

# STREETWISE MKE

A toolkit for building safe & healthy  
streets in your neighborhood.

# ACKNOWLEDGEMENT

Streetwise MKE is a toolkit that helps Milwaukee neighbors imagine what their streets could look like. The treatments in this booklet encourage walking and biking, slow cars, and make streets safer for everyone. The purpose of this toolkit is to educate Milwaukee residents on the options that may be available to create safe and healthy streets. Not all options are suitable for every street. Work with your city government officials to identify what will work best for streets in your neighborhood. Use the resources provided at the end of this booklet to identify partners who can help you advocate for change!

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## BENEFITS LEGEND



Cost of the Implementation



Improves Pedestrian Experience



Removes Barriers for  
People with Disabilities



Improves Bicycling Experience



Reduces Motorist Speeds

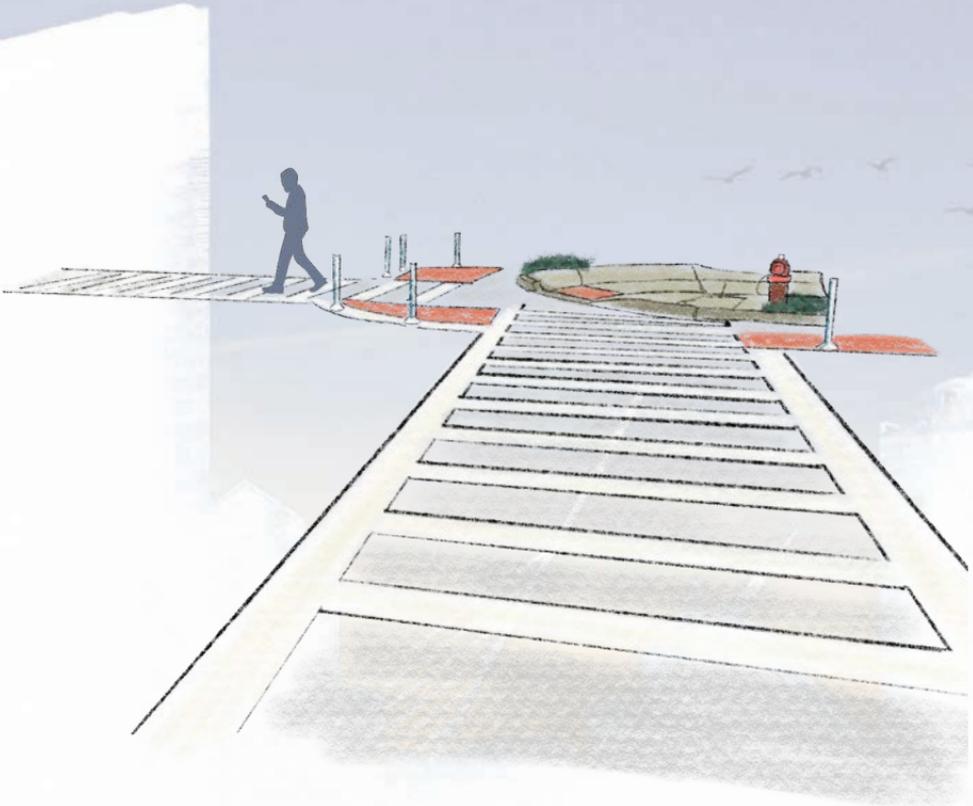


Reduces the number of cars  
and trucks on the street



Environmentally Friendly,  
Opportunity for Beautification

# HIGH VISIBILITY CROSSWALK



**Cost:**



**Benefits:**



# HIGH VISIBILITY CROSSWALK



High-visibility, or continental, crosswalks are a series of pavement markings at a legal crosswalk that define crossing locations. They are more visible to drivers and prompt drivers to yield to people crossing the street.

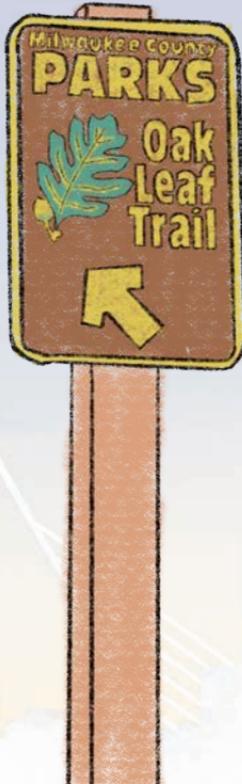
**Cost:**



**Benefits:**



# WAYFINDING SIGNS



**Cost:**



**Benefits:**



# WAYFINDING SIGNS



Wayfinding signs show people how far or how long it will take to get somewhere. They are usually used to help people walking or biking find comfortable routes to their destination.

