6TH STREET NEXT

NATIONAL AVE – NORTH AVE

City of Milwaukee

CITY OF MILWAUKEE 1846 DEPT. OF PUBLIC WORKS

Virtual Public Meeting
October 22, 2025

PROJECT TEAM INTRODUCTIONS & HOUSEKEEPING

- We will pause five times to answer questions
  - All attendees are muted; do not use “raise hand” option
  - Enter questions into Q & A
  - We will compile questions to answer live
- If your question is unanswered or if you have others later, please email 6thstreetproject@HNTB.com
- View public meeting boards and fill out the comment form on the project website: https://engage.milwaukee.gov/6th-street
- Meeting will be recorded and posted to website

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AGENDA

- Project Background & Existing Conditions
  - Q & A
- Segment 1: National Avenue – Roundabout (Florida Street)
  - Q & A
- Segment 2: Roundabout (Florida Street) – Clybourn Street
  - Q & A
- Segment 3: Clybourn Street – McKinley Avenue
  - Q & A
- Segment 4: McKinley Avenue – North Avenue
  - Q & A

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PROJECT BACKGROUND

COMPLETE STREETS POLICY

Aims to create safe, comfortable and convenient streets for all users, promote equitable access across neighborhoods, and support economic and environmental sustainability.

CONNEC+ING MKE DOWNTOWN PLAN 2040

6th Street was identified as a catalytic project that should prioritize transit and pedestrian use, with enhanced public spaces.

VISION ZERO

Adopted in 2022 with a goal of eliminating serious injuries and fatalities from traffic crashes by 2037.







Corridor walk and workshop, June & July 2025

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PROJECT ELEMENTS

- Improve pedestrian accommodations
- Add new transit lanes and enhanced stops, where feasible
- Fully separate bike lanes, where feasible
- Increase tree canopy, landscaping, and green infrastructure
- Right-size the roadway
- Reconstruct a portion of the corridor

PROJECT GOALS

- Increase walkability
- Integrate green infrastructure
- Reduce motor vehicle speeds
- Use transit stops for placemaking

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PROJECT TIMELINE & FUNDING

Public Engagement Round 1
Fall 2025: Present corridor alternatives

Public Engagement Round 2
Winter 2025/2026: Present preferred alternative

Preliminary Design & Environmental Document
Spring 2026

Final Design & Construction
TBD

While much of the $36.56 million Neighborhood Access and Equity Capital Construction Grant was rescinded by H.R. 1 - One Big Beautiful Bill Act, **the City of Milwaukee has $2.1 million for preliminary design**.

The City of Milwaukee is seeking funding options for final design and construction.

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6TH STREET THEN > 6TH STREET NOW > 6TH STREET NEXT

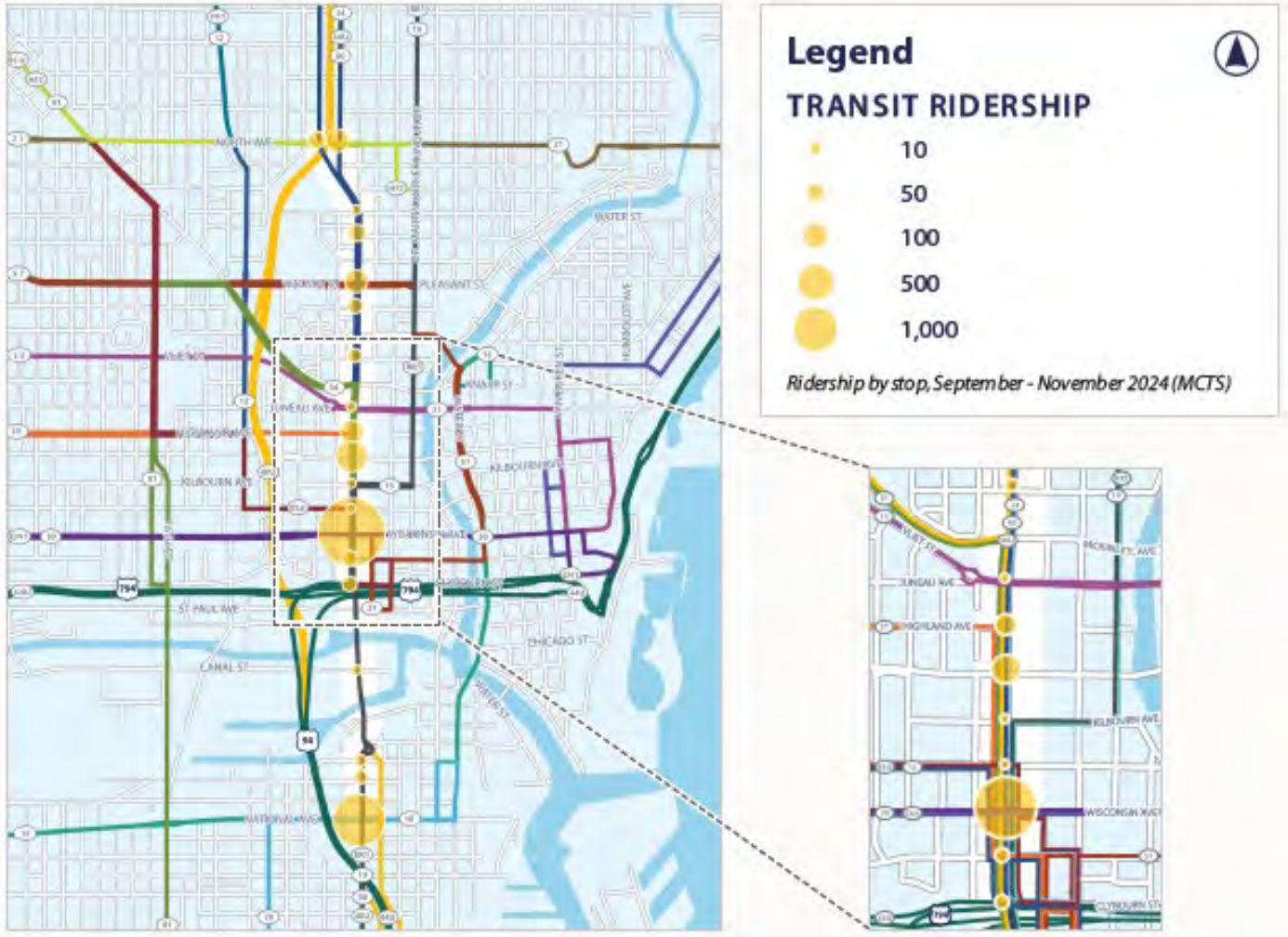


6th & Walnut – 1963

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TRANSIT NETWORK & USAGE

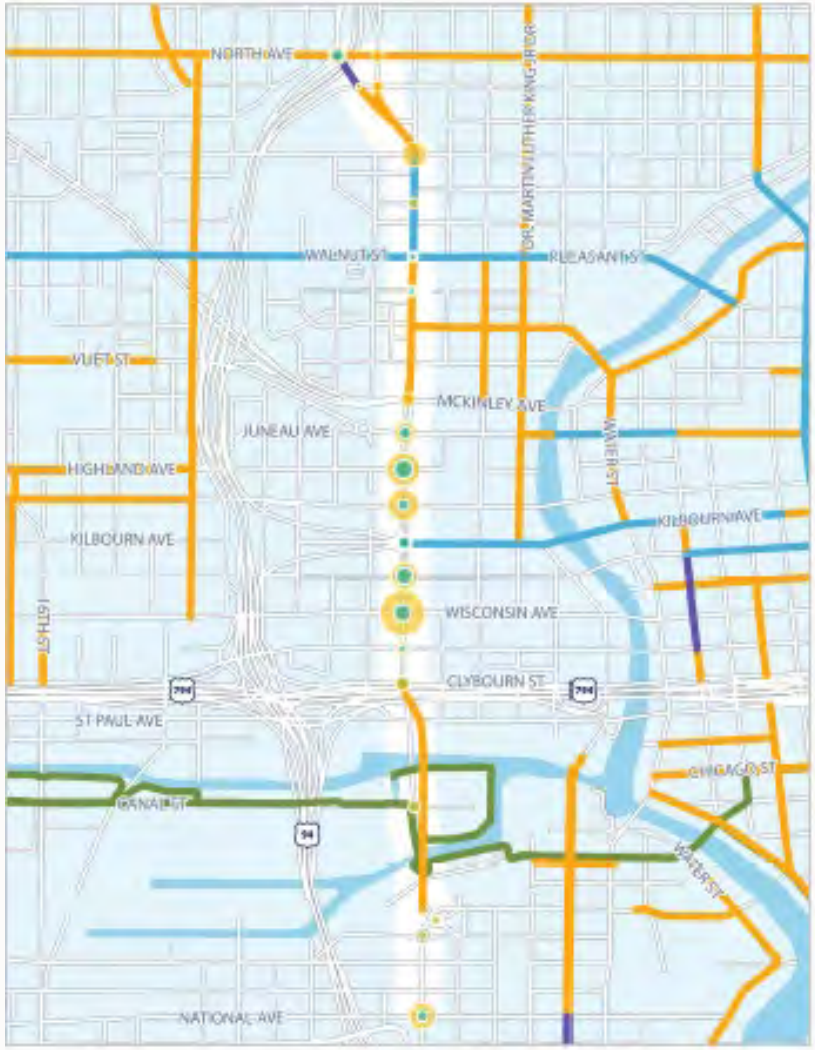


6th & Wisconsin has the highest number of transfers in Milwaukee County

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PEDESTRIAN & BIKE NETWORK USAGE



