



West Allis

MUNICIPAL SAFETY ACTION PLAN

November 2025



MILWAUKEE COUNTY
**Complete
Communities**
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Message from the Mayor



As mayor I have heard residents, community leaders, and city officials express concerns about unsafe streets in West Allis due to speed, recklessness, and roadway design. A number of recent and ongoing initiatives in the city specifically address these issues through updated design policies, traffic calming measures, and stricter enforcement. More work needs to be done to ensure the City of West Allis is a safe and homey place to live, work, eat, and play. The city is excited to be working with Milwaukee County and all 19 municipalities to improve safety throughout the county as well as in each municipality. Milwaukee County organized a public involvement roadshow throughout the county to develop corridors of concern to prioritize safety improvements based on data as well as where people feel unsafe. The Milwaukee County Comprehensive Safety Action Plan was adopted in February 2025. The County has joined the City of Milwaukee in the Vision Zero initiative.

Vision Zero is a traffic safety strategy that seeks to eliminate all roadway fatalities and severe injuries. The county has committed to achieve zero fatalities by 2037 by focusing on planning and infrastructure improvements, particularly in

areas with high crash rates and vulnerable populations. The City of West Allis has joined the County in this initiative to reduce and eliminate roadway fatalities.

Today, I'm excited to announce the release of the City of West Allis' Safety Action Plan, which aims to reduce traffic-related fatalities and serious injuries on city roadways. This plan is a prerequisite for applying for federal funding through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) grant program. West Allis is part of a broader Milwaukee County initiative to improve road safety. Without the County's vision and coordination, these efforts would not address the comprehensive needs of our diverse community in this region.

Thank you to the volunteers and stakeholders for their involvement and feedback during this multi-year planning process. I am incredibly proud of each one of the members who answered their community's call for service and have taken their role in the process with the utmost care and responsibility. I also want to recognize the contributions of our residents. Your feedback during public involvement events—from the county's roadshow to our own local outreach—has been invaluable. Your voices have highlighted our corridors of concern and guided our planning.

This process has been led by transparency and accountability. You can follow our progress by visiting [Milwaukee County's Complete Communities website](#).

Our West Allis plan directly supports the county's Vision Zero pledge to eliminate traffic fatalities and serious injuries by 2037. By focusing on infrastructure design, enforcing traffic laws, and educating the public, we are building on the county's success and saving lives right here in our neighborhoods.

This is not the end of our work—it is the beginning of a new phase. We will continue to collaborate with Milwaukee County and our neighboring municipalities, listen to our residents, and implement the proven strategies outlined in this plan. Together, we will make West Allis a safer and more welcoming city for all.

- *Dan Devine*

Mayor of West Allis

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WHAT IS VISION ZERO?

Vision Zero is an initiative aimed at eliminating all traffic-related deaths and serious injuries, based on the belief that no loss of life on our roads is acceptable. Supported by the Safe System Approach, it focuses on safer people, roads, vehicles, and speeds to prevent crashes and reduce harm. Through the Safe Streets and Roads for All (SS4A) program, West Allis is developing a local safety action plan that prioritizes proactive, data-driven solutions to make our streets safer for everyone—whether walking, biking, driving, or taking transit.

West Allis has set a goal of achieving Vision Zero (zero traffic-related serious injuries or fatalities) by 2037.

Vision Zero vs. the Traditional Approach to Traffic Safety

The traditional approach to traffic safety often places the burden of safety on individual road users—expecting perfect behavior and responding to crashes only after they occur. In contrast, Vision Zero recognizes that people will make mistakes and instead focuses on designing a transportation system that prevents those mistakes from resulting in death or serious injury. It is a proactive, system-based approach that emphasizes shared responsibility among planners, engineers, policymakers, and the public. Vision Zero shifts the goal from reducing crashes to eliminating fatalities and severe injuries altogether, using data-driven strategies, community engagement, and proven safety interventions.

Safe System Approach Principles

The Safe Systems Approach is guided by six principles:

- 1 Deaths and serious injuries are unacceptable
- 2 Humans make mistakes
- 3 Humans are vulnerable
- 4 Responsibility is shared
- 5 Safety is proactive
- 6 Redundancy is crucial

Traditional Approach

Traffic deaths are **INEVITABLE**

PERFECT human behavior

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

Vision Zero

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

Prevent **FATAL AND SEVERE CRASHES**

SYSTEMS approach

Saving lives is **NOT EXPENSIVE**

Safe System Approach Objectives

The five Safe System principles inform an approach that ensures safety through design, rather than human behavior change alone, according to five objectives:



SAFER STREETS: Design roads that encourage safe behavior, minimize the impact of human errors, and protect the most vulnerable users.



SAFER PEOPLE: Encourage safe, responsible behavior among all road users and create conditions to help them get to their destination unharmed.



SAFER VEHICLES: Expand vehicle features that prevent crashes and minimize harm for people inside and outside the vehicle.



SAFER SPEEDS: Promote safe speeds through smart road design, context-sensitive speed limits, education, and enforcement.



POST-CRASH CARE: Increase the chances of crash survival by providing fast, reliable emergency care, keeping first responders safe, and using robust traffic management to prevent secondary crashes.

PLANNING PROCESS AND STRUCTURE

The West Allis Safety Action Plan (SAP) is part of the third phase of the Milwaukee County Complete Communities Transportation Planning Project, a collaborative effort between Milwaukee County and municipal partners to increase multimodal safety and address reckless driving across all 19 municipalities in Milwaukee County.

Milwaukee County Complete Communities Transportation Planning Project

The Complete Communities Transportation Planning Project includes three phases:

- Phase One:** Development of a Transportation Safety Assessment Report
- Phase Two:** Countywide Plan Development
- Phase Three:** Municipal Plan Development

West Allis participated in Milwaukee County’s Complete Communities Transportation Planning Project, a multiyear initiative that provided the foundation for this SAP. The project unfolded in two key phases, each building momentum and clarity around countywide and local safety needs.

Phase One (Summer 2023) focused on broad community engagement and data collection, including one in-person engagement event in West Allis. Across the county, 22 public meetings were conducted. Community members shared input on safety concerns, crash hot spots, and barriers to walking, biking, and accessing transit. These insights were paired with historical crash data to identify Corridors of Concern—cross-county,

multi-jurisdictional roadways that have high concentrations of severe crashes and community observed safety hazards. This work culminated in the Transportation Safety Assessment Report, which provided each municipality with a crash profile and themes of residents highest priority road safety concerns based on their feedback.

Phase Two (Fall 2024) focused on developing strategies and project opportunities to address the identified Corridors of Concern. A second round of local engagement, including a table at the West Allis Farmers Market, provided a platform to share progress and gather feedback on potential safety improvements. This phase also introduced the Safer Streets Toolkit, a resource for cities to match common safety problems with effective design and policy solutions. A countywide analysis identified 522 project ideas, with 142 prioritized for further development—several of which are located in West Allis.

Phase Three expands upon the CSAP, adopted in February 2025, by supporting municipalities across the county in developing their own safety action plans to establish a roadmap for implementing local road safety projects and initiatives.

West Allis SAP Group

Over the course of summer and fall of 2025, the SAP group convened three workshops to take inventory of the City’s existing traffic safety efforts, identify how the City can better employ the Safe System Approach, and develop impactful and actionable strategies that comprise the SAP.

Vision Zero SAP Group

- Administration
- Communications
- Engineering
- Health
- Planning & Zoning
- Police
- Public Works



1

EXISTING CONDITIONS

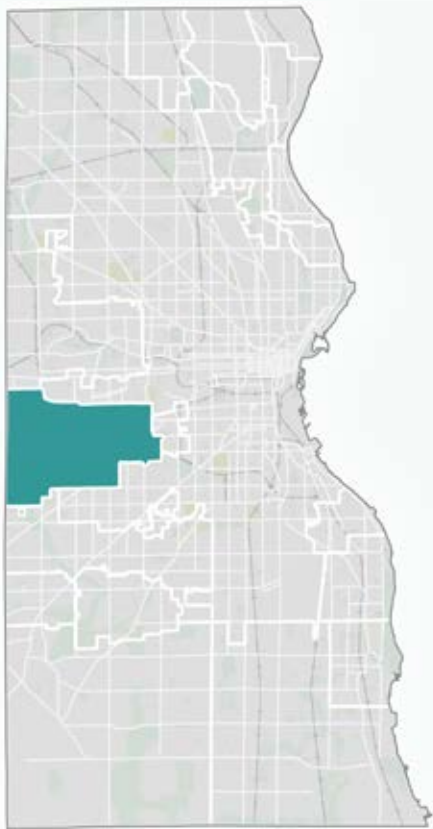
Understanding and addressing fatal and serious injury crashes in West Allis requires a clear picture of where these crashes are happening and what factors contribute to them.

As part of the Milwaukee County Comprehensive Safety Action Plan, 25 Countywide Corridors of Concern were identified based on crash patterns, roadway design, speed limits, traffic volumes, equity indicators, and community input. These corridors represent the most critical areas for safety intervention across the county.

Building on that countywide framework, a local safety analysis was conducted for West Allis to identify a more refined network of Corridors of Local Concern. This analysis examined crash patterns on West Allis's local streets to pinpoint corridors where fatal and serious crashes are most concentrated. The analysis also identified key locations, risk factors, and countermeasures the City can consider to reduce severe crashes moving forward.

This section also highlights safety initiatives already underway in West Allis. By recognizing and building upon these efforts, the City can better align resources and accelerate progress toward its Vision Zero goal of eliminating traffic deaths and serious injuries.

