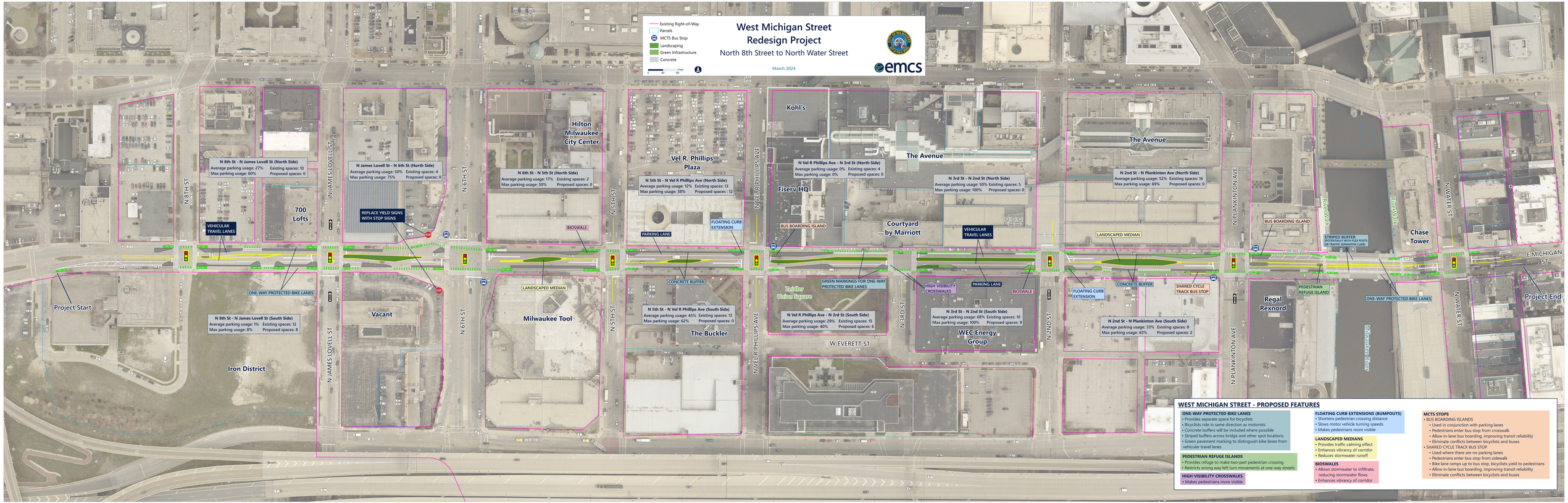
Existing Right-of-Way
Parcels
MCTS Bus Stop
Landscaping
Green Infrastructure
Concrete
Feet
0
40
80
West Michigan Street
Redesign Project
North 8th Street to North Water Street
March 2024
emcs
Project Start
N 8th St - N James Lovell St (North Side)
Average parking usage: 27% Existing spaces: 10
Max parking usage: 60% Proposed spaces: 0
VEHICULAR TRAVEL LANES
ONE-WAY PROTECTED BIKE LANES
N 8th St - N James Lovell St (South Side)
Average parking usage: 9% Existing spaces: 12
Max parking usage: 8% Proposed spaces: 8
Iron District
700 Lofts
N JAMES LOVELL ST
N 8TH ST
N James Lovell St - N 6th St (North Side)
Average parking usage: 50% Existing spaces: 4
Max parking usage: 75% Proposed spaces: 0
REPLACE YIELD SIGNS WITH STOP SIGNS
Vacant
N 6TH ST
N 6th St - N 5th St (North Side)
Average parking usage: 17% Existing spaces: 2
Max parking usage: 50% Proposed spaces: 0
Hilton Milwaukee City Center
BIOSWALE
LANDSCAPED MEDIAN
Milwaukee Tool
N 5TH ST
Vel R. Phillips Plaza
N 5th St - N Vel R Phillips Ave (North Side)
Average parking usage: 12% Existing spaces: 13
Max parking usage: 38% Proposed spaces: 12
PARKING LANE
FLOATING CURB EXTENSION
CONCRETE BUFFER
N 5th St - N Vel R Phillips Ave (South Side)
Average parking usage: 45% Existing spaces: 13
Max parking usage: 62% Proposed spaces: 0
The Buckler
N VEL R PHILLIPS AVE
Kohl's
N Vel R Phillips Ave - N 3rd St (North Side)
Average parking usage: 0% Existing spaces: 4
Max parking usage: 0% Proposed spaces: 0
Fiserv HQ
BUS BOARDING ISLAND
The Avenue
N 3rd St - N 2nd St (North Side)
Average parking usage: 50% Existing spaces: 5
Max parking usage: 100% Proposed spaces: 0
Courtyard by Marriott
VEHICULAR TRAVEL LANES
GREEN MARKINGS FOR ONE-WAY PROTECTED BIKE LANES
Zeidler Union Square
N Vel R Phillips Ave - N 3rd St (South Side)
Average parking usage: 29% Existing spaces: 15
Max parking usage: 40% Proposed spaces: 6
W EVERETT ST
N 3RD ST
HIGH VISIBILITY CROSSWALKS
PARKING LANE
BIOSWALE
N 3rd St - N 2nd St (South Side)
Average parking usage: 68% Existing spaces: 10
Max parking usage: 100% Proposed spaces: 9