Legend

- Hank Aaron State Trail
- Bike Lane
- Buffered Bike Lane
- Protected Bike Lane

BICYCLIST CROSSINGS

- 1
- 3
- 5
- 7
- 10

PEDESTRIAN CROSSINGS

- 1
- 5
- 10
- 50
- 100

Peak hour (7:30 - 8:30 AM, 4:15 - 5:15 PM) data collected May and June 2025

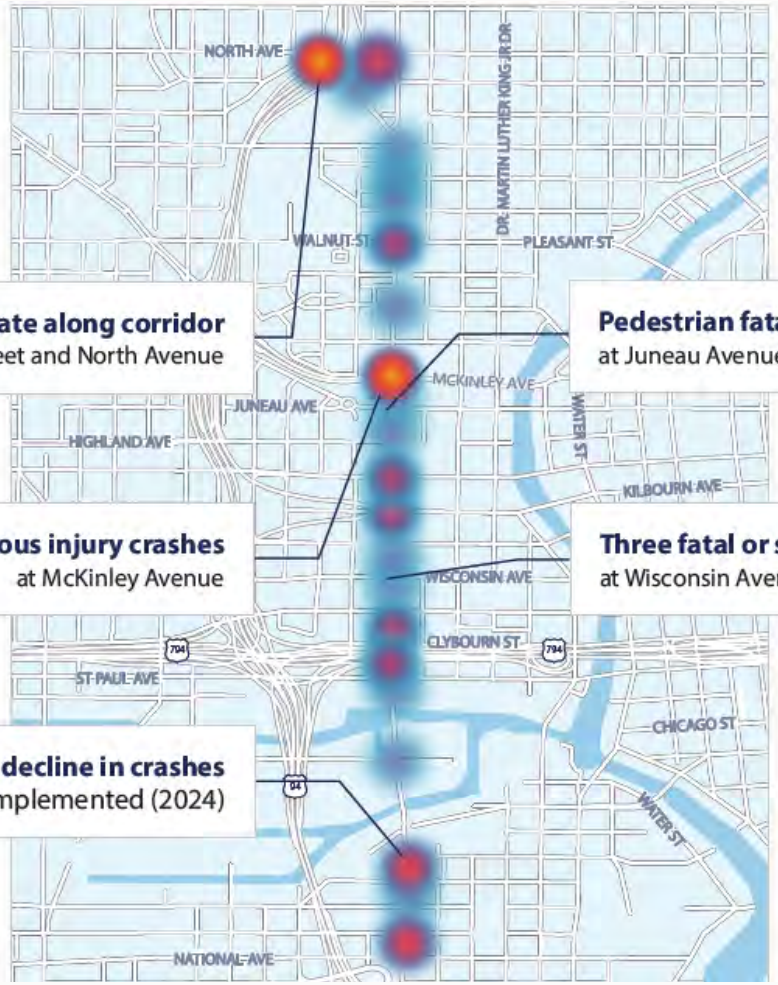
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CRASHES

40% of all severe or fatal injury crashes on 6th Street involved a person walking

20 serious injury or fatal crashes along the corridor between 2020-2024



Highest crash rate along corridor
at 8th Street and North Avenue

Pedestrian fatality
at Juneau Avenue

Three fatal or serious injury crashes
at McKinley Avenue

Three fatal or serious injury crashes
at Wisconsin Avenue

Roundabout saw a sharp decline in crashes
after traffic calming implemented (2024)

CRASH DENSITY
2020 - 2024

Sparse

Dense

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QUESTIONS & ANSWERS:
PROJECT OVERVIEW & EXISTING CONDITIONS

- All attendees are muted; do not use “raise hand” option
- Enter questions into Q & A
- We will compile questions to answer live

CORRIDOR SEGMENTS

The corridor is divided into four segments

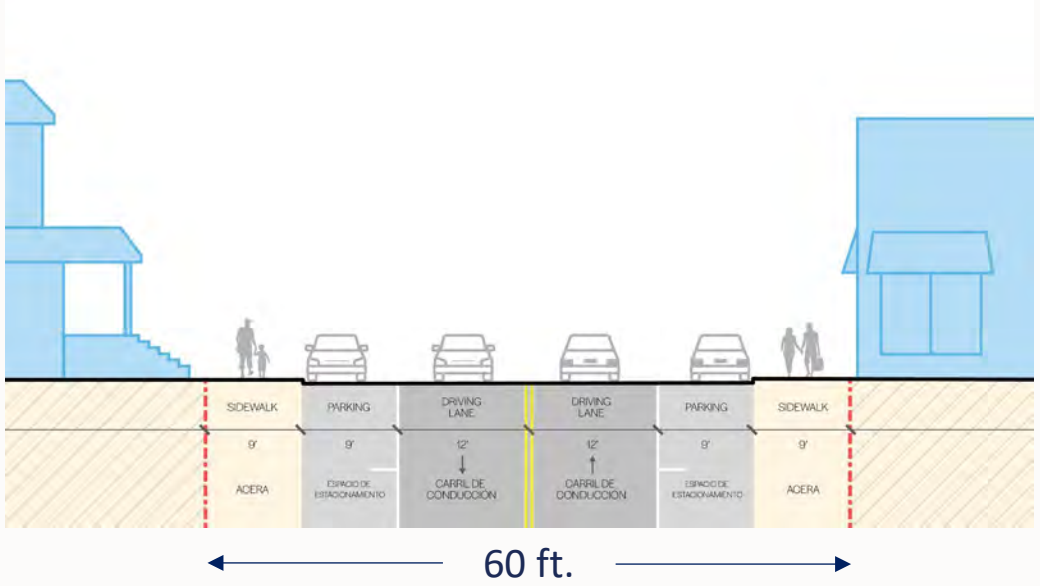
- McKinley Avenue to North Avenue
- Clybourn Street to McKinley Avenue
- Roundabout to Clybourn Street
- National Avenue to Roundabout



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SEGMENT 1:
NATIONAL AVENUE – ROUNDABOUT (FLORIDA STREET)