SAFETY ANALYSIS



Roadway Safety in West Allis

The City of West Allis is a larger community in central Milwaukee County with a population of 60,325. The city recently adopted a Comprehensive Plan which includes the top 10 crash corridors and intersections. The city is developing an updated pedestrian and bicycle plan, showing a commitment to advancing multimodal connectivity and safety. The crash analysis found that between 2018 and 2022, there were 20 fatal and 114 crashes with serious injuries in West Allis. During this time period, 60% of all crashes took place at an intersection, with one in six serious and fatal crashes involving a driver under the age of 18. It is noteworthy that 89 serious and fatal crashes took place on local roads. Several corridors in West Allis are included on the countywide

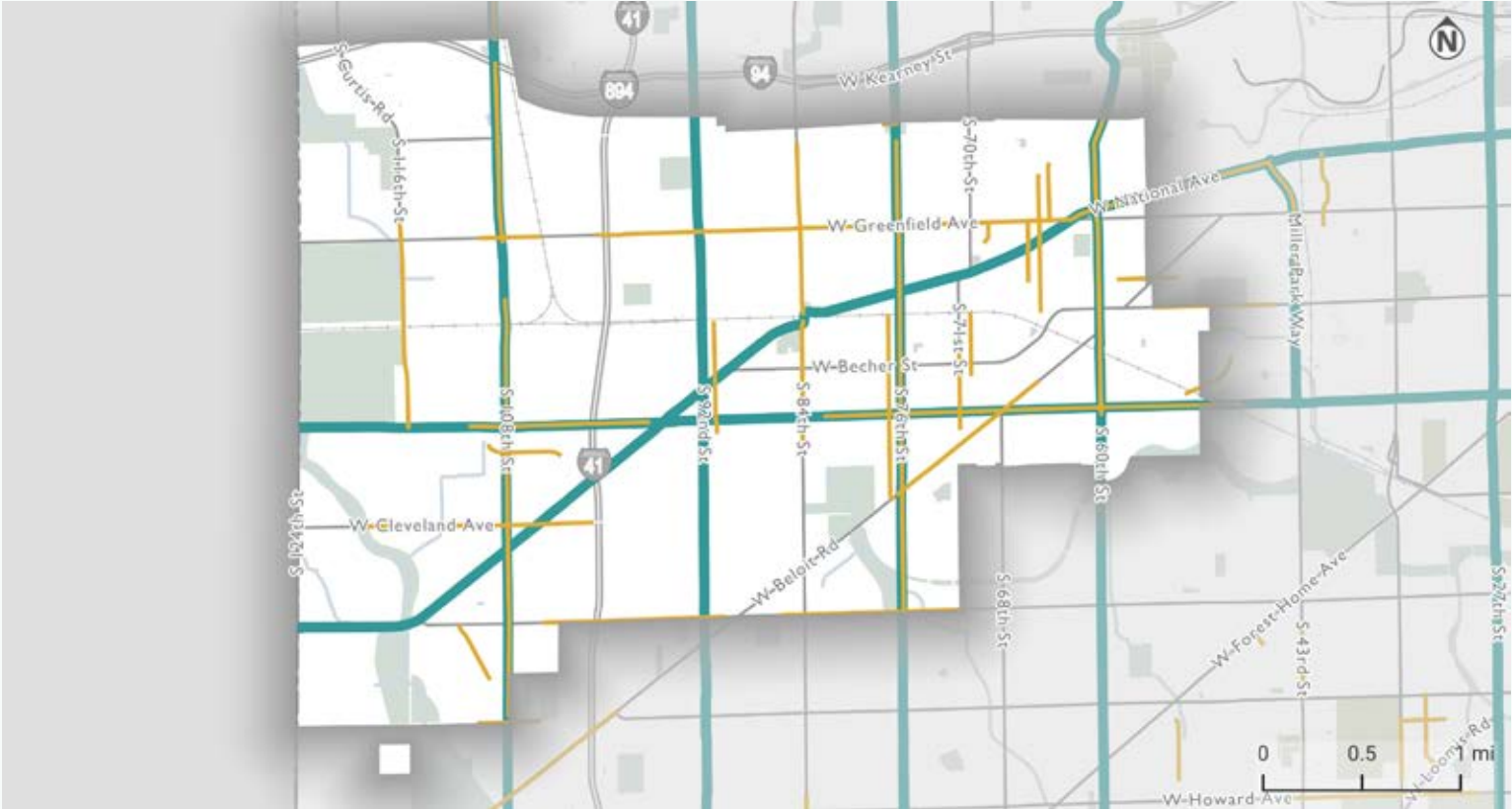
corridors of concern list, including National Avenue, Lincoln Avenue, S. 108th Street, S. 92nd Street, S. 76th Street, and S. 60th Street.

Analysis Methods

The Corridors of Local Concern (to the right) show crash hot spots in West Allis. The analysis used a modified sliding window analysis approach to depict roadway segments with relatively high crash densities during the 2018-2022 study period. Crashes were assigned a score based on the highest severity injury in the crash. Both fatal (K) and incapacitating injury (A) crashes were assigned a score of 1, while minor injury (B), possible injury (C), and property damage only (O) crashes were excluded from the analysis. The top 10% of roads were selected as Corridors of Local Concern with manual refinement to develop the final network.

SAFETY ANALYSIS

CORRIDORS OF CONCERN IN WEST ALLIS



BETWEEN 2018-2022

20

Fatal Crashes

114

Crashes with Serious Injuries

CRASH RATE

Annual Average of Fatal and Serious Injury Crashes Per 10,000 Residents

4.4

West Allis

5.5

Statewide

TOP CRASH TYPE



28%

Fatal and Serious Injury Crashes were **ANGLE** crashes

CRASH LOCATION



60%

Fatal and Serious Injury Crashes occurred at **INTERSECTION**

CRASH BEHAVIOR



50

Fatal and Serious Injury Crashes involved **RECKLESS DRIVING**

FATAL & SERIOUS INJURY CRASHES BY MODE



38

Pedestrian



11

Bicycle



26

Motorcycle



59

Vehicle Only

CRASHES BY ROADWAY JURISDICTION

21

Fatal and Serious Injury Crashes on **state roads**

2

Fatal and Serious Injury Crashes on **county roads**

22

Fatal and Serious Injury Crashes on **connecting highway roads**

89

Fatal and Serious Injury Crashes on **local roads**

CRASHES INVOLVING YOUNG DRIVERS



1 in 6 Fatal and Serious Injury Crashes involved a **younger driver (under 18)**

PLANS THAT INFORMED THE SAFETY ACTION PLAN

Understanding where West Allis has already invested in creating safer streets is a critical first step in identifying how the City is applying the Safe System Approach to reduce fatalities and serious injuries—and where there are opportunities to expand its use. The City’s current efforts reflect meaningful progress toward Vision Zero goals and offer a strong foundation to build upon. Existing initiatives and actions include the following:

West Allis Comprehensive Plan

The 2024 Comprehensive Plan lays out a bold vision centered on the concept of “safer streets for all users,” with walking and biking identified as one of five key priorities. The plan sets transformative goals around reducing motor vehicle speeds, enhancing safety, and making the city the most walkable and bikeable suburb in Milwaukee County. It also emphasizes improving transit access and reimagining streets as vibrant public places. The plan recommends leveraging emerging technologies and energy-efficient strategies to promote sustainability. Current implementation efforts include redesigning Greenfield Avenue and National Avenue to prioritize pedestrian and bicycle safety, building an interconnected network of neighborhood greenways, and completing shared-use trail connections linking key districts and regional trail systems. Notably, the City aims to build 20 miles of protected bike lanes and eliminate traffic deaths, building on its recognition as a Platinum Bicycle Friendly Community.

West Allis 2022-2026 Strategic Plan

The Strategic Plan supports Vision Zero through its focus on community safety, mobility, and infrastructure. It highlights key concerns like reckless driving and includes strategies to

expand multimodal access, complete streets, and cross-departmental collaboration to embed traffic safety in broader city systems.

Neighborhood Greenway Network Plan

This plan envisions a tiered network of greenways to enhance bike/ pedestrian access in high-need areas. It recommends phased implementation, traffic calming, and funding sources, and has already shaped several road reconstructions.

Highway 100 Corridor Plan

This plan guides redevelopment along Highway 100 with zoning updates, streetscaping, and connectivity goals. Implementation has included rezoning, marketing efforts, and improved access to encourage investment and multimodal mobility.

National Avenue Corridor Strategic Plan

The plan provides a framework for economic redevelopment along National Avenue, emphasizing targeted investments and adaptive reuse. Nearly the entire corridor has been reconstructed, with new incentive programs supporting small business and streetscape improvements.

West Allis Bike and Pedestrian Plan

A foundational plan for citywide active transportation improvements, it has led to 4.5 miles of new bike lanes and safer pedestrian infrastructure. The City continues to work with the Milwaukee County Department of Transportation on future project implementation—like upgrades to Greenfield Avenue—and collaborates regionally on trail connections. As of October 2025, the City is updating its Bike and Pedestrian plan.

SAFE STREETS AND ROADS FOR ALL PROJECTS

In 2023, West Allis was awarded Safe Streets for All (SS4A) funding through a grant led by the Milwaukee County Department of Transportation to support targeted traffic calming and safety demonstration projects. With this funding, the City purchased four portable speed humps, along with necessary signage and materials to support safe deployment across priority locations. Additional funding supported community outreach, speed study evaluation, and DPW labor.