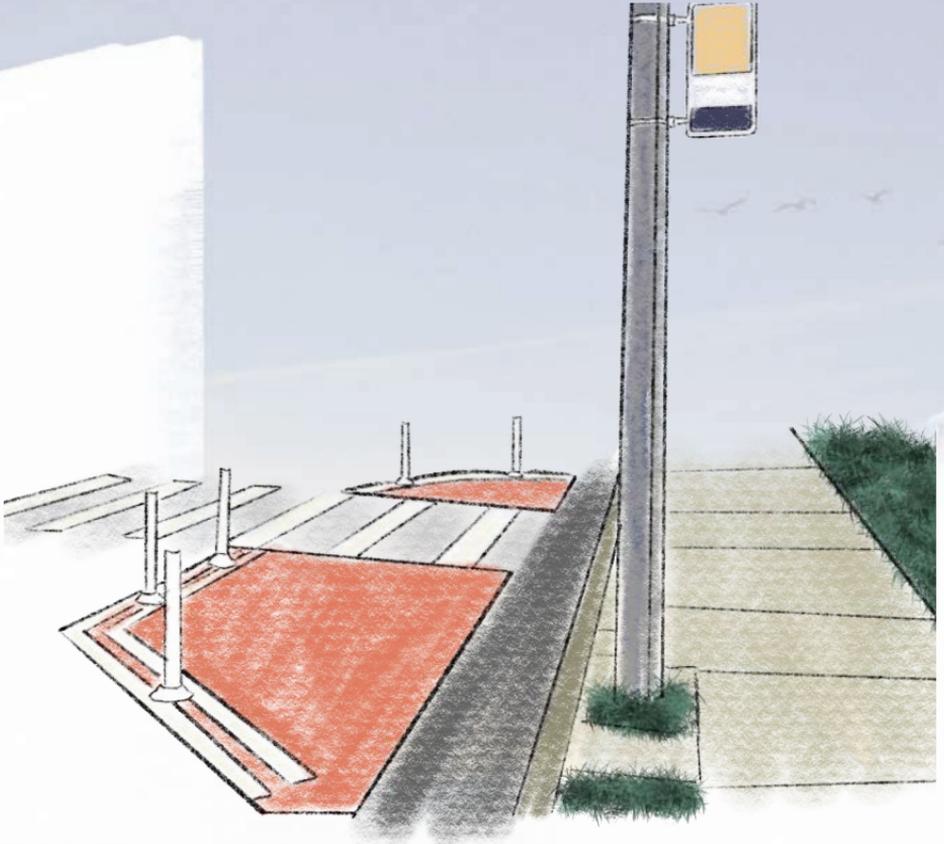
**Cost:**



**Benefits:**



# CURB EXTENSION



**Cost:**



**Benefits:**



# CURB EXTENSION



Curb extensions make the distance to cross the street shorter, make pedestrians more visible to drivers, reduce instances of drivers passing on the right, and slow drivers down when turning.