Average Daily Traffic: 9,400

Posted Speed Limit: 30 MPH

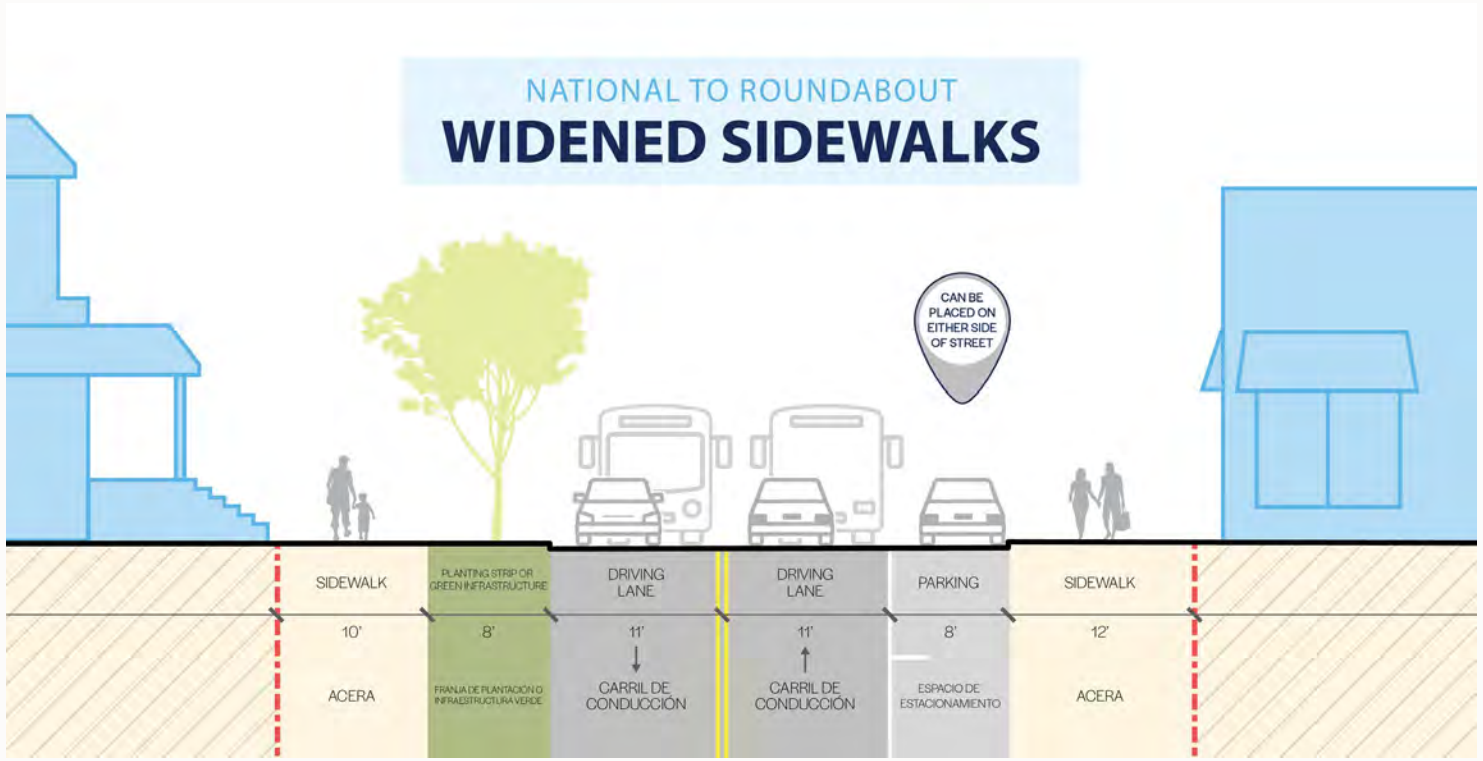
Drivers Exceeding 30 MPH: 31.2%

Drivers Exceeding 40 MPH: 1.4%

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SEGMENT 1:
NATIONAL AVENUE – ROUNDABOUT (FLORIDA STREET)



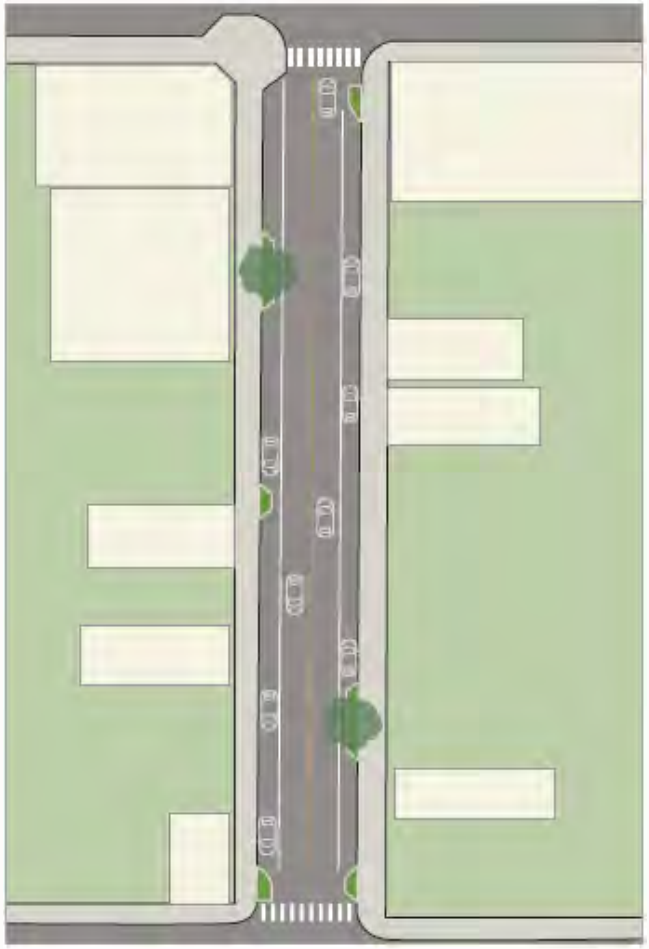
KEY ELEMENTS

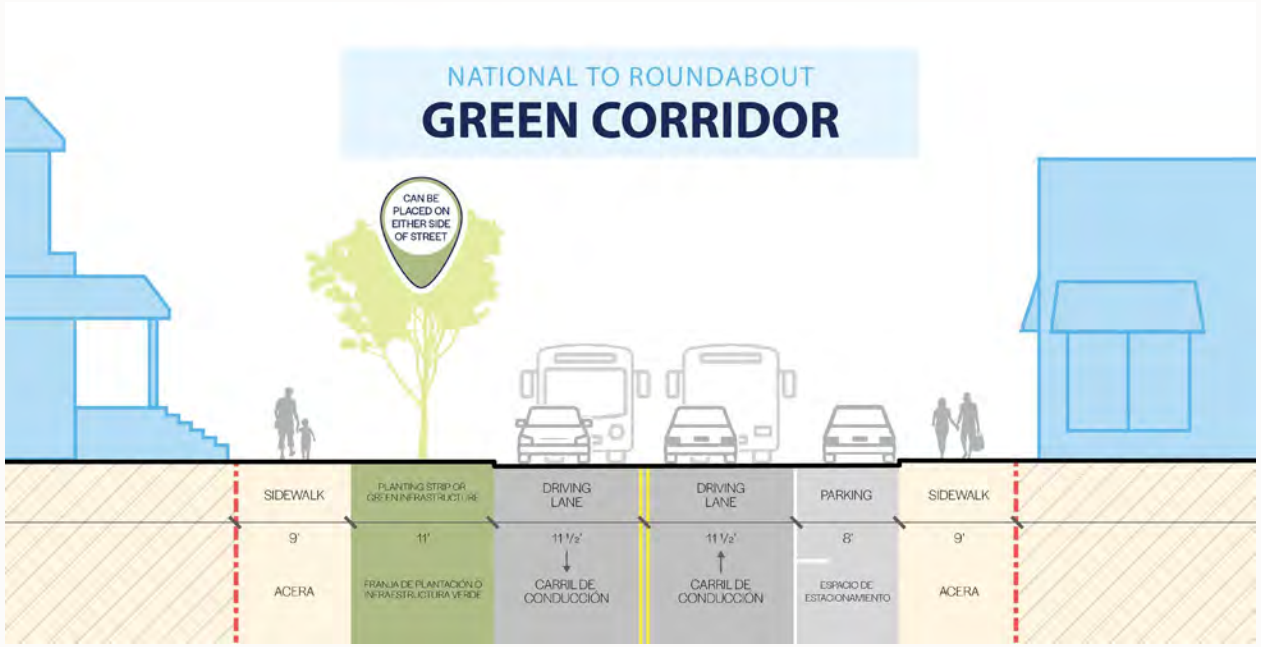
- Opportunities for trees or green infrastructure
- Repurposes parking on one side of the street; parking could shift from either side by block

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SEGMENT 1:
NATIONAL AVENUE – ROUNDABOUT (FLORIDA STREET)





KEY ELEMENTS

- Opportunities for trees or green infrastructure
- Retains parking on both sides of the street, repurposing select parking spots for curb extensions and greenery

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QUESTIONS & ANSWERS: SEGMENT 1



1



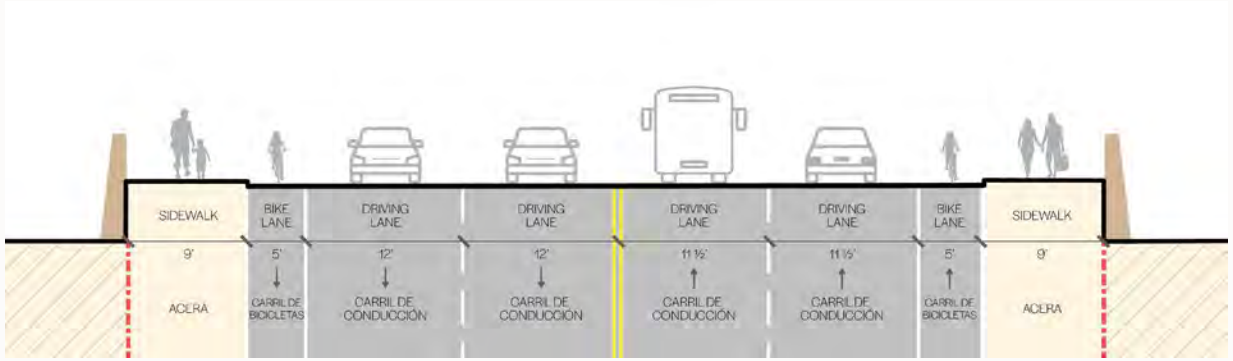
2



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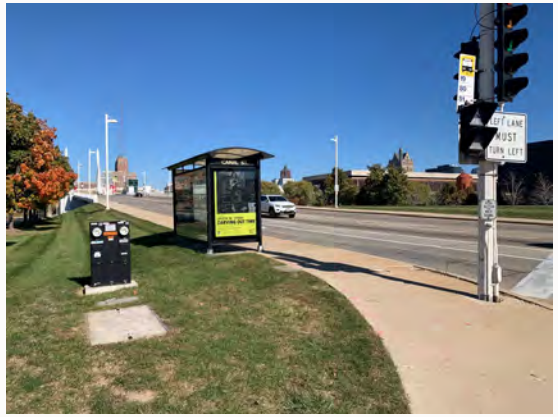
6TH STREET NEXT

SEGMENT 2:
ROUNDABOUT (FLORIDA STREET) – CLYBOURN STREET



75 ft.







