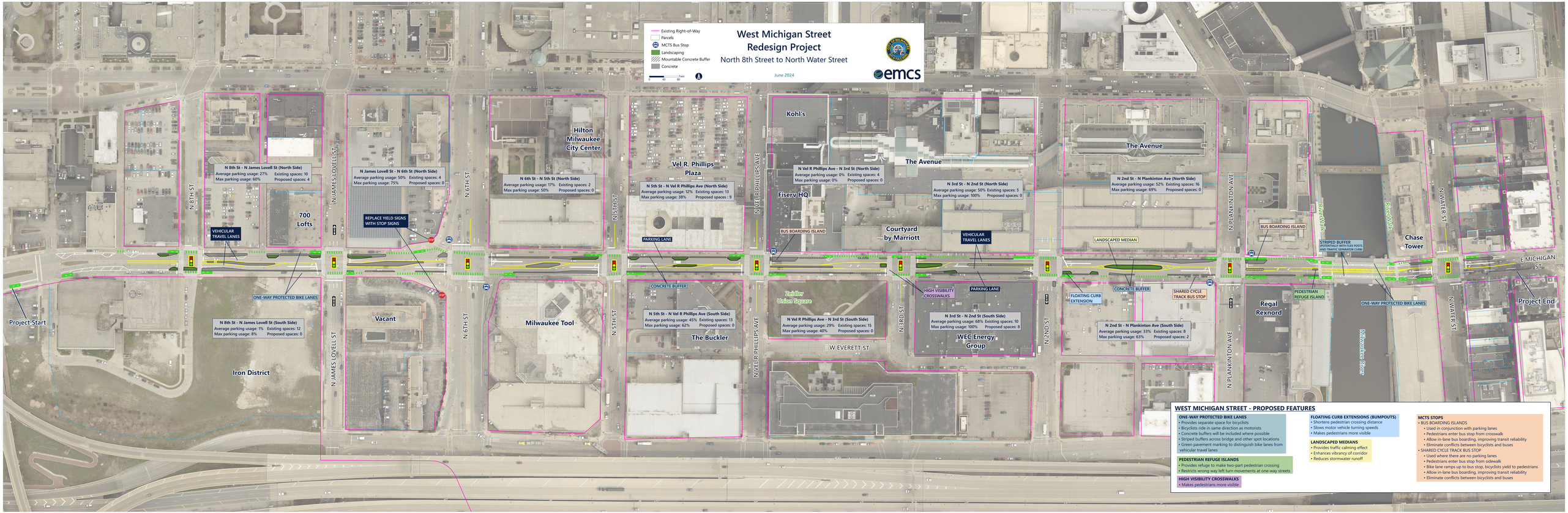

Existing Right-of-Way
Parcels
MCTS Bus Stop
Landscaping
Mountable Concrete Buffer
Concrete
Feet
0
80
West Michigan Street
Redesign Project
North 8th Street to North Water Street
June 2024
emcs
N 8th St - N James Lovell St (North Side)
Average parking usage: 27%
Max parking usage: 60%
Existing spaces: 10
Proposed spaces: 4
N James Lovell St - N 6th St (North Side)
Average parking usage: 50%
Max parking usage: 75%
Existing spaces: 4
Proposed spaces: 0
N 6th St - N 5th St (North Side)
Average parking usage: 17%
Max parking usage: 50%
Existing spaces: 2
Proposed spaces: 0
N 5th St - N Vel R Phillips Ave (North Side)
Average parking usage: 12%
Max parking usage: 38%
Existing spaces: 13
Proposed spaces: 9
N Vel R Phillips Ave - N 3rd St (North Side)
Average parking usage: 0%
Max parking usage: 0%
Existing spaces: 4
Proposed spaces: 0
N 3rd St - N 2nd St (North Side)
Average parking usage: 50%
Max parking usage: 100%
Existing spaces: 5
Proposed spaces: 0
N 2nd St - N Plankinton Ave (North Side)
Average parking usage: 52%
Max parking usage: 69%
Existing spaces: 16
Proposed spaces: 0
N 8th St - N James Lovell St (South Side)
Average parking usage: 9%
Max parking usage: 8%
Existing spaces: 12
Proposed spaces: 0
N 5th St - N Vel R Phillips Ave (South Side)
Average parking usage: 45%
Max parking usage: 62%
Existing spaces: 13
Proposed spaces: 0
N Vel R Phillips Ave - N 3rd St (South Side)
Average parking usage: 29%
Max parking usage: 40%
Existing spaces: 15
Proposed spaces: 0
N 3rd St - N 2nd St (South Side)
Average parking usage: 68%
Max parking usage: 100%
Existing spaces: 10
Proposed spaces: 8
N 2nd St - N Plankinton Ave (South Side)
Average parking usage: 33%
Max parking usage: 63%
Existing spaces: 8
Proposed spaces: 2
Project Start
Project End
VEHICULAR TRAVEL LANES
ONE-WAY PROTECTED BIKE LANES
REPLACE YIELD SIGNS WITH STOP SIGNS
PARKING LANE
CONCRETE BUFFER
BUS BOARDING ISLAND
HIGH VISIBILITY CROSSWALKS
LANDSCAPED MEDIAN
FLOATING CURB EXTENSION
SHARED CYCLE TRACK BUS STOP
PEDESTRIAN REFUGE ISLAND
STRIPED BUFFER (POTENTIALLY WITH FLEX POSTS AND TRAFFIC SEPARATOR CURB)
Hilton Milwaukee City Center
Vel R. Phillips Plaza
Kohl's
Fiserv HQ
Courtyard by Marriott
The Avenue
700 Lofts
Vacant
Milwaukee Tool
Iron District
The Buckler
Zeidler Union Square
WEC Energy Group
Regal Rexnord
Chase Tower
Milwaukee River
N 8TH ST
N JAMES LOVELL ST
N 6TH ST
N 5TH ST
N VEL R PHILLIPS AVE
N 3RD ST
N 2ND ST
N PLANKINTON AVE
N WATER ST
E MICHIGAN ST
W EVERETT ST
Riverwalk
Boardwalk
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
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