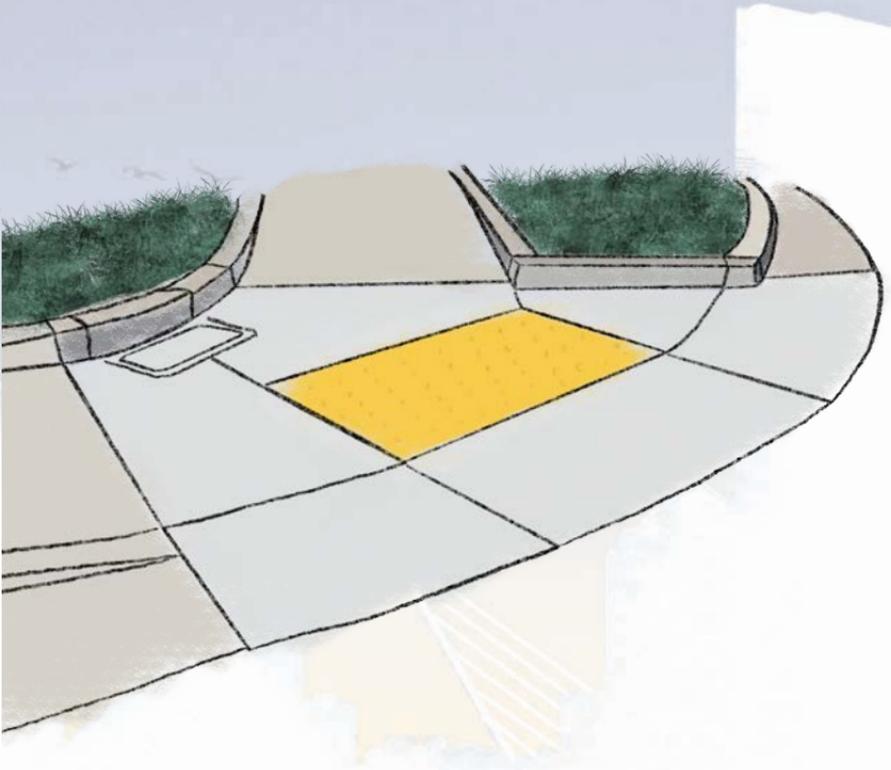
**Cost:**



**Benefits:**



# CURB RAMP



**Cost:**



**Benefits:**



# CURB RAMP



Curb ramps make it easier for people to enter and cross the street, especially those that use wheelchairs, strollers, or have a vision impairment.

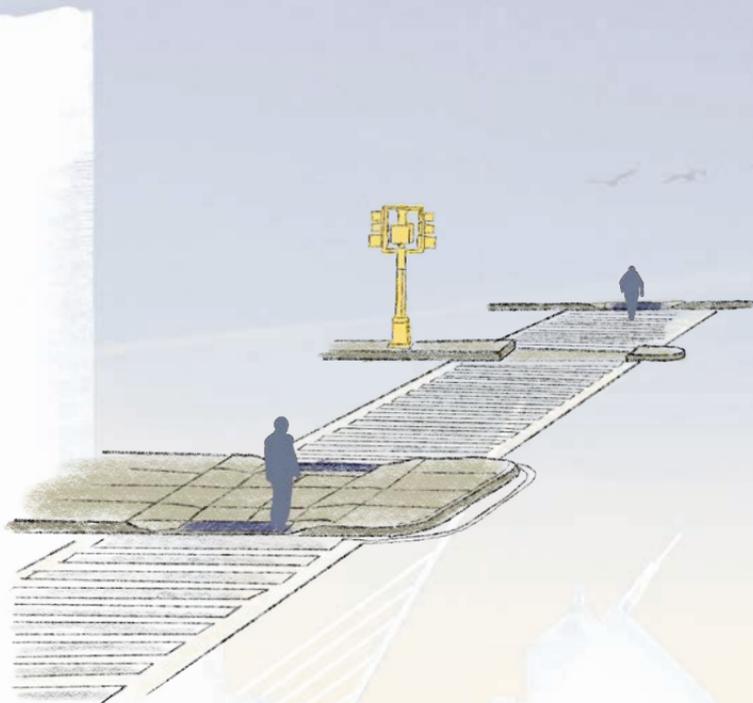
**Cost:**



**Benefits:**



# PEDESTRIAN ISLAND



**Cost:**



**Benefits:**



# PEDESTRIAN ISLAND



Pedestrian refuge islands provide protected space for people to wait while crossing the street and also allow people to cross only one half of the street at a time.

**Cost:**



**Benefits:**



# SCHOOL ZONE SIGNAGE



**Cost:**



**Benefits:**



# SCHOOL ZONE SIGNAGE



School zones limit the speed of traffic in order to help create a safer environment for children present on sidewalks and streets before, during, and after school hours.