Average Daily Traffic: 14,300

Posted Speed Limit: 30 MPH

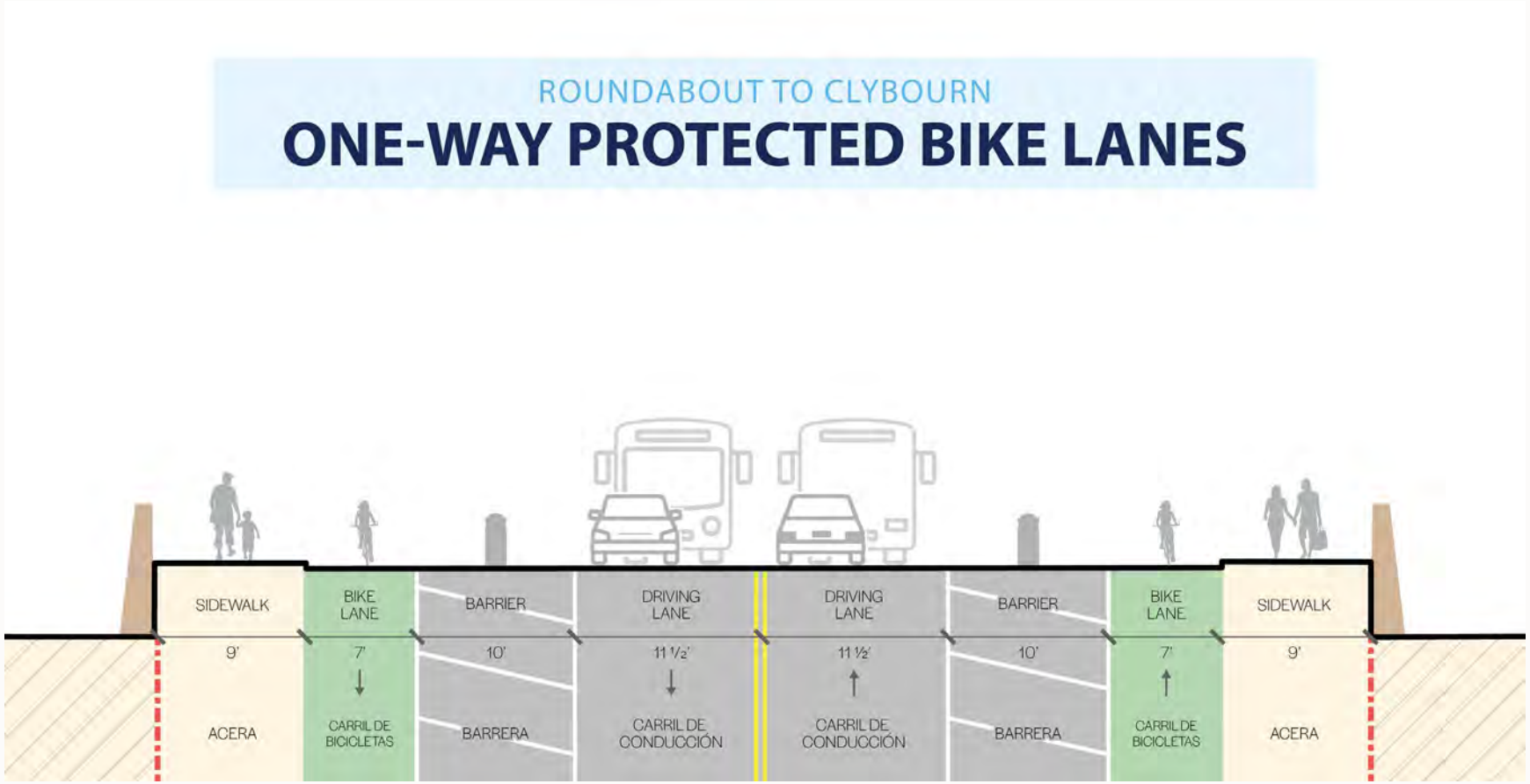
Drivers Exceeding 30 MPH: 77.5%

Drivers Exceeding 40 MPH: 17.1%

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6TH STREET NEXT

SEGMENT 2:
ROUNDABOUT (FLORIDA STREET) – CLYBOURN STREET



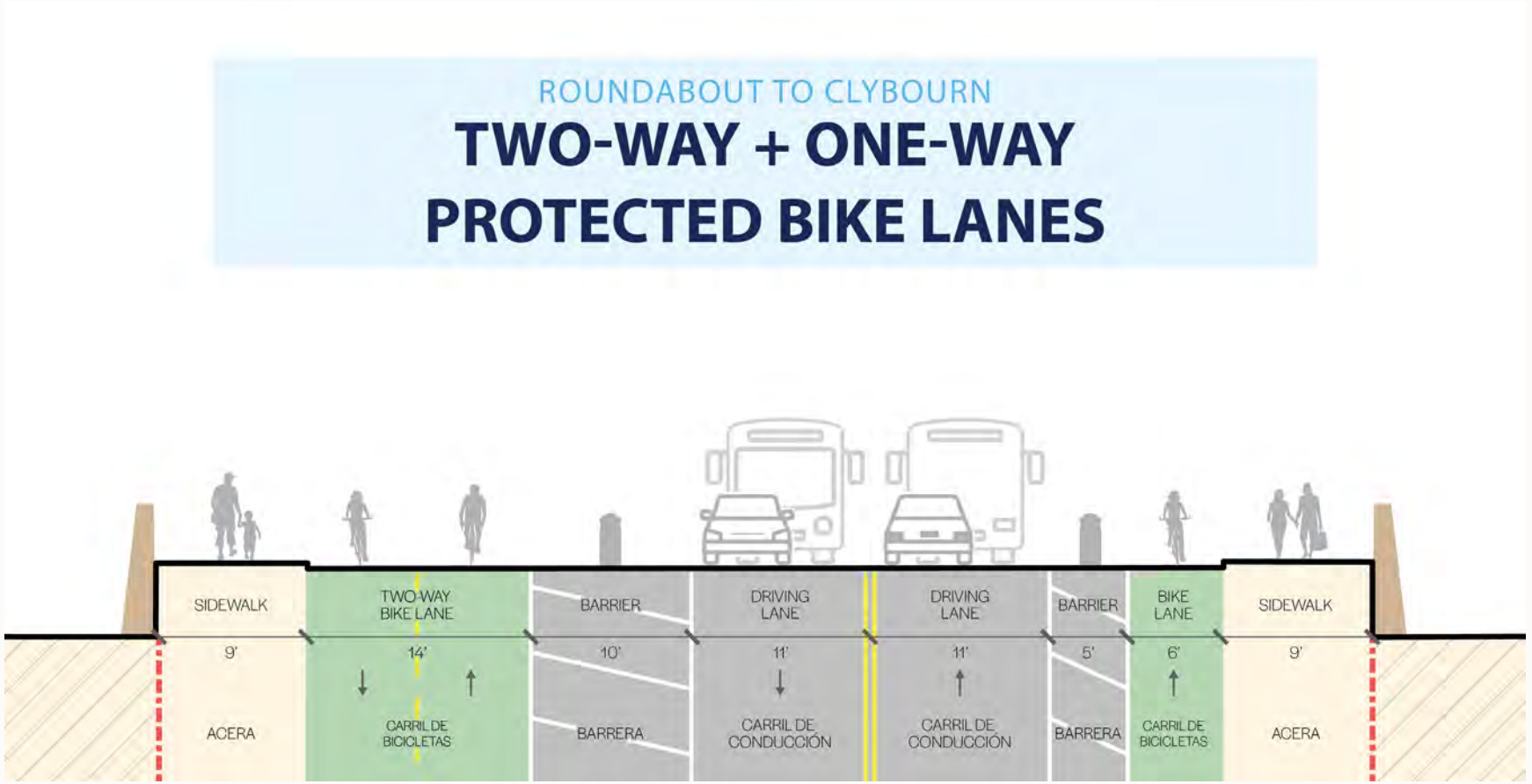
KEY ELEMENTS

- Bike lane protected with wide buffer and barrier
- Continuation of protected bike lane south of Canal Street

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SEGMENT 2:
ROUNDABOUT (FLORIDA STREET) – CLYBOURN STREET



KEY ELEMENTS

- Two-way protected bike lane provides connection to Hank Aaron State Trail
- One-way northbound protected bike lane provides seamless connections north and south of the segment

