EXISTING CONDITIONS

S. KINNICKINNIC AVENUE (STH 32)

E. HOLT AVENUE TO S. FULTON STREET

TRAFFIC CONFIGURATION



(1) Driving lane in both directions
(1) Painted bike lane in both directions
(1) Parking lane on both sides of the street

WHAT IS A CONNECTING HIGHWAY?
S. Kinnickinnic Avenue is a Connecting Highway, also known as State Trunk Highway (STH) 32.

Connecting Highways provide continuous routes for STH traffic over the streets or highways. The City of Milwaukee works with the State of Wisconsin on traffic and maintenance of this street, and will work with the State on any improvements.

AVERAGE DAILY TRAFFIC (ADT): 7,000 VEHICLES

MCTS ROUTE 15 HOLTON - KINNICKINNIC

POSTED SPEED LIMIT 30 MPH

CRASH DATA

S. KINNICKINNIC AVENUE (STH 32)

E. HOLT AVENUE TO S. FULTON STREET

CRASH DATA JAN '19 - OCT '24

21 injury-causing crashes, resulting in **23** total injuries

Two of those injuries were life-changing or severe, including the recent hit-and-run on October 26

One of the 21 crashes injured a person biking, and **three** injured people walking

LEGEND

- Possible injury crashes
- Non-life changing injury crashes
- Life changing injury crashes



TRAFFIC CALMING MEASURES



SPEED TABLE

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.



CURB EXTENSIONS

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 require people driving to slow down as they make turns.



CHICANES

Chicanes are two to three curb extensions placed midblock on opposite sides of the street, but not across from one another. They slow driving speeds considerably by shifting travel lanes left and right.



NECK-DOWN

A neck-down, also known as a pinch point, is made of two curb extensions directly across from one another, typically in the middle of a block. In some cases, people driving may be required to merge into a single lane. Neck-downs may also be used to create or enhance a mid-block crosswalk.



PEDESTRIAN REFUGE ISLAND

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.

NEXT STEPS

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

2. DPW will reach out to the Wisconsin Department of Transportation based on public feedback with next steps as S. Kinnickinnic Avenue is a Connecting Highway

3. Additional public input, either through:
   - Public Involvement Meeting or
   - Aldermanic Survey

4. Earliest anticipated construction is 2026

STAY INFORMED ON THE PROJECT

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