The City also conducted a near-miss detection study using Miovision cameras at Lincoln Avenue and S. 60th Street to better understand unsafe interactions and inform future infrastructure improvements. Temporary traffic calming treatments were installed at several sites, including a speed cushion on S. 59th Street and speed humps near S. 96th Street and Maple Court, and on S. 97th Street between Schlinger and Washington. These demonstration efforts were shaped by feedback collected through MCDOT’s Safe Streets Roadshow meetings held across all Milwaukee County municipalities, including West Allis.

Complete Streets

Policy: In 2021, the City of West Allis adopted a Complete Streets Policy to guide the design of public streets. The policy commits the City to designing for the needs of all users, of all ages, abilities, and modes of transportation. Projects are expected to apply Complete Streets principles to improve safety, accessibility, and multimodal connectivity. Read the full policy [here](#). Recent Complete Street project highlights include:

Lincoln Avenue Reconstruction: As part of a major reconstruction project expected to be completed by mid-December, Lincoln Avenue is undergoing substantial upgrades to enhance traffic safety and mobility. Improvements include extended green bike lanes through the Lincoln and National Avenue intersection, median closures near 95th Street to reduce turning conflicts, and removal of on-street parking between 93rd and 94th Streets to install a two-way left-turn lane (TWLTL) and improve left-turn alignment at 92nd and National. The project also includes updated signal infrastructure with new video/radar detection, signal controllers, and accessible

pedestrian signals (APS) to better support all users.

Downtown Pedestrian Improvement Project: In 2024, the City of West Allis installed paint-and-post curb extensions and high-visibility crosswalks to calm traffic and improve pedestrian safety along Greenfield Avenue through the downtown corridor.

Powerline Trail Study: Alongside Milwaukee, St. Francis, and Greenfield, the City of West Allis applied for a grant funding to study the extension of the Powerline Trail North to the Hank Aaron State Trail and East to Lake Michigan.



West Allis Transportation Academy

The nine-week Transportation Academy brought together residents, city staff, transit operators, and subject-matter experts to explore how local streets, sidewalks, and transit systems impact daily life in West Allis. The cohort engaged in walk/roll audits—such as one along Greenfield Avenue—transit route tours, and final project presentations that addressed topics like disability access, trail connectivity, and traffic safety. The program not only enhanced community understanding of multimodal infrastructure, but also strengthened the City’s partnership with residents and highlighted the need for inclusive, data-driven transportation planning.



2

COMMUNITY ENGAGEMENT

Advancing West Allis's Vision Zero goals requires more than infrastructure—it depends on a sustained commitment to community engagement. Residents offer critical insight into the everyday realities of navigating their neighborhoods, and their voices are essential to shaping safer, more livable streets. A meaningful engagement strategy ensures that the City's efforts are grounded in the lived experiences of those most affected by traffic crashes.

This section serves as a practical guide for City staff to support and facilitate effective community engagement. It outlines tools and strategies for accessible outreach, encourages collaboration across departments and with external stakeholders, and recommends multiple entry points for participation to ensure that residents have a direct role in shaping safety priorities.

Engagement is also a vital opportunity to educate the public—particularly around unfamiliar or emerging design strategies, such as road diets or speed reduction tools. By sharing concepts early and building space for community feedback, the City can foster trust, build consensus, and implement solutions that deliver lasting, life-saving change.

COMPLETE COMMUNITIES MEETING IN A BOX

A SAFETY ACTION PLAN ENGAGEMENT KIT

WHAT IS “MEETING IN A BOX”?

Meeting in a Box is a ready-to-use resource designed to help municipal leaders and West Allis staff facilitate meaningful public engagement throughout the Safety Action Plan process. Created as a flexible, “out of the box” tool, it can be used at any stage, from initial project scoping through plan adoption and implementation.

HOW TO USE THIS RESOURCE?

1

Review all the enclosed materials after reading the Overview.

2

Read Tips for Planning a Public Meeting and make a plan for how you will engage your community.

3

Choose which Worksheets you will use and print enough for all participants to fill one out. You may use all three Worksheets or choose one or two that work best for you.

4

Host your public meeting, using the Facilitation Guide to ask the right questions.

5

Collect and analyze feedback from the public meeting, using the Data Collection Sheet.

6

Use feedback findings to inform your decision making and planning efforts.

TIPS FOR PLANNING A PUBLIC MEETING:

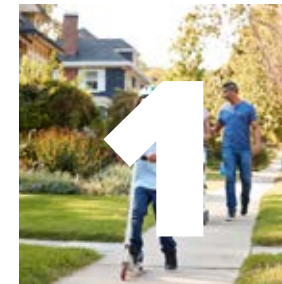
Use this as a step-by-step checklist as you plan your public meeting. There are five main steps to remember:

- ✓ Plan it
- ✓ Promote it
- ✓ Prep for it
- ✓ Host it
- ✓ Follow up

By following these five key steps, you'll be well on your way to organizing a successful public meeting. Use this checklist as a practical guide throughout the process. For a more detailed version of the checklist and additional resources, please refer to Appendix 1.

ENGAGEMENT WORKSHEETS:

Three worksheets were developed to help West Allis gather specific input. Each worksheet is designed with a specific goal in mind: to **gather information on travel habits and behaviors**, to **build consensus**, and to **better understand community priorities**. These worksheets are ready for use at any stage of the planning process. For more details on how to facilitate their use and a closer look at the worksheets themselves, refer to Appendix 1.



Getting Around Your Neighborhood

The purpose of this worksheet is to gather basic information about the community's travel habits and priorities for getting around.



Headline Posters

The purpose of this worksheet is to gather consensus about safety messaging and empower community members to share it with others.



Pinpointing Safe Streets Projects

The purpose of this worksheet is to understand community priorities for where to focus resources on future street improvements.



2

PRIORITY ACTION STEPS

To eliminate serious and fatal crashes in West Allis, this chapter presents a comprehensive set of strategies and actions that chart a clear path toward achieving Vision Zero. Developed with guidance from the City's Engineering, Planning, and Public Works teams, among others, these recommendations offer practical next steps the City can take to build on existing efforts and address the most critical safety issues on West Allis streets.

Strategies are organized according to the five core objectives of the Safe System Approach—Safer Streets, Safer People, Safer Vehicles, Safer Speeds, and Post-Crash Care—ensuring the City's approach addresses the full range of factors contributing to severe traffic crashes. A sixth category, Internal Capacity, includes process-based strategies that support data, policy, and organizational alignment to sustain Vision Zero progress over time.

Many of the strategies reflect and elevate ongoing initiatives already underway in West Allis, helping to better codify, scale, and target these efforts where they are most needed. In parallel, three Corridors of Local Concern were selected for targeted improvements.

STRATEGIES

A total of 19 strategies have been developed, each falling into a Safe System objective or the “Internal Capacity” category. The subsequent section lays out each strategy and its corresponding actions, timelines, and leading or supporting partners responsible for implementation.

Timelines are defined within the following categories:

Near-term: 0-2 years

Mid-term: 3-5 years

Long-term: 5-20 years

Ongoing: Process-oriented strategy

1. SAFER STREETS

- 1.1** Design streets to prioritize pedestrian and bicyclist safety and accessibility
- 1.2** Establish a proactive safety improvement program targeting the Local Corridors of Concern
- 1.3** Enhance visibility and protection for vulnerable road users at intersections and crossings
- 1.4** Use data and innovative technology to understand safety issues and guide multimodal improvements

2. SAFER PEOPLE

- 2.1** Broaden community access to traffic safety education through inclusive programming
- 2.2** Launch a City-wide traffic safety campaign
- 2.3** Use community-driven outreach to shift traffic safety norms and expectations
- 2.4** Address reckless driving through cross-sector collaboration and behavioral interventions

3. SAFER VEHICLES

- 3.1** Continue efforts to create a safer City fleet
- 3.2** Model safe driving behaviors through all City operations and fleet activities

4. SAFER SPEEDS

- 4.1** Implement regulatory and design tools to manage and reduce vehicle speeds
- 4.2** Use speed data and crash trends to target enforcement and engineering responses on major streets
- 4.3** Reevalue and streamline the Neighborhood Traffic Calming Program

5. POST-CRASH CARE

- 5.1** Establish a rapid response protocol for fatal and serious injury crashes
- 5.2** Create protocols for collecting and sharing crash data across City departments

6. INTERNAL CAPACITY

- 6.1** Align City policies and procedures with Safe System principles and Vision Zero principles
- 6.2** Standardize cross-department data practices to support evidence-based safety decisions
- 6.3** Track implementation progress and safety outcomes across departments
- 6.4** Create a cross-disciplinary Vision Zero Action Team to guide and champion ongoing safety initiatives



STRATEGIES & ACTIONS

1. SAFER STREETS

Strategies for safer streets prioritize improvements along Corridors of Local Concern, infrastructure for the most vulnerable road users, and new approaches and policies that allow the City to effectively embed safety into planning and design.