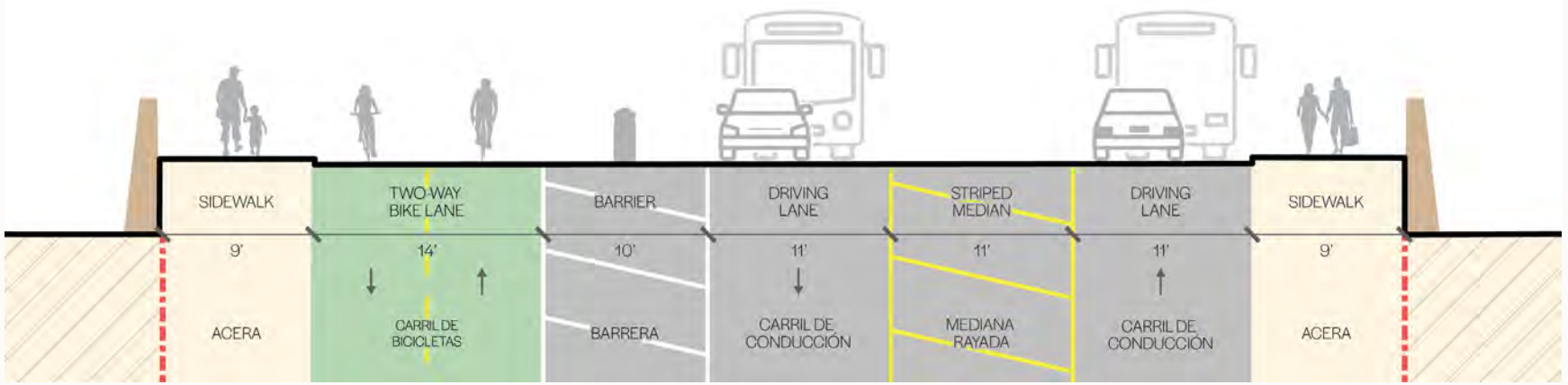
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6TH STREET NEXT

SEGMENT 2:
ROUNDABOUT (FLORIDA STREET) – CLYBOURN STREET

ROUNDABOUT TO CLYBOURN

TWO-WAY PROTECTED BIKE LANE + STRIPED MEDIAN



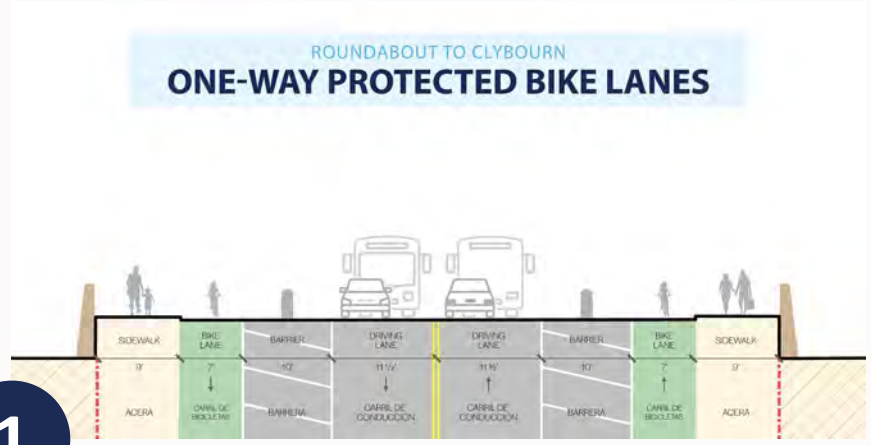
KEY ELEMENTS

- Two-way protected bike lane provides connection to Hank Aaron State Trail
- Striped median could be landscaped in between bridge structures

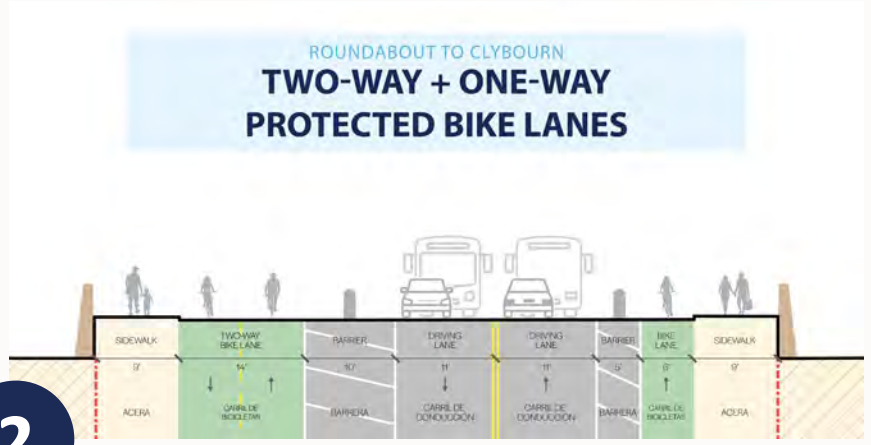
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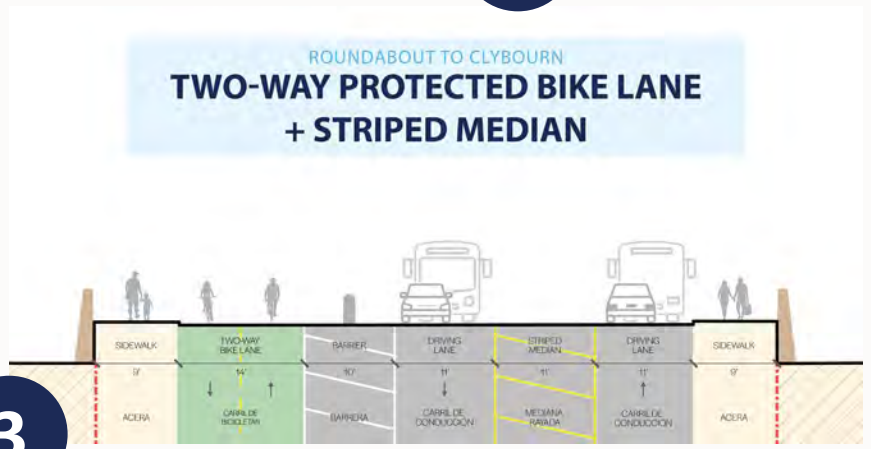
QUESTIONS & ANSWERS: SEGMENT 2



1



2

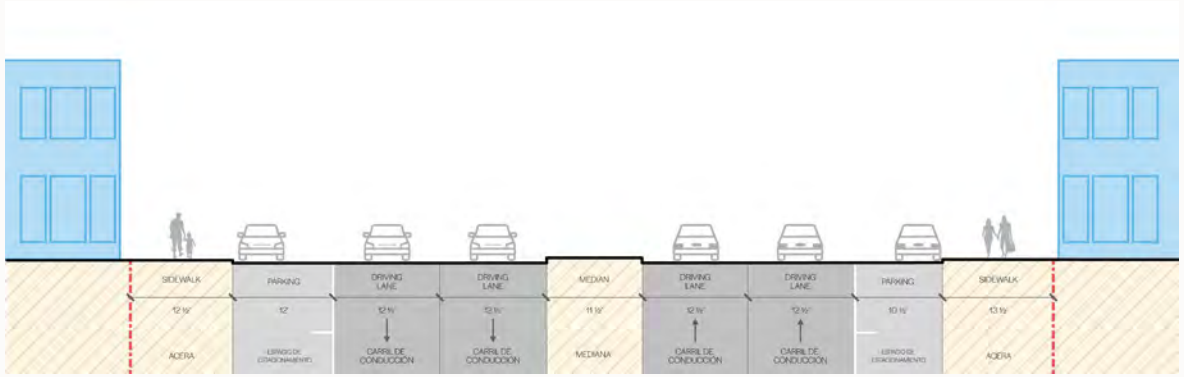


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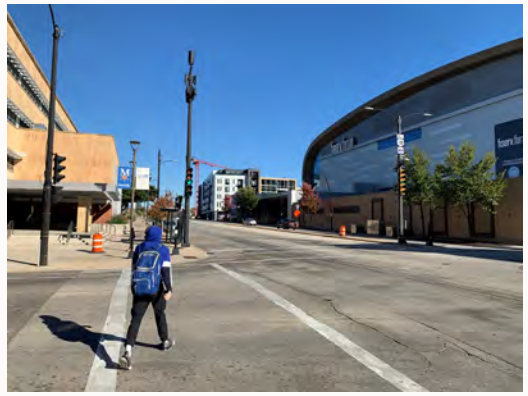
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SEGMENT 3:
CLYBOURN STREET – MCKINLEY AVENUE



110 ft.







