

WELCOME



N. WATER STREET PROJECT PUBLIC INVOLVEMENT MEETING

OPEN HOUSE

Please sign in, view materials, ask questions
and share your thoughts



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www.engage.milwaukee.gov/water-street-project

CITY OF MILWAUKEE



This project aims to develop a design that will transform the corridor into a vibrant, multimodal street that supports current and future transportation modes and land uses. The following plans, policies and priorities are helping to guide the City and its partners.

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

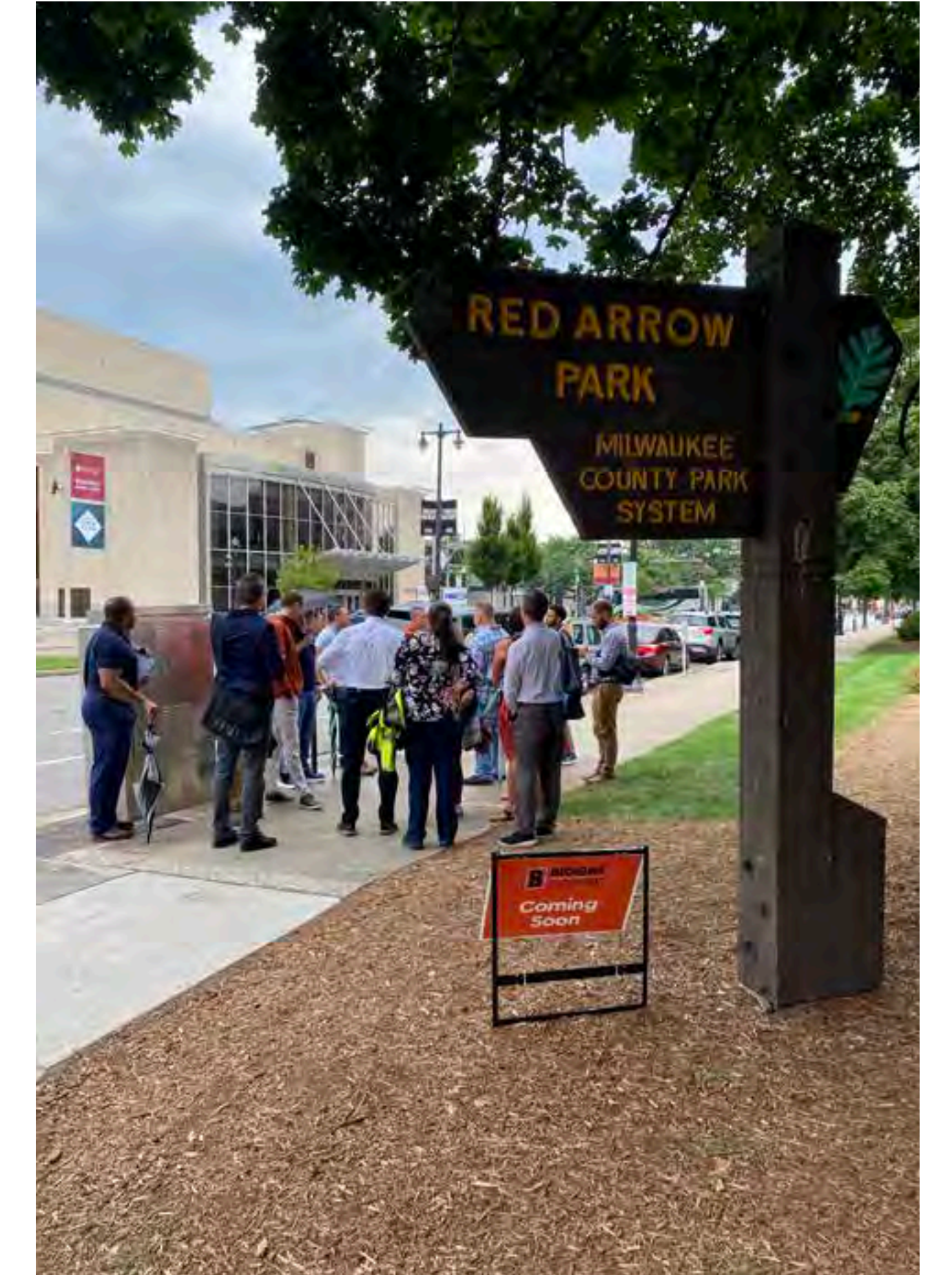
Water Street has been identified as a catalytic project that should prioritize transit and pedestrian use, with enhanced public spaces.