STRATEGY 1.1 *Design streets to prioritize pedestrian and bicyclist safety and accessibility*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Update and implement the West Allis Bicycle and Pedestrian Master Plan	Near	Planning DPW, Engineering
Conduct walking audits when planning and designing all CIP projects	Ongoing	Planning Engineering
Close sidewalk gaps through site plan and zoning code requirements	Ongoing	Planning Engineering
Continue to design CIP projects with a focus on improvement bicycle and pedestrian safety and mobility	Ongoing	Engineering DPW, Planning
Define the benefits of a comprehensive sidewalk network and develop messaging that conveys their community-wide benefits	Near	Engineering Communications
Develop low-stress neighborhood connections to the regional trail system in accordance with the Neighborhood Greenway Network Plan	Long	Planning DPW, Engineering
Continue to address bicycle and pedestrian mobility concerns on a case by case basis	Ongoing	DPW Planning, Engineering

STRATEGY 1.2 *Establish a proactive safety improvement program targeting the Local Corridors of Concern*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Regularly update West Allis's top crash corridors using KSI scoring and community input	Ongoing	Planning Engineering
Implement low-cost, near-term safety treatments at targeted intersections and along local corridors	Near	DPW Planning, Engineering

STRATEGIES & ACTIONS

1. SAFER STREETS



STRATEGY 1.3 *Enhance visibility and protection for vulnerable road users at intersections and crossings*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Implement pedestrian safety improvements and traffic calming measures at high-priority crossing locations identified through community engagement and crash analysis	Ongoing	Engineering DPW, Planning
Improve trail-to-street transitions at key crossings and access points	Long	Engineering DPW, Planning
Install or upgrade marked crosswalks at uncontrolled intersections based on pedestrian demand, crash history, and proximity to key destinations	Near	Engineering DPW, Planning

STRATEGY 1.4 *Use data and innovative technology to understand safety issues and guide multimodal improvements*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Complement existing crash data with other sources such as red light violation data, crash investigator findings, and hospital data, to identify traffic safety opportunities	Long	Engineering Planning, Police, Fire, Health
Build off Near Miss Pilot projects to install safety improvements at problem intersections	Near	Engineering DPW, Planning
Identify opportunities to pilot or use Intelligent Transportation Systems (ITS) to improve safety	Near	Engineering DPW, Planning

STRATEGIES & ACTIONS

2. SAFER PEOPLE



Supporting safe behavior among all road users is critical to reducing risk on our roads. The City has many resources it can leverage to educate and enforce safe behavior, such as community partnerships, data, and communications channels.

STRATEGY 2.1 *Broaden community access to traffic safety education through inclusive programming*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Partner with the West Allis-West Milwaukee School District to implement Safe Routes to School and walking school bus programs	Ongoing	Communications Health, Planning, Engineering
Engage youth and seniors through community institutions like schools and senior centers	Ongoing	Health Communications
Expand public health school-based programming (e.g., Safe Routes to School, bike rodeos, car seat clinics, booster seat outreach)	Ongoing	Health Communications, Planning

STRATEGY 2.2 *Launch a City-wide traffic safety campaign*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Evaluate the effectiveness of installed traffic calming projects and integrate findings into ongoing program outreach and City communications	Ongoing	Planning Engineering
Launch a multimedia campaign to highlight the West Allis's traffic safety work and outcomes	Near	Communications Health, Planning
Develop a multilingual traffic safety campaign focused on reducing serious injuries and deaths through speed reduction and uncovering the reasons behind dangerous driving behaviors	Near	Communications Health

STRATEGIES & ACTIONS

2. SAFER PEOPLE



STRATEGY 2.3 *Use community-driven outreach to shift traffic safety norms and expectations*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Collaborate with recognized neighborhood groups to distribute materials and facilitate conversations	Near	Health Communications, Planning
Host quarterly safety conversations between departments and neighborhood associations	Ongoing	Health Communications, Planning

STRATEGY 2.4 *Address reckless driving through cross-sector collaboration and behavioral interventions*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Launch targeted outreach on reckless driving, impaired driving, and safe vehicle behaviors using social media and community groups	Near	Communications Health, Police
Develop effective communication public safety campaigns for impaired driving, speeding, and seat belt use, by leveraging social media and other city marketing tools	Near	Communications Health, Police
Engage taverns and establishments with repeated DUI-related arrests through coordinated outreach and education, and explore integrating traffic safety expectations into the business licensing process to broaden accountability across City departments	Near	Health Communications, Police
Identify gaps and opportunities to address alcohol-impaired driving more holistically	Long	Planning Police, Engineering

STRATEGIES & ACTIONS

3. SAFER VEHICLES



Vehicle design, whether it's vehicle size or weight, blind spots, or safety features, impacts the safety of people both outside and inside a vehicle. The City can lead by example by procuring vehicles that minimize severe crash risk and modeling safe behavior on the road.

STRATEGY 3.1 *Continue efforts to create a safer City fleet*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Establish fleet procurement standards that prioritize safety for all road users	Long	Public Works Police, Fire, Engineering
Assess existing fleet for retrofit opportunities such as enhanced vision mirrors, onboard cameras, telematics systems, and crash reporting technologies	Near	Public Works Engineering
Prioritize acquisition of vehicles that include the latest crash avoidance technologies and safety features	Long	Public Works Engineering

STRATEGY 3.2 *Model safe driving behaviors through all City operations and fleet activities*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Deliver work zone safety training annually or biennially for all staff operating City vehicles or working in the public right-of-way	Ongoing	Public Works Communications
Integrate Safe System principles into training for all City vehicle operators	Near	Public Works Communications

STRATEGIES & ACTIONS

4. SAFER SPEEDS



Higher speeds increase both the likelihood of crashes and the severity of crashes, a reality that puts pedestrians and bicyclists most at risk. Strategies for safer speeds use data-driven processes, policy changes, and street design to reduce speeds.

STRATEGY 4.1 *Implement regulatory and design tools to manage and reduce vehicle speeds*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Assess speed limits and lane widths on all city roads, identifying candidates for lane narrowing, road diets, and speed limit reductions	Near	Planning DPW, Engineering
Monitor and analyze speed-related crash data and establish performance indicators	Near	Planning DPW, Engineering
Create a dedicated workflow in OpenGov (or other system) for residents and staff to formally request a speed study	Near	Planning Communications, Engineering

STRATEGY 4.2 *Use speed data and crash trends to target enforcement and engineering responses on major streets*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Deploy and evaluate Miovision and StreetLight data to analyze citywide and location-specific speeds, turning conflicts, and signal timing	Near	Engineering DPW, Planning
Use OpenGov speed concern requests to guide formal study locations	Near	Engineering DPW, Planning
Partner with Police and County stakeholders to advocate for enabling legislation for automated speed enforcement at the state level, using crash data and other datasets to identify high-priority locations	Near	Planning Mayor's Office, Council
Prioritize data-informed, location-based responses to observed patterns of speeding and aggressive driving behavior	Near	Planning Engineering

STRATEGIES & ACTIONS

4. SAFER SPEEDS



STRATEGY 4.3 *Reevaluate and streamline the Neighborhood Traffic Calming Program*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Expand public awareness of the traffic calming program through online materials and pilot a demonstration library of modular treatments	Near	Communications Planning
Develop a data-driven framework to prioritize locations for neighborhood traffic calming interventions	Near	Planning DPW, Engineering
Assess street widths and parking utilization as contributing factors to speeding in neighborhood traffic calming requests	Ongoing	Engineering Planning
Enable the use of vertical deflection tools such as speed tables and speed cushions on local streets on blocks adjacent to schools, parks, transit stations, senior living facilities, and the Local Corridors of Concern	Near	Engineering DPW, Planning
Review and revise the traffic calming program policy to prioritize data-driven evaluation and transparent criteria	Near	Planning Engineering

STRATEGIES & ACTIONS

5. POST-CRASH CARE



When severe crashes do occur, a rapid response is the final safety net to increase the likelihood of victims surviving. Post-crash care strategies aim to ensure the City has the resources to quickly and safely respond to the immediate aftermath of a crash, as well as a robust process for investigating and understanding the causes of serious injury or fatal crashes.

STRATEGY 5.1 *Establish a rapid response protocol for fatal and serious injury crashes*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Establish a recurring formal, interdisciplinary post-crash response process including engineering review and a joint field audit	Near	Engineering DPW, Police, Fire, Health
Hold neighborhood debrief meetings after fatal or serious injury events	Near	Communications Police

STRATEGY 5.2 *Create protocols for collecting and sharing crash data across City departments*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Explore opportunities to collect and use emergency department data to monitor trauma patterns and identify links to roadway conditions	Near	Planning DPW, Police, Fire
Create a consolidated, “source of truth” severe crash log shared across the City Manager’s Office, Planning, PD, Engineering, Fire, and Health	Near	Planning Engineering

STRATEGIES & ACTIONS

6. INTERNAL



Internal Capacity strategies focus on strengthening the City’s ability to implement, track, and institutionalize safety practices across departments. By investing in internal capacity, West Allis can ensure that safety becomes a sustained priority across all aspects of City planning, budgeting, and decision-making.

STRATEGY 6.1 *Align City policies and procedures with Safe System principles and Vision Zero principles*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Provide City staff with regular training on the Safe System Approach and their role in achieving traffic safety outcomes	Long	Planning Communications
Assess new ordinances through a Safe System lens and identify policies and areas of the City Code for re-alignment	Long	Planning Engineering
Incorporate Safe System criteria in design and review checklists for new projects, resurfacing, and pavement marking projects	Long	Planning DPW, Engineering

STRATEGY 6.2 *Standardize cross-department data practices to support evidence-based safety decisions*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Codify an SOP for PD/Engineering coordination and follow-up action when safety concerns are flagged	Near	Planning Engineering

STRATEGIES & ACTIONS

6. INTERNAL



STRATEGY 6.3 *Track implementation progress and safety outcomes across departments*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Regularly publish a report to track Safety Action plan implementation including emerging trends, lessons learned, and updates to the action plan.	Long	Planning Communications
Integrate Safety Action Plan tracking into the City’s internal Strategic Plan dashboard or tracker	Near	City Administrator Planning, Communications
Report annually to the public on key metrics: fatalities, serious injuries, reckless driving crashes, and speed trends	Near	Planning DPW, Engineering

STRATEGY 6.4 *Create a cross-disciplinary Vision Zero Action Team to guide and champion ongoing safety initiatives*

RECOMMENDED ACTION	TIMELINE	LEAD SUPPORT
Launch a Vision Zero Action Team to review project progress, support cross-departmental alignment, and recommend annual priorities	Near	City Administrator, Planning
Empower the Action Team to recommend annual priorities and report to City leadership	Near	Planning Mayor’s Office





3

PRIORITY PROJECTS

As part of the safety analysis, three Corridors of Local Concern were selected as priority candidates for safety improvements based on crash history, project readiness, and safety concerns identified by City staff. These priority locations are presented with high-level concepts that illustrate how specific traffic safety tools could be applied in West Allis to reduce crashes and improve multimodal access.