WEC Energy Group
N 2ND ST
The Avenue
N 2nd St - N Plankinton Ave (North Side)
Average parking usage: 52% Existing spaces: 16
Max parking usage: 69% Proposed spaces: 0
LANDSCAPED MEDIAN
FLOATING CURB EXTENSION
CONCRETE BUFFER
SHARED CYCLE TRACK BUS STOP
N 2nd St - N Plankinton Ave (South Side)
Average parking usage: 33% Existing spaces: 8
Max parking usage: 63% Proposed spaces: 2
N PLANKINTON AVE
BUS BOARDING ISLAND
Regal Rexnord
PEDESTRIAN REFUGE ISLAND
Milwaukee River
RIVERWALK
BOARDWALK
STRIPED BUFFER (POTENTIALLY WITH FLEX POSTS OR TRAFFIC SUNMASTER CURB)
ONE-WAY PROTECTED BIKE LANES
Chase Tower
N WATER ST
E MICHIGAN ST
Project End
WEST MICHIGAN STREET - PROPOSED FEATURES
ONE-WAY PROTECTED BIKE LANES
• Provides separate space for bicyclists
• Bicyclists ride in same direction as motorists
• Concrete buffers will be included where possible
• Striped buffers across bridge and other spot locations
• Green pavement marking to distinguish bike lanes from vehicular travel lanes
PEDESTRIAN REFUGE ISLANDS
• Provides refuge to make two-part pedestrian crossing
• Restricts wrong way left turn movements at one-way streets
HIGH VISIBILITY CROSSWALKS
• Makes pedestrians more visible
FLOATING CURB EXTENSIONS (BUMPOUTS)
• Shortens pedestrian crossing distance
• Slows motor vehicle turning speeds
• Makes pedestrians more visible
LANDSCAPED MEDIANS
• Provides traffic calming effect
• Enhances vibrancy of corridor
• Reduces stormwater runoff
BIOSWALES
• Allows stormwater to infiltrate, reducing stormwater flows
• Enhances vibrancy of corridor
MCTS STOPS
• BUS BOARDING ISLANDS
• Used in conjunction with parking lanes
• Pedestrians enter bus stop from crosswalk
• Allow in-lane bus boarding, improving transit reliability
• Eliminate conflicts between bicyclists and buses
• SHARED CYCLE TRACK BUS STOP
• Used where there are no parking lanes
• Pedestrians enter bus stop from sidewalk
• Bike lane ramps up to bus stop, bicyclists yield to pedestrians
• Allow in-lane bus boarding, improving transit reliability
• Eliminate conflicts between bicyclists and buses