Average Daily Traffic: 14,800

Posted Speed Limit: 30 MPH

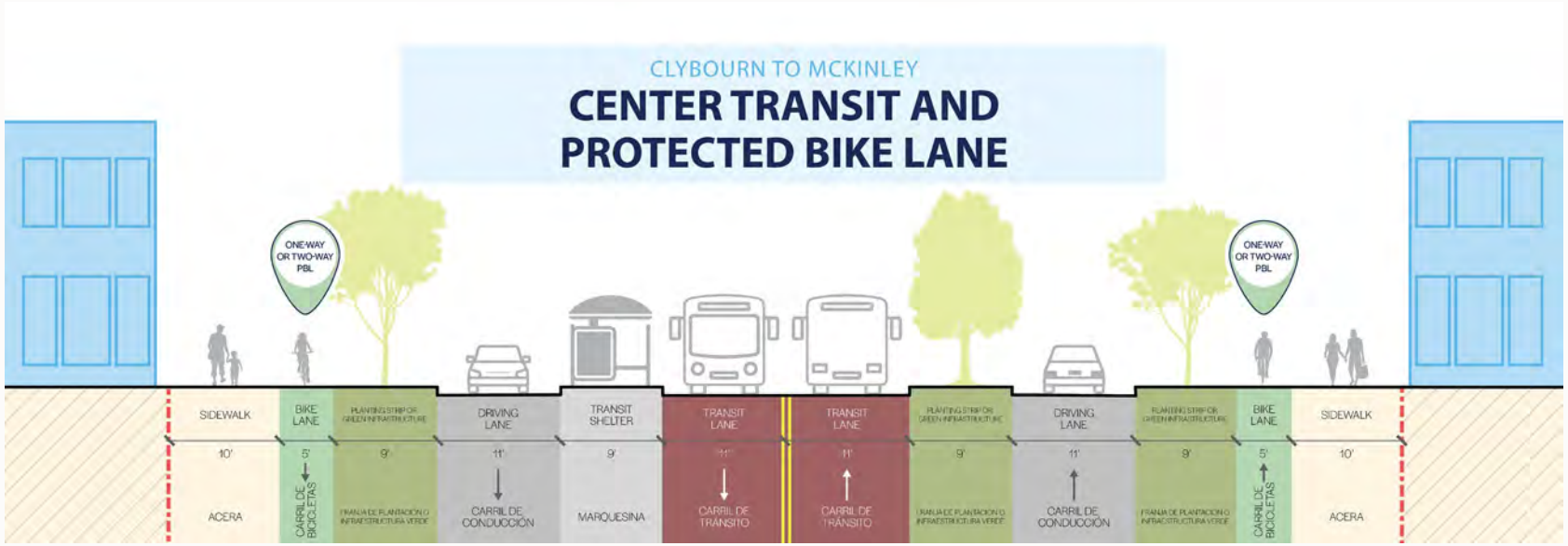
Drivers Exceeding 30 MPH: 61.2%

Drivers Exceeding 40 MPH: 18.8%

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SEGMENT 3:
CLYBOURN STREET – MCKINLEY AVENUE



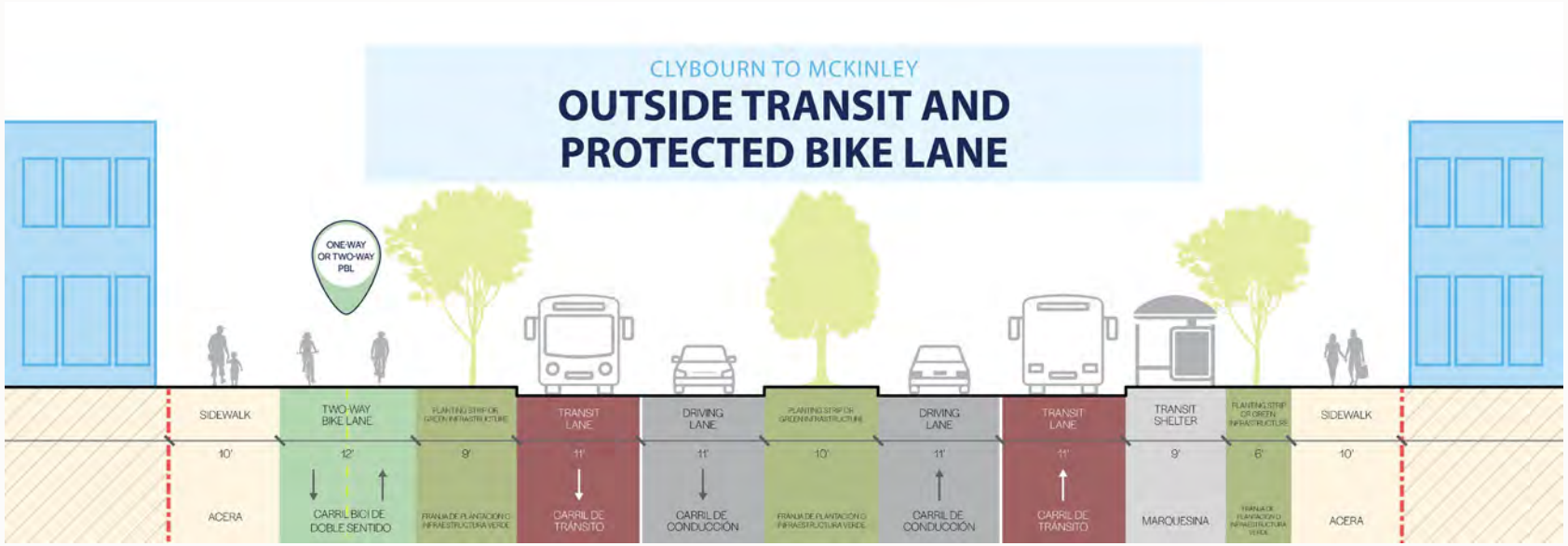
KEY ELEMENTS

- Raised protected bike lanes
- Dedicated center-running transit lanes
- Space for planting strip can also be parking
- Opportunities for green infrastructure or trees

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SEGMENT 3:
CLYBOURN STREET – MCKINLEY AVENUE



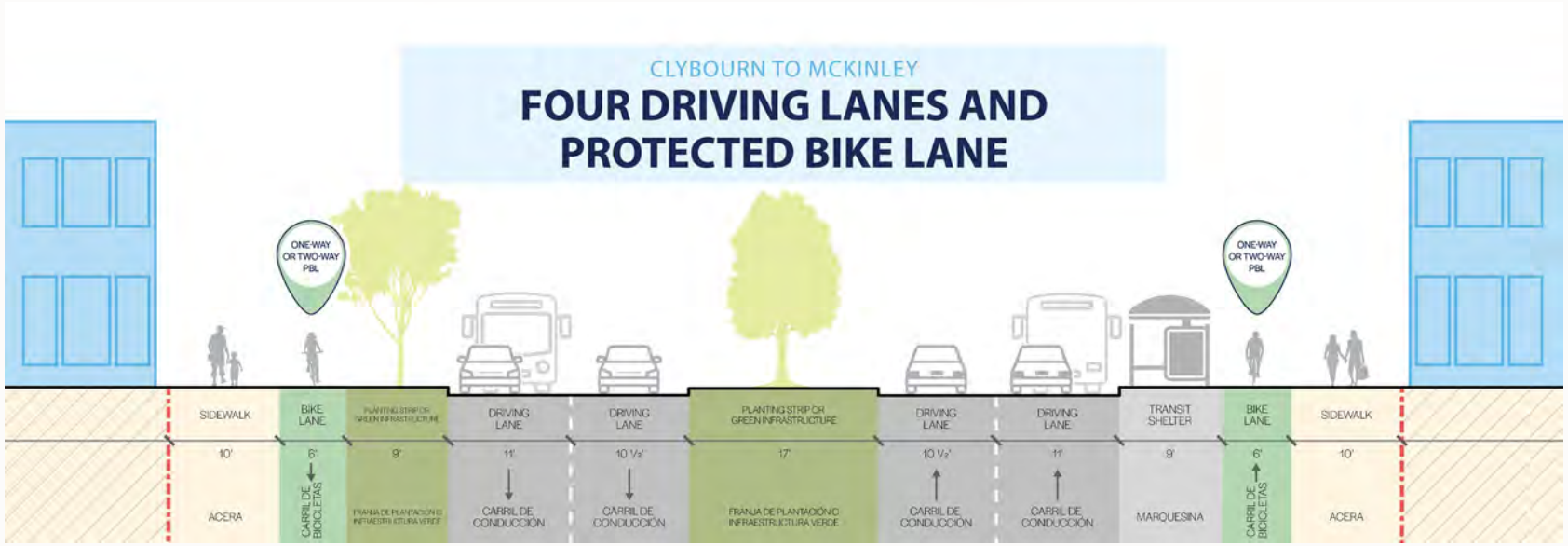
KEY ELEMENTS

- Raised protected bike lanes
- Curb-running, dedicated transit lanes
- Opportunities for green infrastructure or trees
- Space for transit shelter or planting strip can also be parking

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SEGMENT 3:
CLYBOURN STREET – MCKINLEY AVENUE