The recommendations presented in this section are conceptual in nature—they are not formal engineering designs. Instead, they are intended to illustrate how West Allis can apply specific traffic safety tools at these locations and others with similar systemic issues. Advancing these concepts into actual projects will require detailed planning and engineering, including design development, coordination with partner agencies, and robust public engagement. These concept designs serve as a starting point for identifying impactful, data-driven solutions that align with the City's Vision Zero goals.

PRIORITY PROJECTS

Cleveland Avenue and Highway 100

Existing Conditions

The Cleveland Avenue, National Avenue, and Highway 100 triangle presents complex multimodal challenges due to high traffic volumes, limited pedestrian and bike infrastructure, and overlapping jurisdictional control. Highway 100, a six-lane arterial under WisDOT control, acts as a major barrier to east-west connectivity. While local upgrades—such as the City’s first raised cycle track on National Avenue—are underway, they currently end at Highway 100, where crossings remain unprotected and unsafe for nonmotorized users. The area also lacks high-visibility crosswalks, refuge islands, and curb extensions despite transit activity and pedestrian demand. To address these conditions, the City is exploring other transformative concepts—such as roundabouts and a pedestrian bridge—that could support future funding and tie into phased improvements across the corridor. These elements are not considered in the following concepts.

CLEVELAND, NATIONAL, HIGHWAY 100 INTERSECTIONS CRASH SUMMARY

Fatal Crashes	3
Serious Injury Crashes	8
Minor Injury Crashes	9
Bike or Pedestrian Crashes	4

Source: Milwaukee County

CLEVELAND AVENUE EXISTING TRAFFIC STATISTICS

Traffic Volume (AADT)	4,700 - 14,400
Speed Limit (Mph)	25 - 35
Number of Lanes (Directional)	2 - 4

Source: West Allis Greenway Network Plan

Highway 100 Corridor Study

West Allis has outlined a long-term vision for Highway 100 that emphasizes improving multimodal mobility, reducing traffic conflicts, and enhancing the corridor’s role as a commercial and community destination. Key recommendations include creating walkable destinations through site redevelopment, reducing traffic burden with alternative routes, and building on recent improvements like pedestrian bridges and trails.

Neighborhood Greenway Plan

Originally considered for West Allis’s first neighborhood greenway, Cleveland Avenue was recognized for its strong east-west connections to parks, schools, and regional trails. However, high traffic volumes, 30–35 mph speed limits, and a wide cross-section made it unsuitable for low-stress, shared-use biking. Instead, the plan recommends pursuing protected bike lanes along the corridor to leverage its connectivity while providing a safer, more comfortable facility for people biking and walking.



Recommended improvements at Cleveland Avenue and Highway 100, which are generally applicable to other blocks along the corridor

1

Bicycle Facilities: New protected bike lanes provide a continuous and visible connection across the intersection and to adjacent commercial destinations. Proposed bike facilities can extend to the existing terminus of the facility at Cleveland Avenue and National Avenue. Conflict markings should be painted through the intersection and at driveways.

2

Lane Reconfigurations: Reducing Cleveland from two to one through lanes (maintaining a shared right turn lane with bicyclists) provides adequate space for five- to seven-foot bike lanes with hardscaped separation, where possible, and narrows driving lanes slightly, calming traffic. The two existing 14-foot eastbound lanes are reduced to one 11-foot lane with a hatched barrier-separated bike lane. Expanding the existing medians can help create a parkway feel on the corridor.

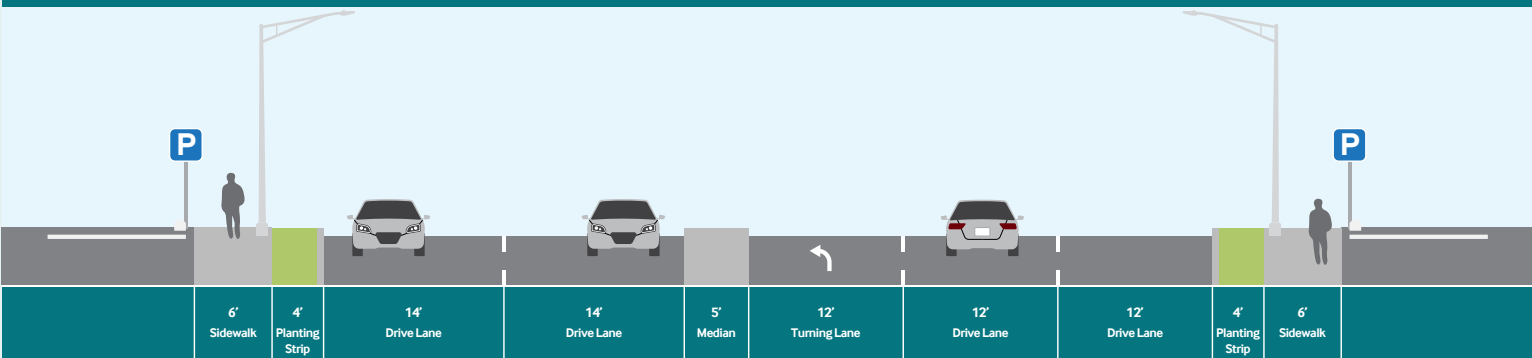
3

Straighten Crosswalks: By straightening crosswalks, the pedestrian path becomes more direct and intuitive, reducing both crossing time and exposure to traffic. Coupled with high-visibility markings such as ladder or continental patterns, this also increases driver awareness and yielding behavior. These design upgrades help fulfill the corridor plan’s goal of improving pedestrian connections between commercial parcels and supporting safer access without needing to drive.

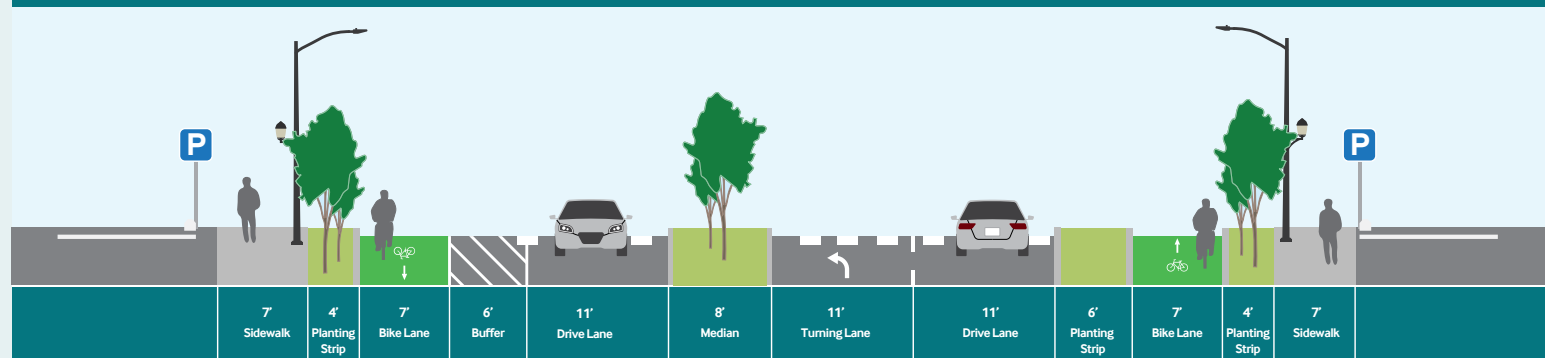
4

Widen Sidewalks: In alignment with recommendations from the Highway 100 Corridor Study, explore opportunities to widen existing five-foot sidewalks along Highway 100 to a 12-foot multi-use trail standard where feasible. This would create a more comfortable and accessible route for people walking, biking, and using mobility devices. This consideration is not shown in the concepts provided.

Cleveland Avenue at Highway 100 from the East - Existing



Cleveland Avenue at Highway 100 from the East - Proposed



PRIORITY PROJECTS



Lapham Street and 76th Street

Existing Conditions

76th Street is a locally-controlled road and is identified on the local corridors of concern. The corridor near the intersection of 76th Street and National Avenue features an offset four-leg signalized intersection at 76th Street and National Avenue, along with a nearby unsignalized intersection at 76th Street and Lapham Street. The former signal at Lapham Street was removed as part of the 2019 reconstruction of National Avenue, primarily due to traffic queuing and operational challenges. Sidewalk approaches at the Lapham Street intersection are generally five feet wide with a four-foot parkway, except on the northeast corner where sidewalks are nine feet without a parkway. After improvements to the Lapham Street intersection, stop bars were left on the pavement, which falsely indicates that cross traffic will stop. Despite all approaches being signed for no parking, vehicles continue to park in the area, often limiting sightlines for vehicles on Lapham Street.

