluated by looking at the number of crashes involving people walking or biking, crash severity, and overall crash rates. Lower number ranked intersections had worse safety.

North Side Corridors



South Side Corridors



Rank	Intersection
1	W. Capitol Dr & N. 27th St
2	S. 16th St & W. Mitchell St
3	W. Capitol Dr & N. 35th St
4	W. Capitol Dr & N. Teutonia Ave
5	W. Forest Home & W. Lincoln Ave
5	S. 16th St & W. Burnham St
6	S. 16th St & W. Scott St
7	W. Greenfield Ave & S. 6th St
8	W. Capitol Dr & N. 20th St
9	S. 16th St & W. Greenfield Ave
9	W. Capitol Dr & W. Atkinson Ave
10	W. Atkinson Ave & S. 12th St
10	S. 16th St & W. Lapham Blvd
11	S. 16th St & W. Forest Home Ave
12	W. Greenfield Ave & S. 11th St

Rank	Intersection
13	W. Atkinson Ave & N. MLK Dr
13	W. Forest Home & N. 20th St
14	W. Atkinson Ave & N. 7th St
15	S. 16th St & W. Pierce St
15	S. 16th St & W. Mineral St
16	W. Capitol Dr & N. 31st St
17	S. 16th St & W. Washington Ave
18	W. Capitol Dr & N. 15th St

Weighted Overall Ranking

The overall ranking includes the following:

- Number of Bike and Ped Crashes
- High Severity Crash Rate
- Total Crash Rate

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Community Engagement

We met with the community to understand the needs, challenges, and perspectives on intersections within the project scope — and what features they believe those intersections should include.

COMMUNITY EVENTS

30+
Community Members







POP UP EVENTS

50+
Interactions

FOCUS GROUPS

10+
Neighborhoods Representatives







DOOR TO DOOR CANVASSING

100+
Residents and Businesses

Meeting the community where they are and hearing their voices helped shape our priorities for safer, more accessible intersections. Share your additional thoughts and feedback with the project team!

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