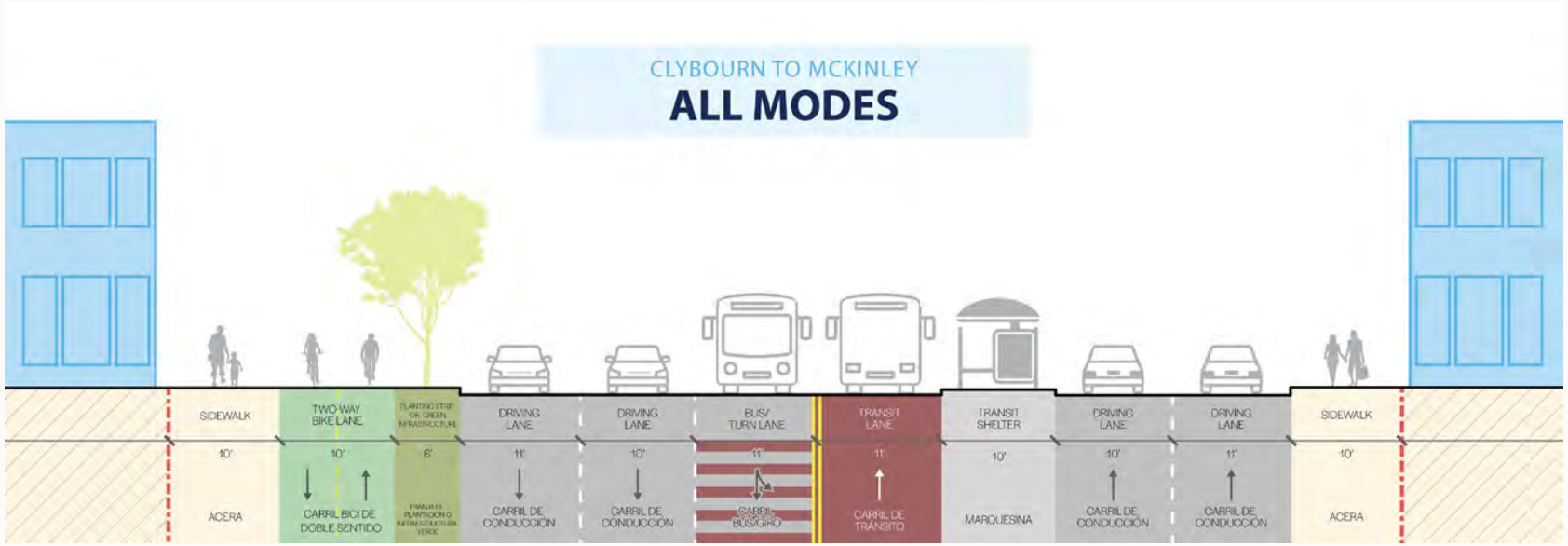
KEY ELEMENTS

- Raised protected bike lanes
- In-lane bus boarding
- Retention of four driving lanes
- Opportunities for green infrastructure or trees
- Space for transit shelter or planting strip can also be parking

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6TH STREET NEXT

SEGMENT 3:
CLYBOURN STREET – MCKINLEY AVENUE



KEY ELEMENTS

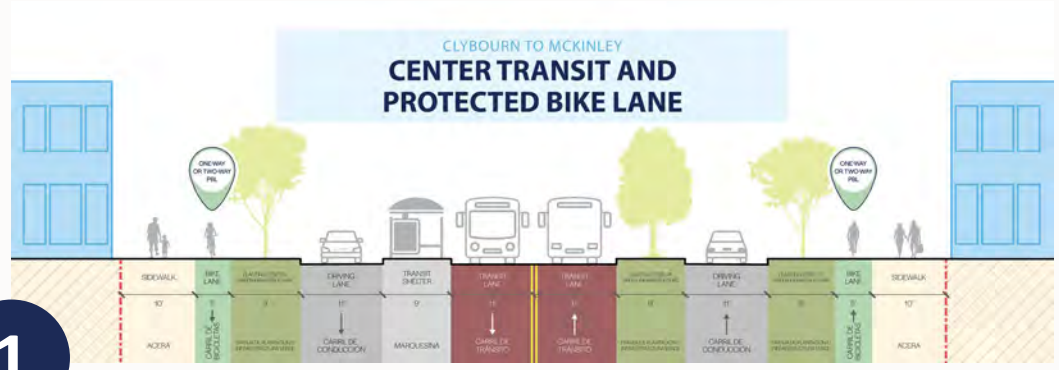
- Raised protected bike lanes
- Retention of four driving lanes
- Center-running, dedicated transit lanes

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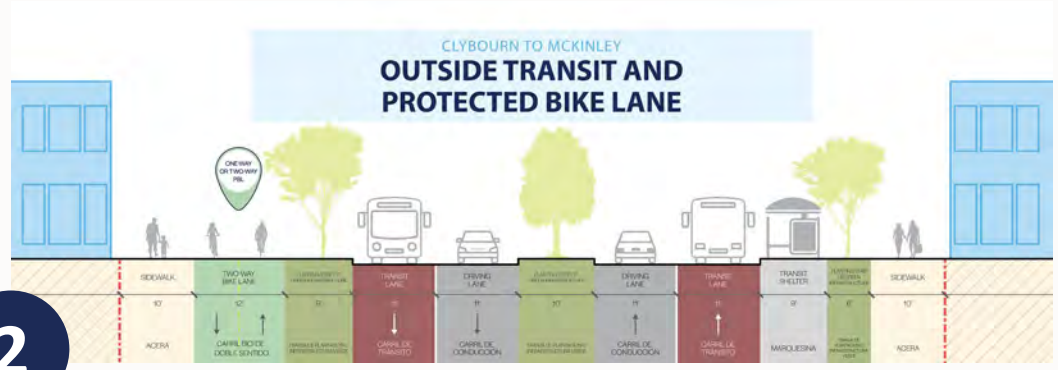
6TH STREET NEXT

QUESTIONS & ANSWERS: SEGMENT 3

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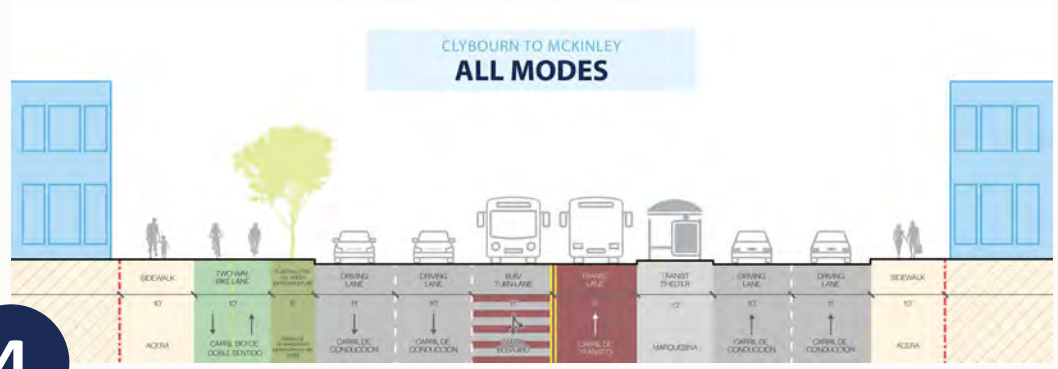
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3



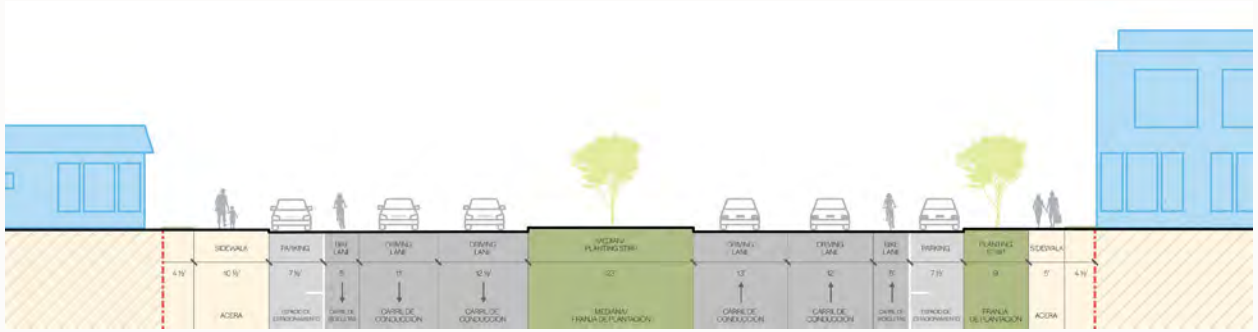
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SEGMENT 4:
MCKINLEY AVENUE – NORTH AVENUE