Potential treatments to these and other concerns include low-cost countermeasures such as curb extensions—which can be implemented with hardscaped concrete, or paint and post, depending on project budget—high-visibility crosswalk markings, speed management tools, and consideration of a pedestrian hybrid beacon, speed feedback signs, or the reintroduction of a controlled crossing at Lapham Street. These improvements could address gaps in pedestrian safety and create a more predictable, multimodal environment at this key node.

INTERSECTION CRASH SUMMARY

Fatal Crashes	1
Serious Injury Crashes	1
Minor Injury Crashes	2
Bike or Pedestrian Crashes	0

Source: Milwaukee County

“Lapham and National are not bike friendly or even pedestrian friendly”

- District 1 resident, from the Greenway Network Neighborhood Plan Community Survey



Recommended improvements at 76th Street and Lapham Street, which are generally applicable to other blocks along the corridor

Recommended Improvements

The figure at left provides an aerial view of the 76th Street and Lapham Street intersection concept and illustrates how existing roadway space currently dedicated to no-parking areas can be repurposed with expanded pedestrian and greenspace. This treatment reduces crossing distances and gives pedestrians a better vantage point to see and be seen by drivers. New signage (“Cross Traffic Does Not Stop”) reinforces the existing stop-control on Lapham Street and alerts drivers to potential conflicts. The design introduces high-visibility crosswalks, pedestrian crossing signage, and speed feedback signs to reinforce the posted 25 mph limit and encourage compliance. These visibility-focused upgrades aim to address the intersection’s documented crash history by clarifying right-of-way, calming turning movements, and improving overall line of sight for all users.

1

Curb Extensions: Add curb extensions (or paint and posts) in place of no-parking zones, and high visibility crosswalks to calm traffic and facilitate safe crossings for pedestrians. Landscaping elements or benches can be added to this space to improve the overall streetscape. Improvements must be compatible with emergency vehicles travelling and turning through the intersection.

2

High-Visibility Crosswalks: Install high-visibility markings such as ladder or continental patterns and add audible pedestrian push buttons and countdown pedestrian signal heads at all corners to support ADA accessibility and safer crossings for people with vision impairments.

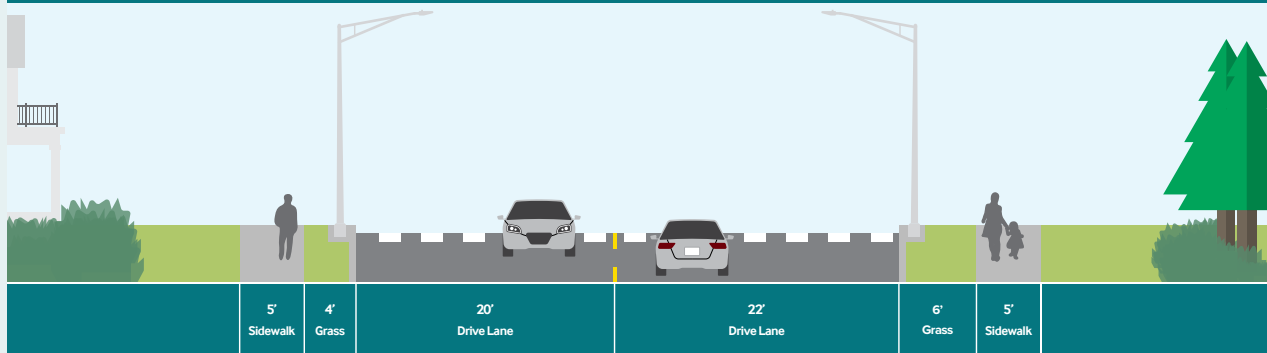
3

Update Stop Bars: Remove the existing stop bars on 76th Street that were left following the signal removal. Move the stop bars on Lapham Street closer to the crosswalk to increase visibility of vehicles on 76th Street.

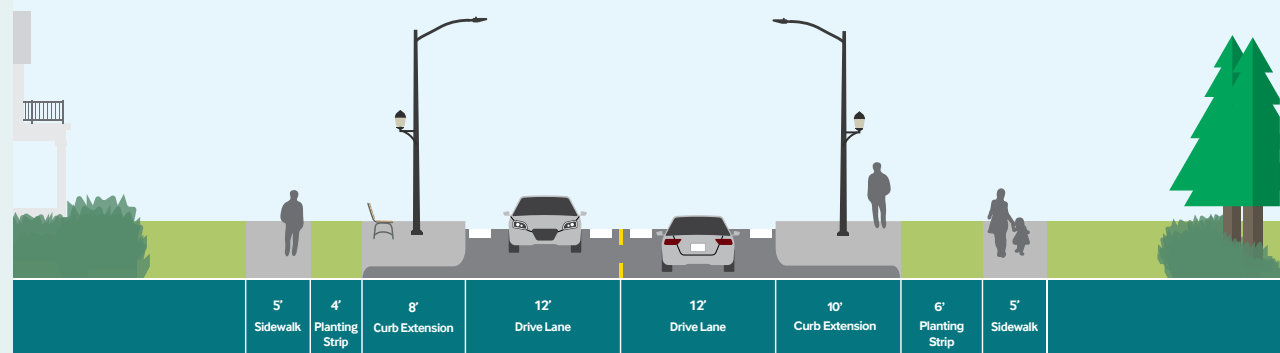
4

Improve Signage: Add “Cross Traffic Does Not Stop” plaques to existing stop signs on Lapham Street, pedestrian crossing signs, and speed feedback signs on 76th Street approaching Lapham. Consider Pedestrian Activated Rectangular Rapid Flashing Beacons at the crosswalks.

76th Street at Lapham Street from the South - Existing



76th Street at Lapham Street from the South - Proposed



PRIORITY PROJECTS



Lincoln Avenue and 76th Street

Existing Conditions

Despite recent safety upgrades, the 76th Street and Lincoln Avenue intersection remains one of West Allis's highest crash locations, with 57 crashes (2018–2022) including two serious injuries and two pedestrian-involved crashes. Both corridors rank in the top 15 for severe crash risk and show signs of reckless driving activity.

The intersection sees high traffic volumes, frequent transit service (Routes 76 and 53), and seven commercial driveways that contribute to turning conflicts. Pedestrian infrastructure is limited, with no dedicated bike facilities, and nearby cut-through traffic on 77th Street raises additional concerns.

Further improvements are needed to address ongoing safety and access issues. This concept proposes a more complete street design that enhances multimodal connectivity and supports future planning efforts like a potential road diet on Lincoln Avenue.

A more comprehensive approach to the area bounded by 76th Street, Beloit Road and Lincoln Avenue can enhance safety outcomes and increase the effectiveness of standalone infrastructure projects within the area.

Existing Cross Section

As shown in the figure below, the existing cross section of Lincoln Avenue approaching 76th Street from the east consists of five total travel lanes within a 76-foot right-of-way width. It includes two general travel lanes in each direction, a center left-turn lane, and eight-foot sidewalks on each side. Both curbside lanes are 13 and 14 feet wide, presenting an opportunity for lane narrowing. A further traffic study should be conducted to explore the feasibility of reducing the number of travel lanes to one in each direction, which would free up significant right-of-way for other multimodal uses. An example of this approach is shown in the following concept.

INTERSECTION CRASH SUMMARY

Fatal Crashes	0
Serious Injury Crashes	2
Minor Injury Crashes	6
Bike or Pedestrian Crashes	2

Source: Milwaukee County



Recommended improvements at Lincoln Avenue and 76th Street, which are generally applicable to other blocks along the corridor

1

Left-Turn Lanes: Aligning the two negative offset left-turn lanes on 76th Street eliminates visibility issues of competing turning vehicles. This change eliminates the current confusion caused by vehicles stopped in the shared center lane, which often leads to rear-end crashes or risky maneuvers around turning vehicles.

2

Bus Bulbs: Adding 50'-60' in-lane bus bulbs expands the bus boarding area on Lincoln Avenue while decreasing time associated with pulling in and out of the traffic lanes. Additional traffic studies may be necessary to assess the impact on congestion.

Moving both Route 76 stops on 76th Street to the far side of the intersection will also improve bus operations and better facilitate transfers.

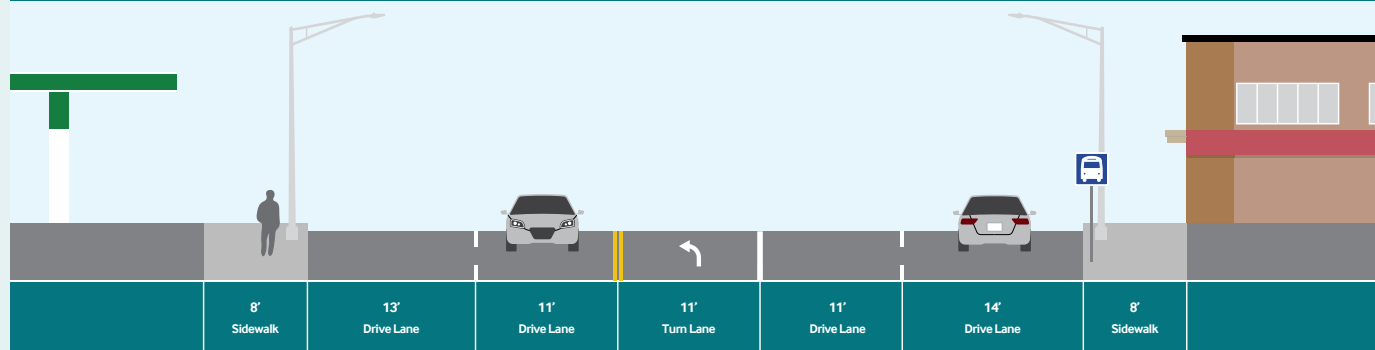
3

Bicycle Facilities: New five-foot east and west bike lanes provide partially separated facilities, including sidewalk-level lanes behind the bus bulb, in existing left-turn lanes. If expanded, these lanes can fill a critical gap in east-west bicycle connectivity across West Allis.