PROTECTED BIKEWAY NETWORK

Goal of 50 miles of protected bike lanes in development or under construction by 2026.

VISION ZERO

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



Corridor walk and agency workshop, July 2024

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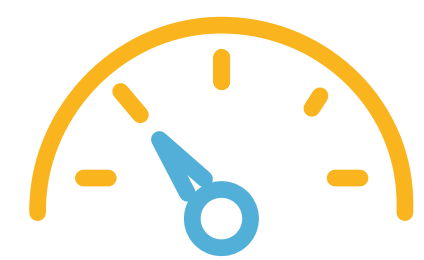
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PROJECT OVERVIEW

The City of Milwaukee Department of Public Works is leading a redesign for the full reconstruction of N. Water Street from E. Kilbourn Avenue to E. Pleasant Street.

PROJECT GOALS



Decrease motor vehicle **speeds**



Support existing and future **businesses**



Increase walkability



Design with **sustainability** in mind



Enhance transit operations and **rider experience**

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PROJECT CORRIDOR MAP

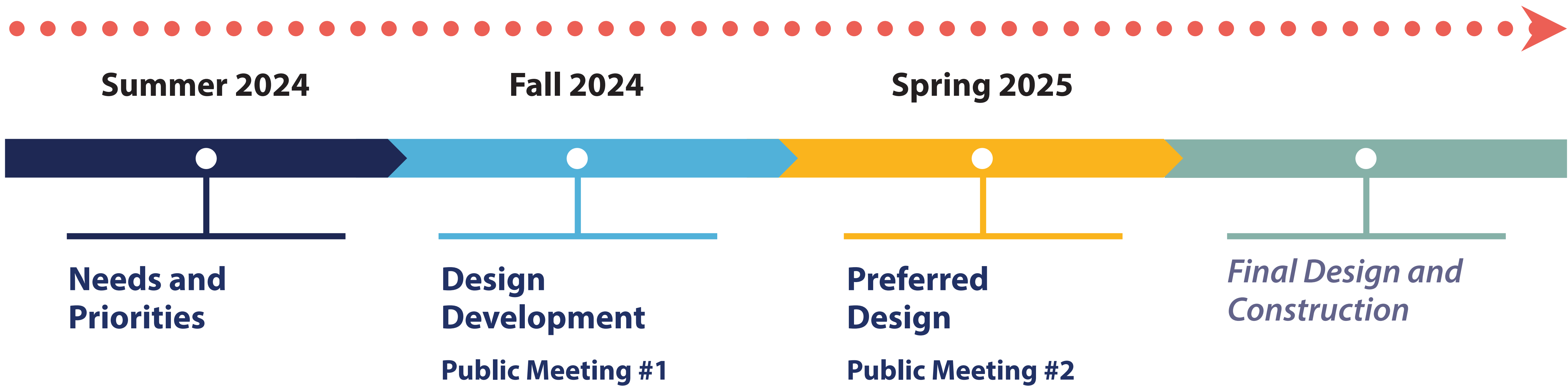
 Project Limits



PROJECT OVERVIEW

In July 2024, the project team held a collaborative agency workshop to develop project goals and identify needs and priorities for the corridor. Throughout the summer, the team collected and analyzed data, evaluated existing conditions and developed three design alternatives. A preferred design will be selected in Spring 2025. Stakeholder engagement and public feedback will take place throughout this process.

SCHEDULE



PROJECT ACTIVITIES



- Existing Conditions and Data Collection
- Public and Stakeholder Engagement
- Alternative Analysis
- Utility Coordination
- Preliminary Design
- Environmental Analysis



FUNDING

Preliminary design is 100% locally funded through Tax Incremental Financing (TIF). The City is working to identify funding for final design and construction.