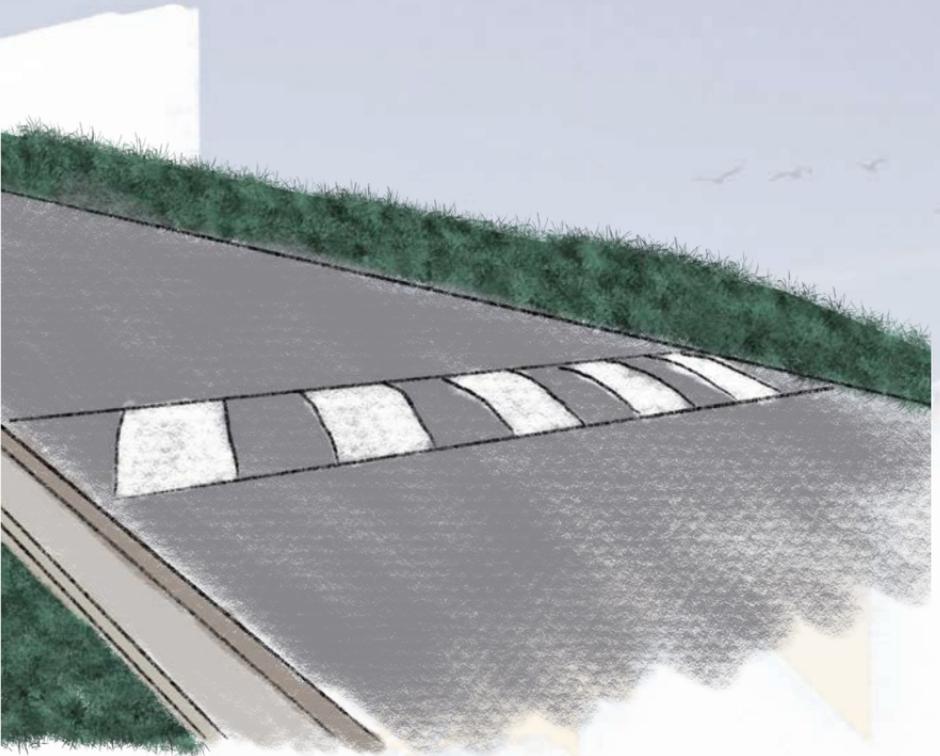
**Cost:**



**Benefits:**



# SPEED HUMP



**Cost:**



**Benefits:**



# SPEED HUMP



Speed humps are raised portions of the street that span the entire width of the street intended to slow drivers down. They are typically installed on residential streets.

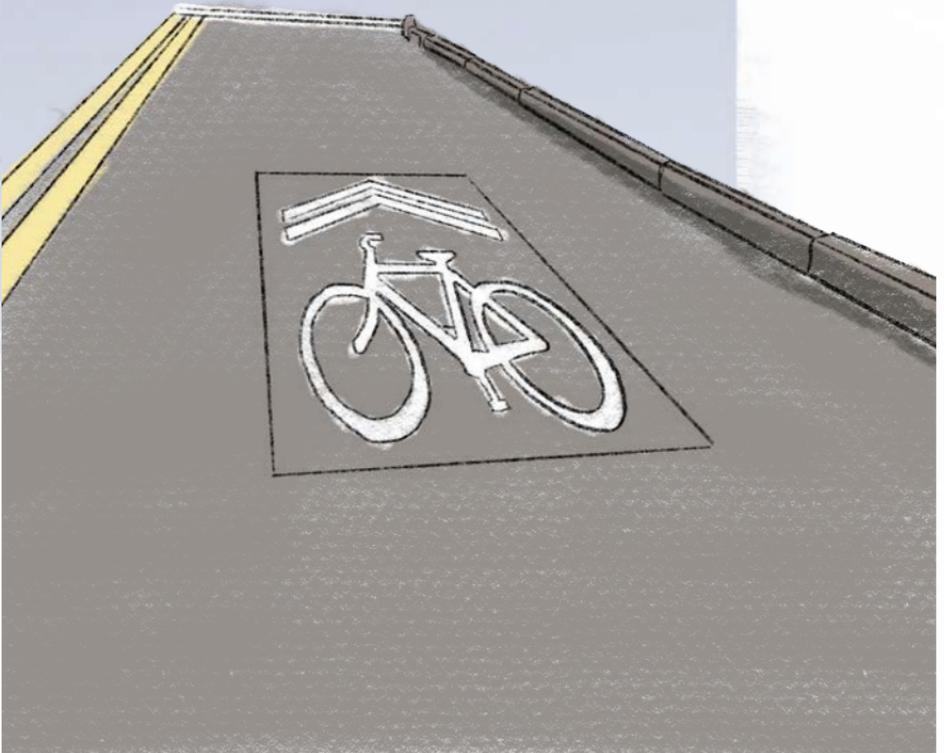
**Cost:**



**Benefits:**



# SHARROW



**Cost:**



**Benefits:**



# SHARROW



Sharrows are pavement markings that tell drivers that people bicycling can share the lane with them. Sharrows help guide people on their bikes out of the door opening zone of parked cars and are usually found along bicycle routes.

**Cost:**



**Benefits:**



# BICYCLE RACKS



**Cost:**



**Benefits:**



# BICYCLE RACKS



Bicycle racks are designated places where people can lock their bicycles securely while they visit nearby places like school, the store, or work.

**Cost:**



**Benefits:**



# CHICANE



**Cost:**



**Benefits:**



# CHICANE



A Chicane is a set of alternating curb extensions added to a straight road so the road looks like an "S" shape from above. This forces drivers to slow down in order to make each curved turn.