Average Daily Traffic: 5,600

Posted Speed Limit: 30 MPH

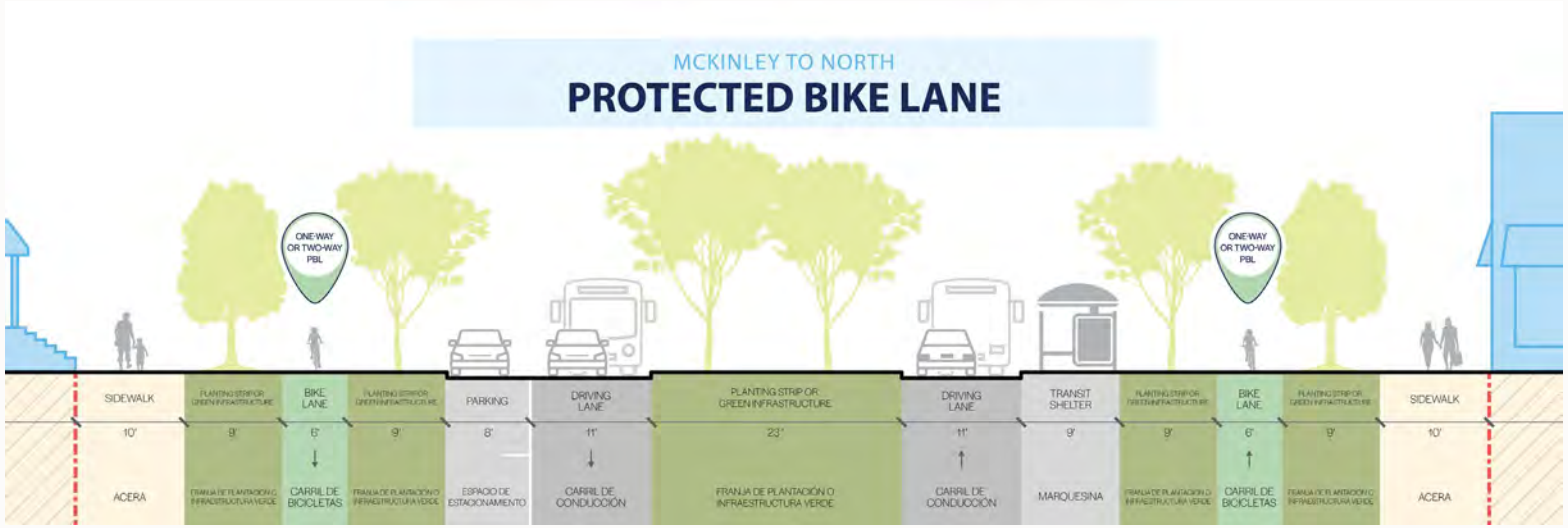
Drivers Exceeding 30 MPH: 84.0%

Drivers Exceeding 40 MPH: 20.5%

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6TH STREET NEXT

SEGMENT 4:
MCKINLEY AVENUE – NORTH AVENUE



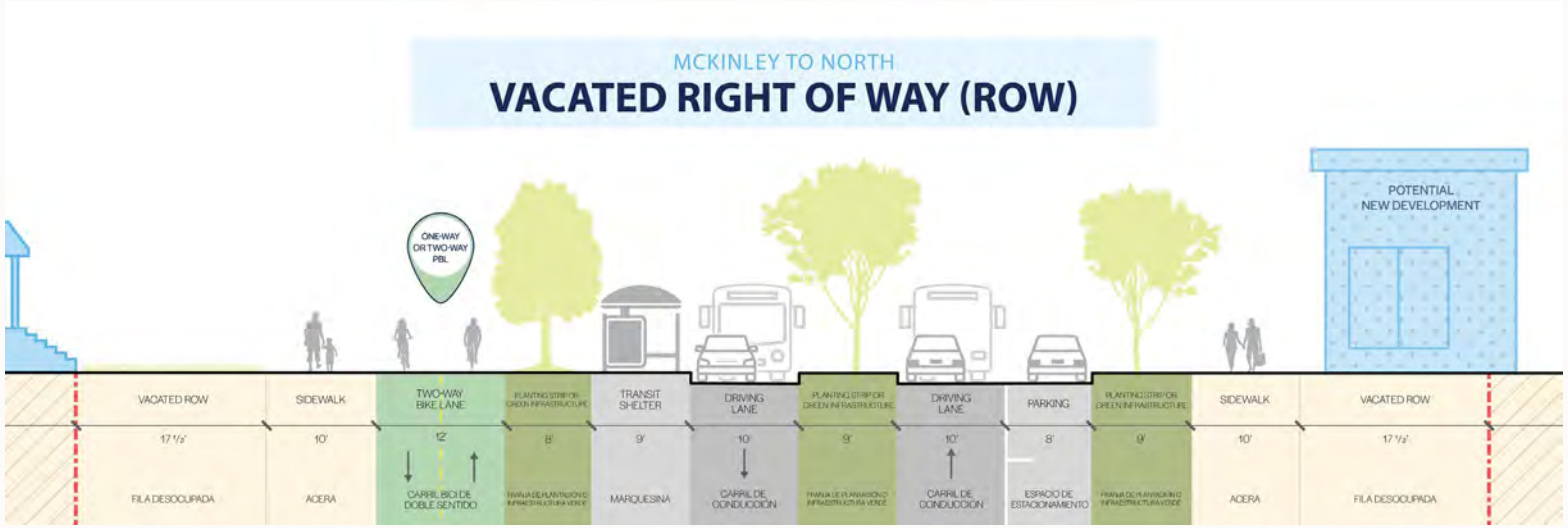
KEY ELEMENTS

- Raised protected bike lanes
- In-lane bus boarding
- Opportunities for green infrastructure and additional trees in median
- Space for transit shelter can also be parking

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SEGMENT 4:
MCKINLEY AVENUE – NORTH AVENUE



KEY ELEMENTS

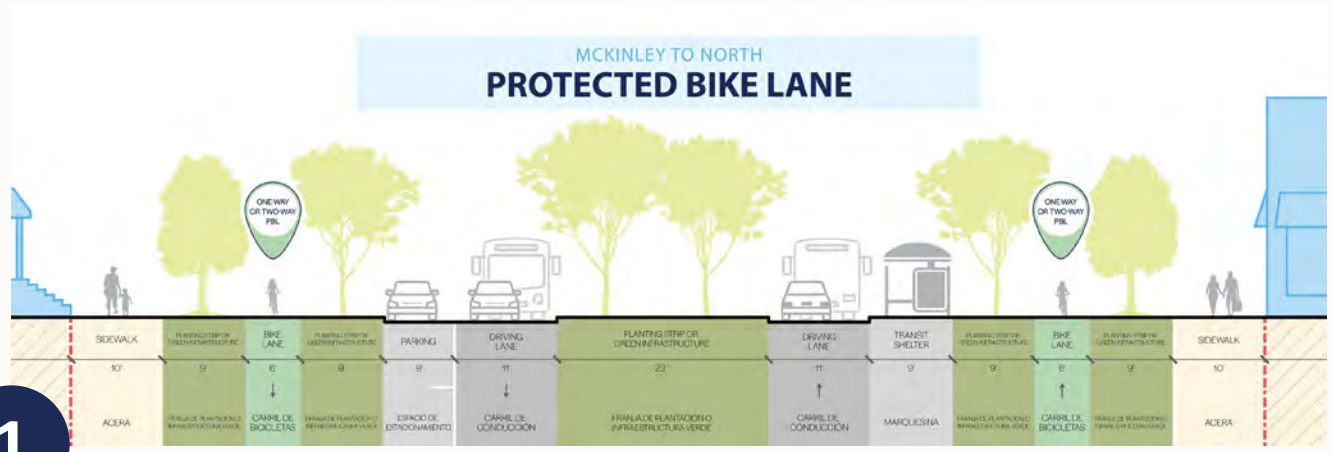
- Raised protected bike lanes
- In-lane bus boarding
- Space for transit shelter can also be parking
- Opportunities for green infrastructure and trees
- Vacated ROW could allow for additional space for existing property owners or potential new development
- Vacated ROW could be evenly distributed or on one side of the street

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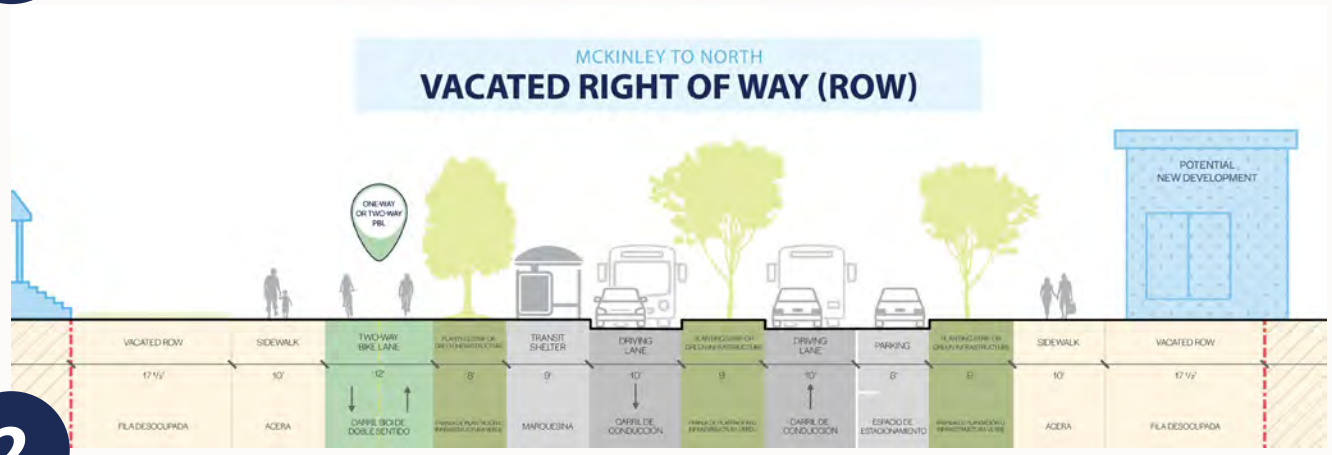
6TH STREET NEXT

QUESTIONS & ANSWERS: SEGMENT 4

1



2



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6TH STREET NEXT

THANK YOU!

- If your question is unanswered or if you have others later, please email 6thstreetproject@HNTB.com
- View public meeting boards and fill out the comment form on the project website: https://engage.milwaukee.gov/6th-street
- Submit comments by **November 21**