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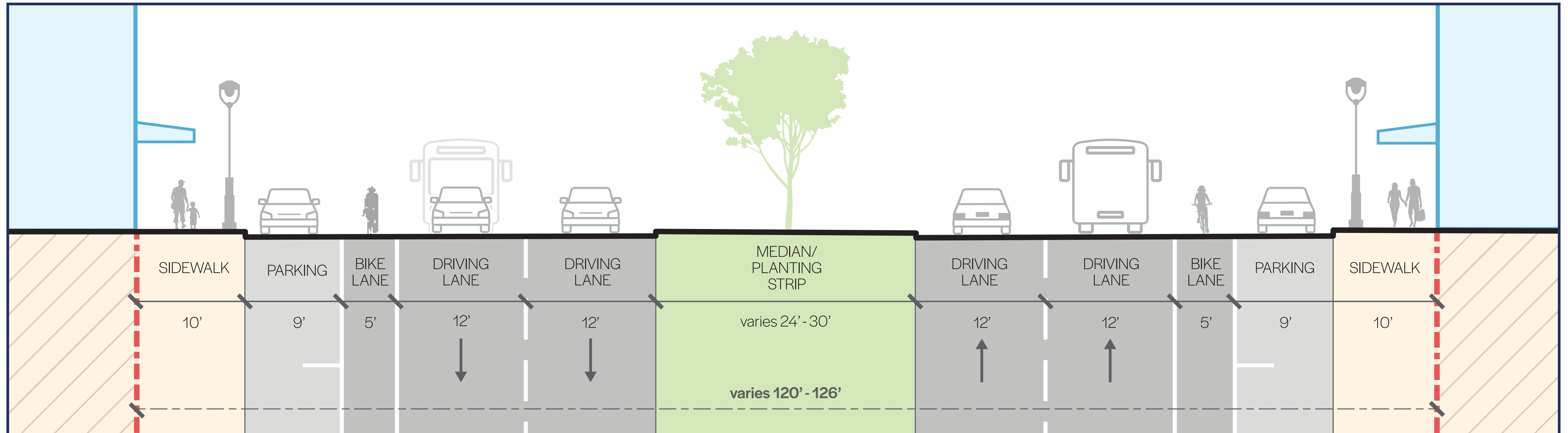
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EXISTING CONDITIONS

N. WATER STREET FROM E. KILBOURN AVENUE TO E. PLEASANT STREET



TYPICAL CROSS-SECTION

WIDTH VARIES BETWEEN 120 AND 126 FEET

- Two driving lanes in each direction
- 10-ft sidewalk width
- Striped bike lanes
- Major transit corridor with four bus routes averaging 5-minute headways between E. Kilbourn Avenue and E. Cherry Street
- On-street parking is available on both sides of the street throughout the corridor
- Land uses include a mix of offices, restaurants and residential properties, with the Marcus Center for the Performing Arts and Red Arrow Park on the southern end

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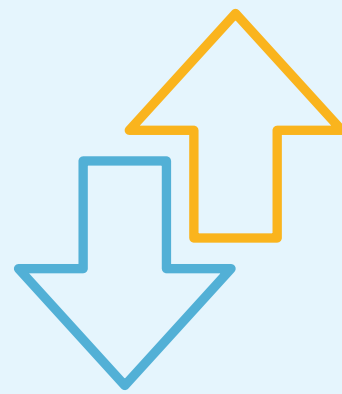
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TRAFFIC AND SAFETY

AVERAGE DAILY TRAFFIC (ADT): 17,817 VEHICLES

SOUTHBOUND
8,895 VEHICLES



NORTHBOUND
8,922 VEHICLES

- Two-lane streets (one lane in each direction) can typically handle 18,000 to 20,000 vehicles.
- Traffic volumes are higher in the southbound direction during the morning peak period and higher in the northbound direction during the evening peak period.
- The intersections along N. Water Street typically provide a stable traffic flow throughout the corridor (Level of Service C).