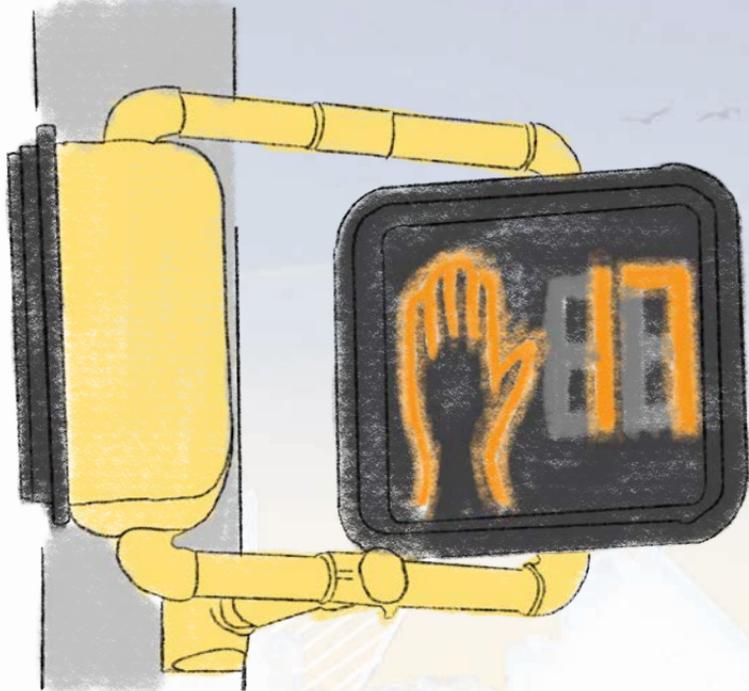
**Cost:**



**Benefits:**



# PEDESTRIAN COUNTDOWN SIGNAL



**Cost:**



**Benefits:**



# PEDESTRIAN COUNTDOWN SIGNAL



Located at traffic signals, all users of the road, particularly pedestrians, can see how many seconds they have left to cross the street. Pedestrian countdown signals can also include a recorded voice countdown for people with vision impairments.

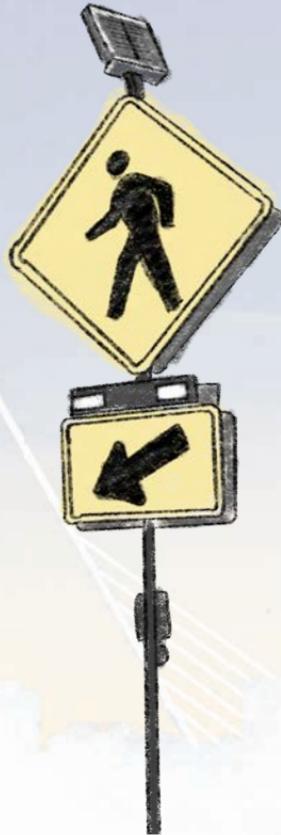
**Cost:**



**Benefits:**



# RECTANGULAR RAPID FLASHING BEACON



**Cost:**



**Benefits:**



# RECTANGULAR RAPID FLASHING BEACON



Rectangular Rapid Flashing Beacons (RRFB) are flashing lights that warn drivers when pedestrians are attempting to cross the street so they know to yield. RRFBs are typically located at crosswalks without a traffic signal.

**Cost:**



**Benefits:**



# STREET TREES



**Cost:**



**Benefits:**



# STREET TREES



Street trees help provide shade over a street. They make a street more beautiful, keeps people cool, lowers energy costs in homes, and makes the air cleaner.