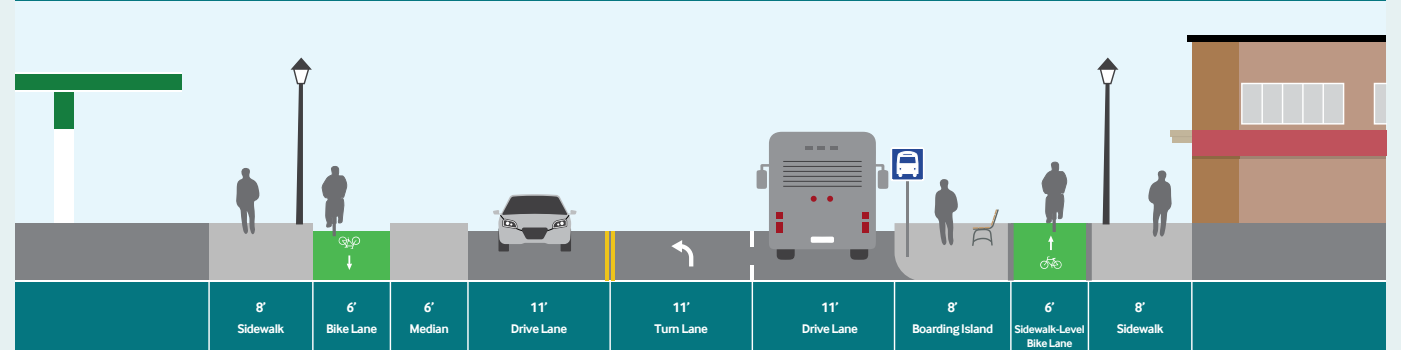
4

Straighten Crosswalks: By straightening crosswalks, the pedestrian path becomes more direct and intuitive, reducing both crossing time and exposure to traffic. Coupled with high-visibility markings such as ladder or continental patterns, this also increases driver awareness and yielding behavior.

Lincoln Avenue at 76th Street from the East - Existing



Lincoln Avenue at 76th Street from the East - Proposed





3

IMPLEMENTATION

West Allis's Municipal Safety Action Plan provides a clear and actionable roadmap for eliminating serious injuries and fatalities across the city. Beyond a commitment to Vision Zero, implementation of the plan will require careful and coordinated efforts from the City and relevant stakeholders. To support implementation, criteria for prioritizing projects and identification of potential funding sources have been compiled.

IMPLEMENTATION

A host of local, state, and federal sources are available to support project implementation. Identifying and prioritizing projects and connecting them to funding opportunities for the coming years can ensure that the City is strategically leveraging resources to advance safety improvements.

Project Prioritization

The Corridors of Local Concern provides a network of locations where serious injury or fatal crashes are most likely to occur. These corridors should be prioritized for safety improvements to have the greatest impact on reducing traffic fatalities and injuries. Other considerations the City can use to help prioritize projects and guide decision making include:

Safety Impact/Crash history

Within the Corridors of Local Concern network, additional safety analyses and audits can help the City to understand which corridors are most problematic, whether crash types or causes indicate a pattern, and what systemic factors are contributing to crashes.

Improves Connectivity of Active Transportation Network

Projects that improve safety for pedestrians and bicyclists and connect vulnerable road users to parks, schools, and other destinations can support both Vision Zero efforts and the City’s broader goal of building out a comprehensive active transportation network.

Project Readiness

Some roads may already be due for reconstruction or repair, providing an opportune time to make safety upgrades. Project readiness can also be demonstrated by existing analyses, engineering studies, or demonstration projects that prepare a project for preliminary engineering or detailed design.

Additional Recommendations

- Coordinate early with WisDOT, SEWRPC for alignment on eligibility, cost-share, and bundling opportunities.
- Collaborate with adjacent municipalities to pursue funding and technical assistance for project implementation and safety studies.
- Bundle safety, mobility, and climate benefits in grant applications to maximize competitiveness.
- Use safety analysis and Corridors of Local Concern to strengthen data justification for crash-related grant programs (e.g., HSIP, SS4A).

Funding

	SOURCE	ELIGIBLE PROJECTS
Local	Capital Improvement Plan	Resurfacing, intersection upgrades, traffic calming, and sidewalk gap filling
	Community Development Block Grant (CDBG)	Curb extensions, ADA upgrades, and crossing treatments in qualifying areas
	Tax Incremental Districts (TID)	Can support access management, street redesign, and pedestrian improvements tied to redevelopment; applicable in designated Corridor Target Investment Areas

	SOURCE	ELIGIBLE PROJECTS	TIMEFRAME	AWARD AMOUNT	MATCH
State	Highway Safety Improvement Program (HSIP)	Targets crash reduction through proven countermeasures, including intersection improvements, signal modification, bicycle or pedestrian safety improvements, and traffic calming	Annual		10%
	Local Roads Improvement Program (LRIP)	Assist local governments in improving deteriorating county or local roads. Safety enhancements, such as sidewalks, signal upgrades, or traffic calming can be embedded into projects and will increase competitiveness	Bi-Annual		50%
	Transportation Alternatives Program (TAP)	Street upgrades that improve safety for all road users, including filling sidewalk gaps, trail connections, bike infrastructure, and Safe Routes to School programming	Annual	Projects >\$1,000,000 may not be funded unless there is statewide benefit	20%
	WisDOT STP - Urban Program	Roadway reconstruction, access management, and bike lanes on collector/arterial streets	Annual		20%

	SOURCE	ELIGIBLE PROJECTS	TIMEFRAME	AWARD AMOUNT	MATCH
Federal	Active Transportation Infrastructure Investment Program	Planning and construction of active transportation networks, including sidewalks, bikeways, and trails	Annual	\$100,000-\$15,000,000	At least 20%
	BUILD (formerly RAISE)	Public transportation projects, non-motorized projects, surface transportation components of transit-oriented development projects. Also funds planning or preparation of capital projects or plan development.	Annual	Minimum \$5,000,000	20%
	CMAQ (Congestion Mitigation and Air Quality)	Funds transportation projects that reduce emissions of criteria pollutants and improve air quality. Includes efforts to enhance public transit, bike/pedestrian facilities, and reduction of vehicle miles traveled (VMT)	Annual		20%
	Safe Streets and Roads for All (SS4A)	Supports design and construction from an approved Safety Action Plan	Annual	\$2,500,000 - \$25,000,000	N/A



4

APPENDIX

MEET THE SAFER STREETS TOOLKIT

Learn about the toolkit items and discover the impact they have from the point of view of a pedestrian, cyclist, and vehicle user.

LOW COST TOOLS



SLOW ZONES / REDUCED SPEED

Speed limits are reduced on key corridors or within larger zones around schools, parks, or other key locations.



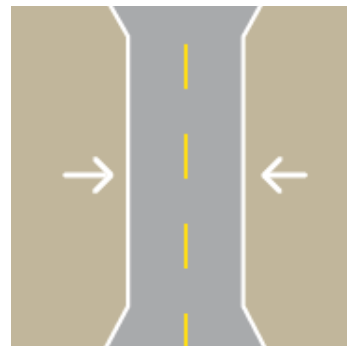
Makes it easier to cross the street or walk alongside traffic



Creates a lower stress environment for biking on the street



Allows for better visibility of other road users and slows traffic



LANE NARROWING

Reductions in the width of a travel lane to encourage a slower speed of travel.



Makes walking along the street more comfortable



Makes biking alongside moving traffic less stressful



Encourages drivers to travel at appropriate speeds



HIGH VISIBILITY CROSSWALK

Crosswalks that are clearly marked with paint in a manner that is highly visible to all users, especially drivers moving at higher speeds.



Increases visibility of pedestrians when crossing



Clearly identifies where to yield to pedestrians



Increases visibility of pedestrians crossing the street



PEDESTRIAN GATEWAY SIGN

Narrowing lanes and placing signs at strategic locations to slow vehicles in areas with higher pedestrian activity.



Prioritizes pedestrian travel at busy crossings

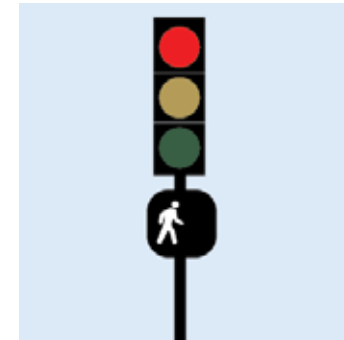


Slow vehicles speeds and identifies where to yield to pedestrians



Alerts drivers to possible interactions with pedestrians

LOW COST TOOLS



LEADING PEDESTRIAN INTERVAL

Pedestrians receive a walk signal prior to vehicles receiving a green light.