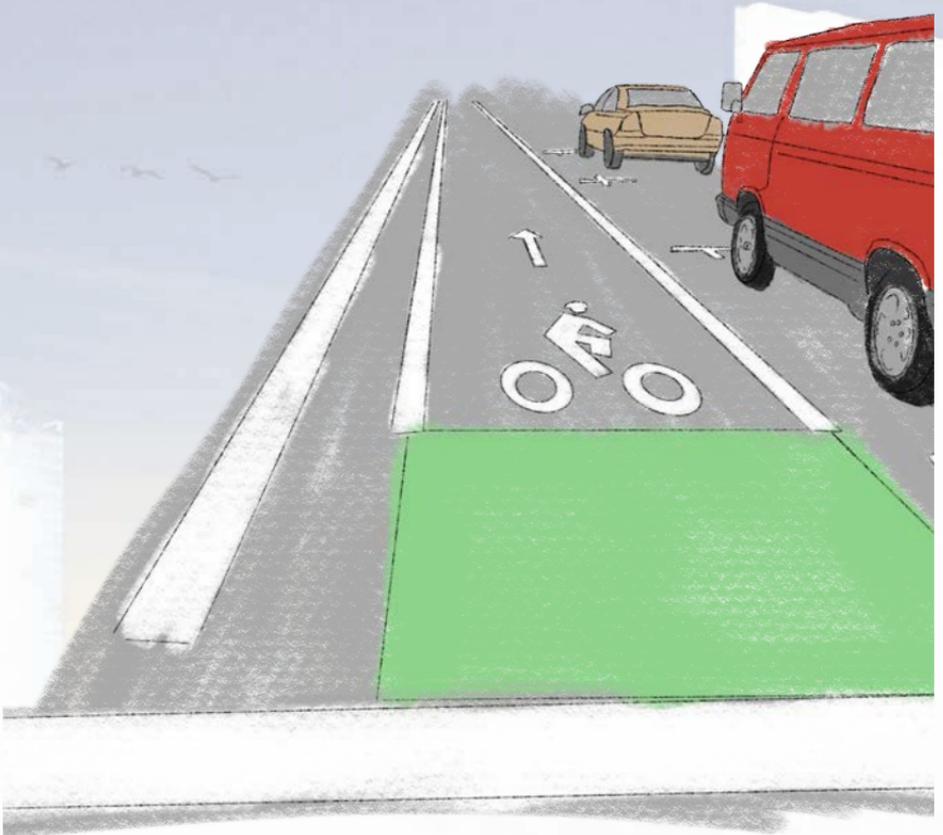
**Cost:**



**Benefits:**



# BIKE LANE



**Cost:**



**Benefits:**



# BIKE LANE



A dedicated space for people to bicycle on the street, usually positioned between parked cars and a travel lane or next to the curb on streets without parking.

**Cost:**



**Benefits:**



# TRAFFIC CIRCLE



**Cost:**



**Benefits:**



# TRAFFIC CIRCLE



A circle built in the middle of an intersection to force people driving to slow down and travel in a counter clockwise direction. Traffic entering the intersection must yield to traffic already moving around the traffic circle.

**Cost:**



**Benefits:**



# BUFFERED BIKE LANE



**Cost:**



**Benefits:**



# BUFFERED BIKE LANE



A buffered bike lane is a bike lane with an additional painted buffer on one or both sides of the bike lane. This further separates people on their bikes from moving motor vehicle traffic and/or parked vehicles.

**Cost:**



**Benefits:**



# STREET DIVERTER



**Cost:**



**Benefits:**



# STREET DIVERTER



Street diverters are typically installed on residential streets at intersections or midblock, and prevent motor vehicle traffic from continuing straight along the route while still allow people walking and biking direct access. Street diverters create a safer walking and biking experience.

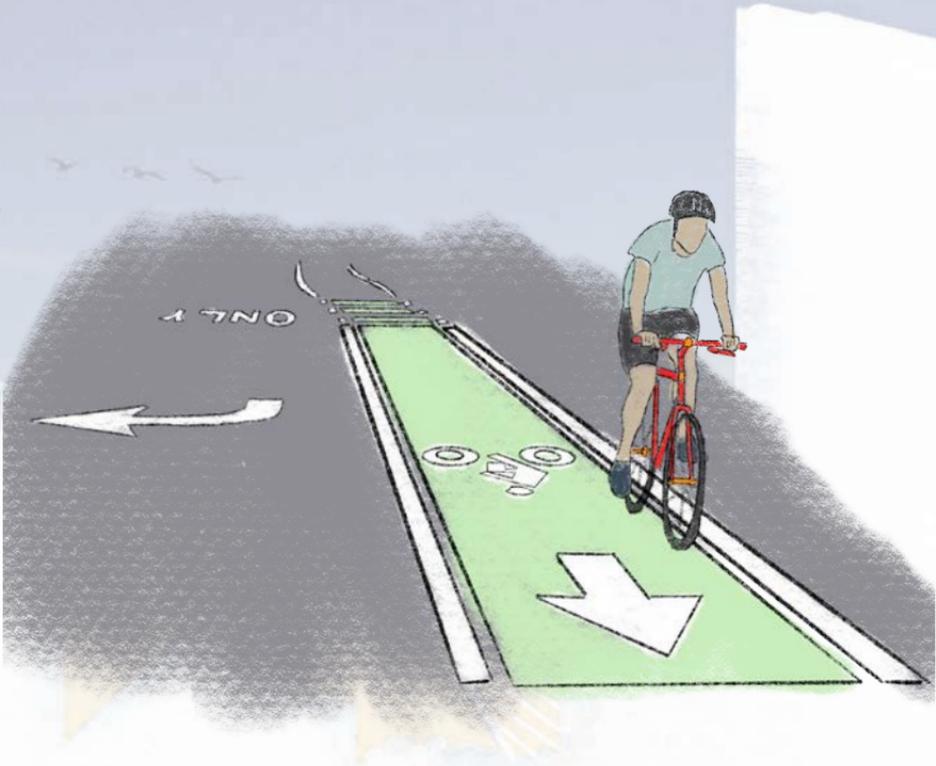
**Cost:**



**Benefits:**



# GREEN BIKE LANE



**Cost:**

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**Benefits:**



# GREEN BIKE LANE



Green bike lanes increase visibility of bicyclists and highlight places where bicyclists and drivers may merge and encounter conflicts.

**Cost:**



**Benefits:**



# LEADING PEDESTRIAN INTERVAL



**Cost:**



**Benefits:**



# LEADING PEDESTRIAN INTERVAL



A leading pedestrian interval provides pedestrians with at least a 3-second head start when crossing the intersection to begin their crossing before people driving can go. This reduces conflicts between people walking and drivers turning.

**Cost:**



**Benefits:**



# PARKLET



**Cost:**



**Benefits:**



# PARKLET



A parklet is a platform placed in the street next to the curb, usually in a parking lane. Parklets can be built in many different sizes and enhance pedestrian experiences by adding seating, dining, and other elements that encourage socializing.

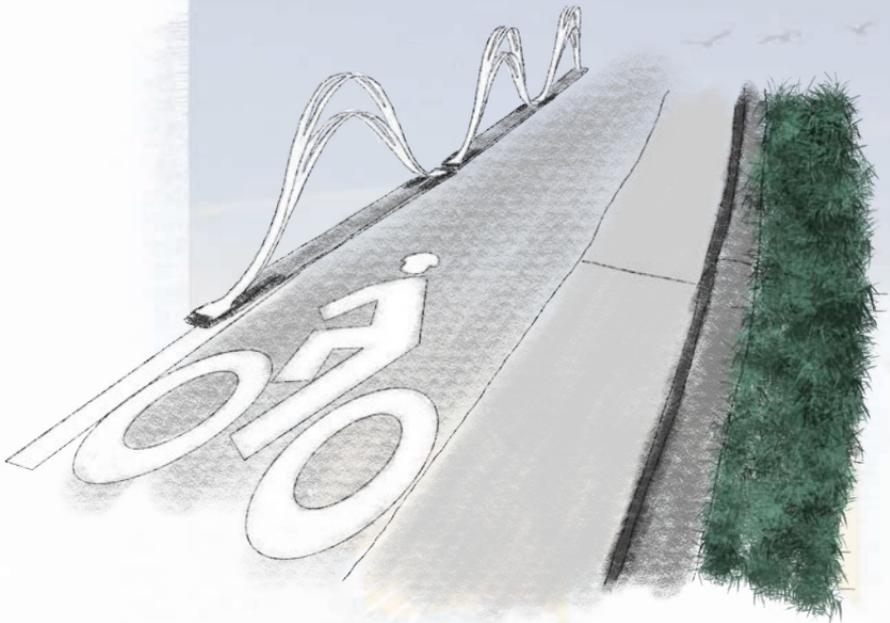
**Cost:**



**Benefits:**



# PROTECTED BIKE LANE



**Cost:**



**Benefits:**



# PROTECTED BIKE LANE



Protected bike lanes physically separate people biking from people driving, increasing the safety and comfort of people biking no matter their age or ability. These bike lanes can include many types of physical separation - plastic posts, curbs, parked cars, etc. - to prevent drivers from driving or parking in the bike lane.

**Cost:**



**Benefits:**



# RAISED BIKE LANE



**Cost:**



**Benefits:**



# RAISED BIKE LANE



Raised bike lanes are a type of protected bike lane that are situated at sidewalk level between the sidewalk and the curb.