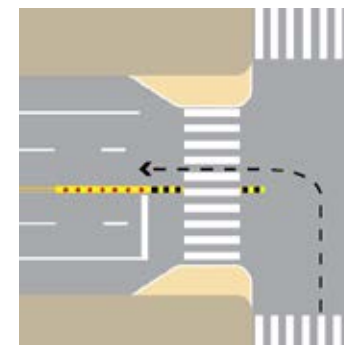
Increases time for pedestrians to cross the street



Delays the flow of traffic



Gives pedestrians more time to cross so the crosswalk is clear sooner



LEFT TURN TRAFFIC CALMING

Devices used to slow down left-turning vehicles at intersections.



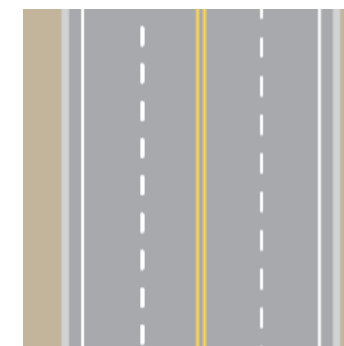
Increases visibility of pedestrians in the crosswalk



Slows drivers turning left across a cyclist's path



Reduces turning conflicts with pedestrians, cyclists, and oncoming traffic



EDGE LINES AND PARKING LANES

Painted lines to emphasize narrower travel lanes and separate them from the curb, gutter, or parking lane.



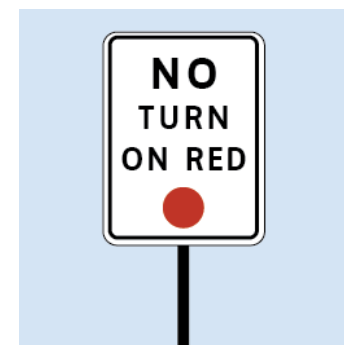
Creates a clear buffer between moving traffic and pedestrians



Clearly identifies where drivers should and shouldn't travel



Emphasizes narrow travel lanes that slow traffic to appropriate speeds



RESTRICT RIGHT TURN ON RED

Signage indicating that right turns on a red light are not allowed.



Prevents cars from turning into the crosswalk while looking for oncoming traffic

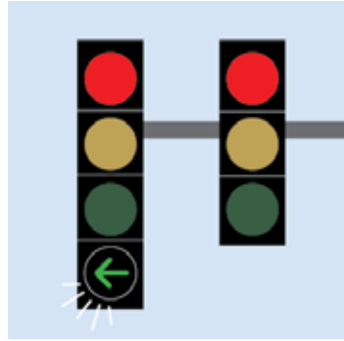


Prevents cars from turning into the bike lane while looking for oncoming traffic



Reduces the need to look for multiple conflict points before turning

MEDIUM COST TOOLS



LEFT TURNING LANES

Dedicated left turn lanes and traffic signals that allow cars to turn left separate from oncoming traffic.



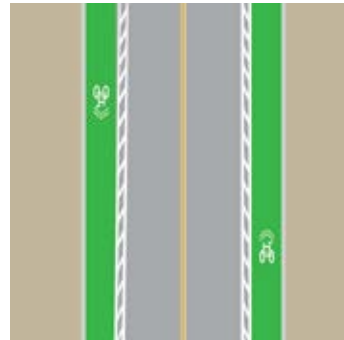
Reduces interactions with cars turning left into the crosswalk



Reduces conflicts with cars navigating the intersection



Improves traffic flow at intersections



PROTECTED BIKE LANES AND INTERSECTIONS

Dedicated space in the street for cyclists physically separated by barriers and paint.



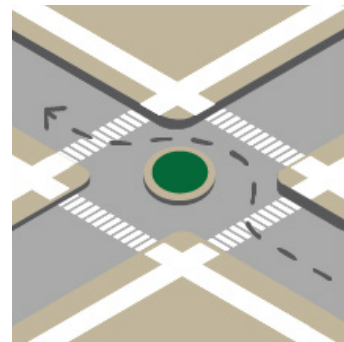
Increases the buffer between pedestrians and the flow of traffic



Creates a dedicated space for bicycles with physical protection from cars



Provides space for bikes outside of the vehicle travel lane



RESIDENTIAL ROAD TRAFFIC CALMING

Devices that are used to slow traffic primarily on residential streets, including speed humps, traffic circles, chicanes, traffic diverters, etc.



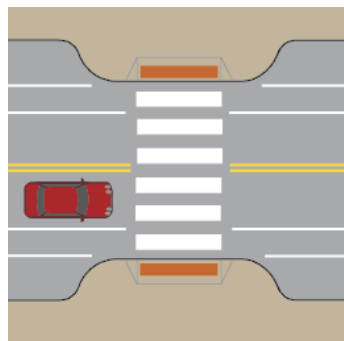
Makes walking more comfortable by slowing vehicle speeds



Makes cycling more comfortable by slowing vehicles



Creates a better environment for people inside and outside vehicles



MID-BLOCK CROSSINGS

A crosswalk between two intersections that is typically accompanied by pedestrian signage and/or curb bump-outs.



Increases visibility of pedestrians when crossing

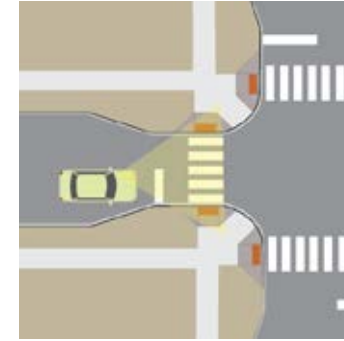


Clearly identifies where to yield to pedestrians



Alerts drivers to possible interactions with pedestrians and slows them down

MEDIUM COST TOOLS



INTERSECTION DAYLIGHTING AND BUMP-OUTS

Flex posts or concrete that narrow the street at the intersection to improve visibility and shorten crossing distances.



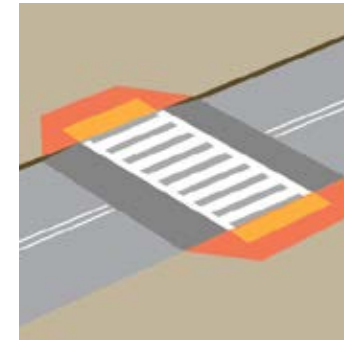
Shortens pedestrian crossing distances



Increases cyclist visibility at the intersection approach



Increases visibility of pedestrians and oncoming traffic



RAISED CROSSINGS AND INTERSECTIONS

Crosswalks or intersections that are vertically elevated to sidewalk level to calm vehicle traffic.



Increases visibility of pedestrians and slows vehicles at crossings



Clearly identifies where to yield to pedestrians



Clearly indicates that drivers are crossing a pedestrian zone

HIGH COST TOOLS



INTERSECTION REALIGNMENT

Redesigning complex intersections to fix irregular angles and reduce conflict points.



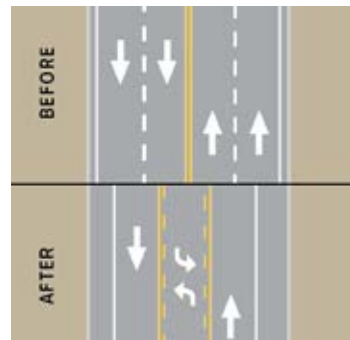
Increases visibility of pedestrians at intersections and reduces crossing distances



Reduces vehicle speeds as cars approach the intersection



Organizes traffic movements to reflect a traditional intersection



ROAD DIETS

The number of travel lanes is reduced, often replaced with a median, turn lanes, or bicycle facilities.



Reduces crossing width and slows vehicle speeds



Creates space for bike facilities that are separated from vehicle traffic



Creates clear separation between different users and mitigates passing on the right



AUTOMATED ENFORCEMENT

Camera-based enforcement for speeding and red-light running.



Increases driver compliance with speed limits and traffic signals



Increases driver compliance with speed limits and traffic signals



Reduces red light running and speeding



ROUNDABOUTS

An intersection with a circular configuration that reduces vehicle speeds and conflict points and is typically found on busier streets.



Reduces vehicle speeds within intersections

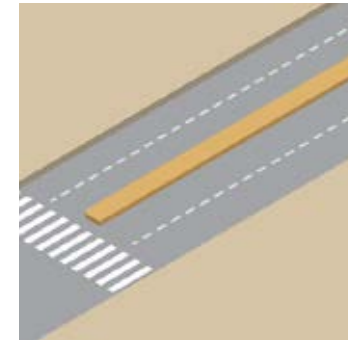


Reduces vehicle speeds within intersections



Promotes safer traffic movements at intersections

HIGH COST TOOLS



RAISED MEDIANS

Barriers in the center of a roadway that reduce roadway conflicts in key locations and controls where vehicles can cross the street.



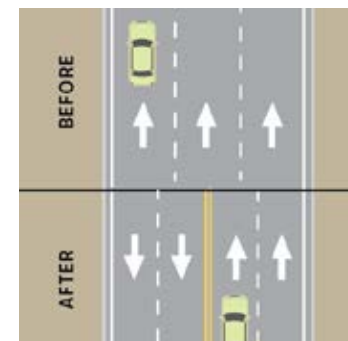
Creates a place to stop while crossing that is protected from oncoming traffic



Reduces opportunities for cars to turn into the cyclist's path



Provides a dedicated space to turn or cross the street



ONE-WAY TO TWO-WAY CONVERSION

Streets are converted from one-way to two-way traffic flow.



Slower auto speeds make walking more comfortable



Promotes easier navigation on two-way streets



Promotes better traffic circulation



TRANSIT INFRASTRUCTURE

Dedicated lanes for transit, traffic signals that let buses go first, and bus rapid transit routes.



Makes transit more reliable, making it a more viable option for getting around



Creates greater separation from traffic flow



Reduces congestion and conflicts with buses