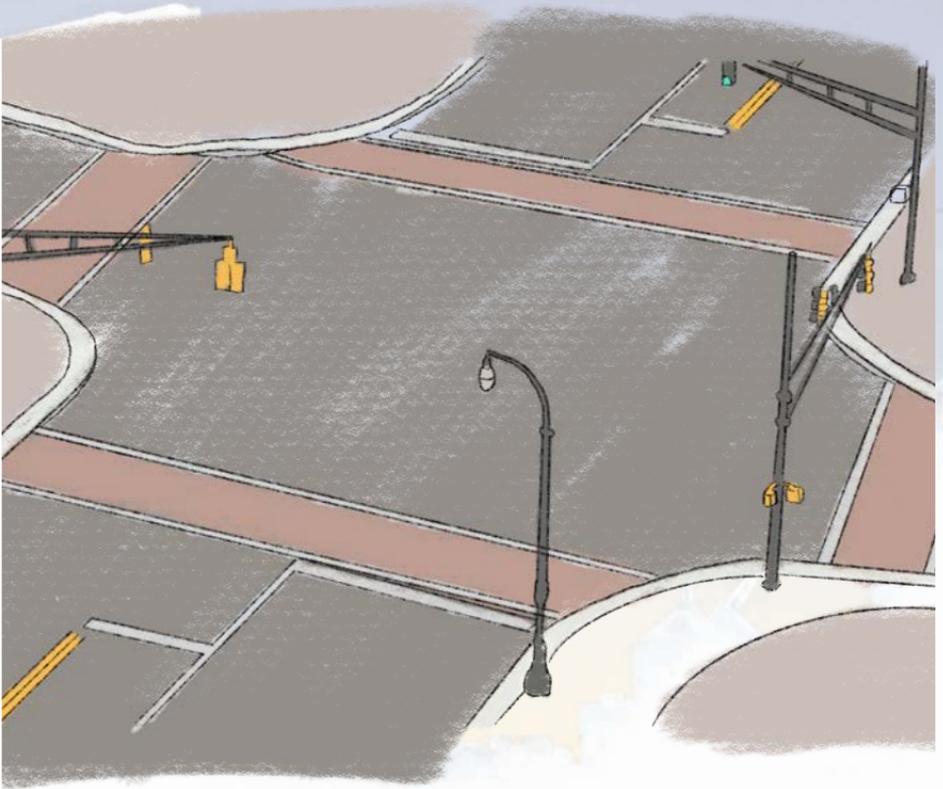
**Cost:**



**Benefits:**



# RAISED INTERSECTION OR CROSSWALK



**Cost:**



**Benefits:**



# RAISED INTERSECTION OR CROSSWALK



Raised intersections and crosswalks are raised above the typical street level to force drivers to slow down as they approach the intersection or crosswalk. The raised section of the street makes people crossing the street more visible.

**Cost:**



**Benefits:**





# ROAD DIET



Road diets reallocate motor vehicle travel lanes to other uses such as bike lanes, left turn lanes, or parking lanes. Road diets better organize traffic, slow speeds, and are proven to make the street safer for all users.

**Cost:**



**Benefits:**



# COMMUNITY & CITY RESOURCES

## **The Wisconsin Bike Fed**

Non-profit organization that works to make all communities across Wisconsin healthy, safe, and fun places to ride bicycles.

[wisconsinbikefed.org](http://wisconsinbikefed.org)

## **Safe Routes To School**

A program collaboration mainly between the Wisconsin Bike Fed, the City of Milwaukee Department of Public Works, as well as local school boards and committees that aims to improve traffic safety for school-aged children.

[wisconsinbikefed.org/what-we-do/programs/bike-walk-to-school/](http://wisconsinbikefed.org/what-we-do/programs/bike-walk-to-school/)

## **MilWALKEe Walks**

A program through the Wisconsin Bike Fed that focuses on training and mobilizing Milwaukee residents to advocate for safer pedestrian experiences in their communities.

[mkewalks.com](http://mkewalks.com)

## **414-286-CITY**

The single access telephone number for all City services and information. Callers can report broken sidewalks, traffic signals and streetlights that need repair, potholes, missed trash pickup, and much more.

## **Department Of Public Works Multimodal Unit**

The Multimodal Unit's responsibilities include planning and constructing pedestrian and bike safety improvements; developing active transportation plans, policies, and programs; managing shared mobility programs; and much more.

[bikewalk@milwaukee.gov](mailto:bikewalk@milwaukee.gov) 414-286-CITY (2489)

## **Bicycle and Pedestrian Advisory Committee**

BPAC makes recommendations to policy makers on how to make Milwaukee a more bike and pedestrian-friendly community. The BPAC is a way for residents to participate in advising policy makers on a variety of issues.

[bikewalk@milwaukee.gov](mailto:bikewalk@milwaukee.gov)

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