POSTED SPEED LIMIT: 30 MPH

Average Speed: 30.6 mph

Over 30 mph: 53.1%

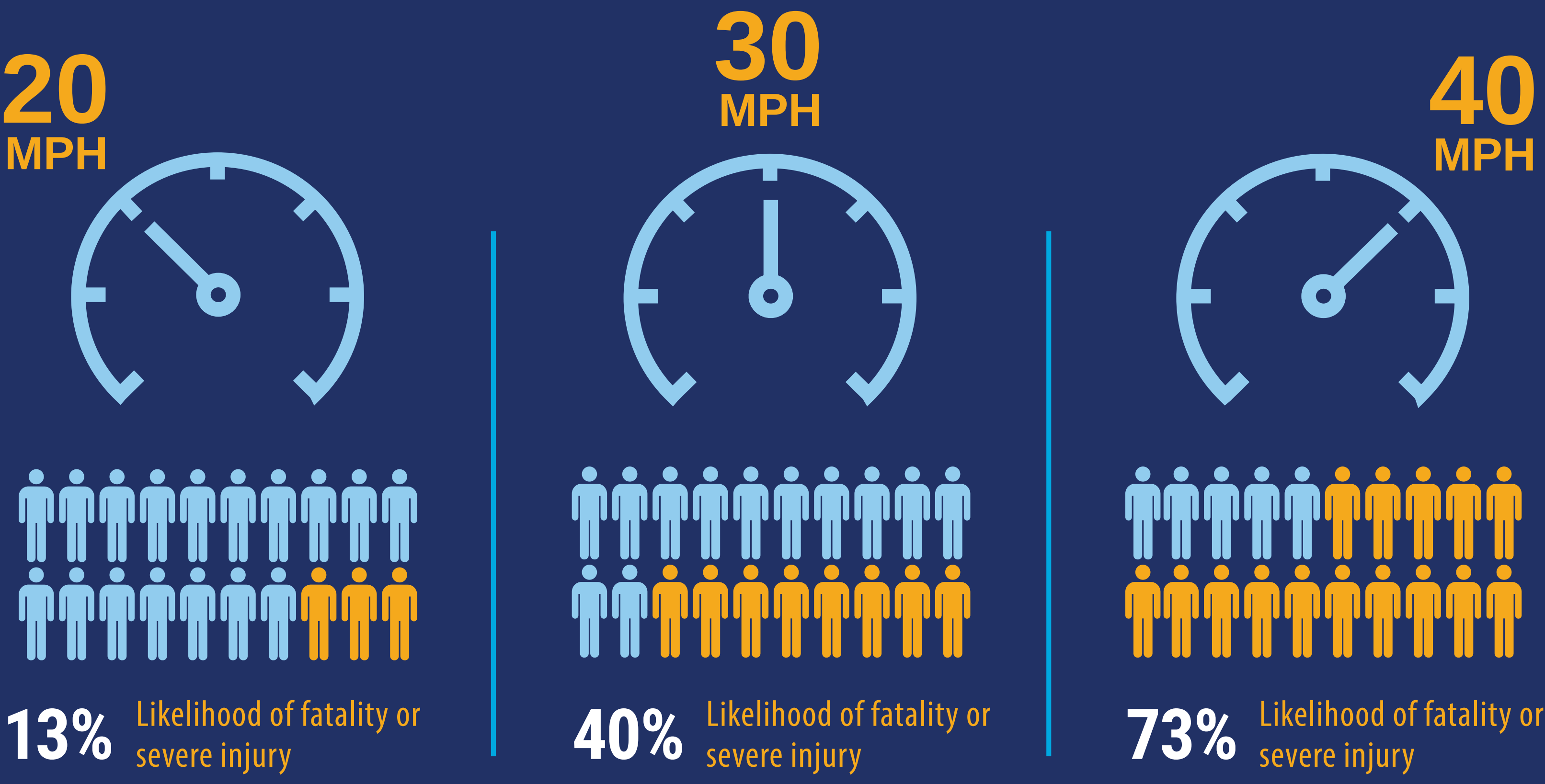
Over 40 mph: 21.1%

Note: Traffic data from 48-hour count, April 16-17, 2024

LIKELIHOOD OF PEDESTRIAN FATALITY OR SEVERE INJURY BY VEHICLE SPEED

The faster people drive, the higher the risk of serious injuries and fatalities from traffic crashes involving people walking or biking.

This project includes several design changes to slow down traffic on N. Water Street, which is key to reducing serious injuries and fatalities from traffic crashes, and achieving Vision Zero.



Source: Tefft, Brian C. Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention. 50. 2013

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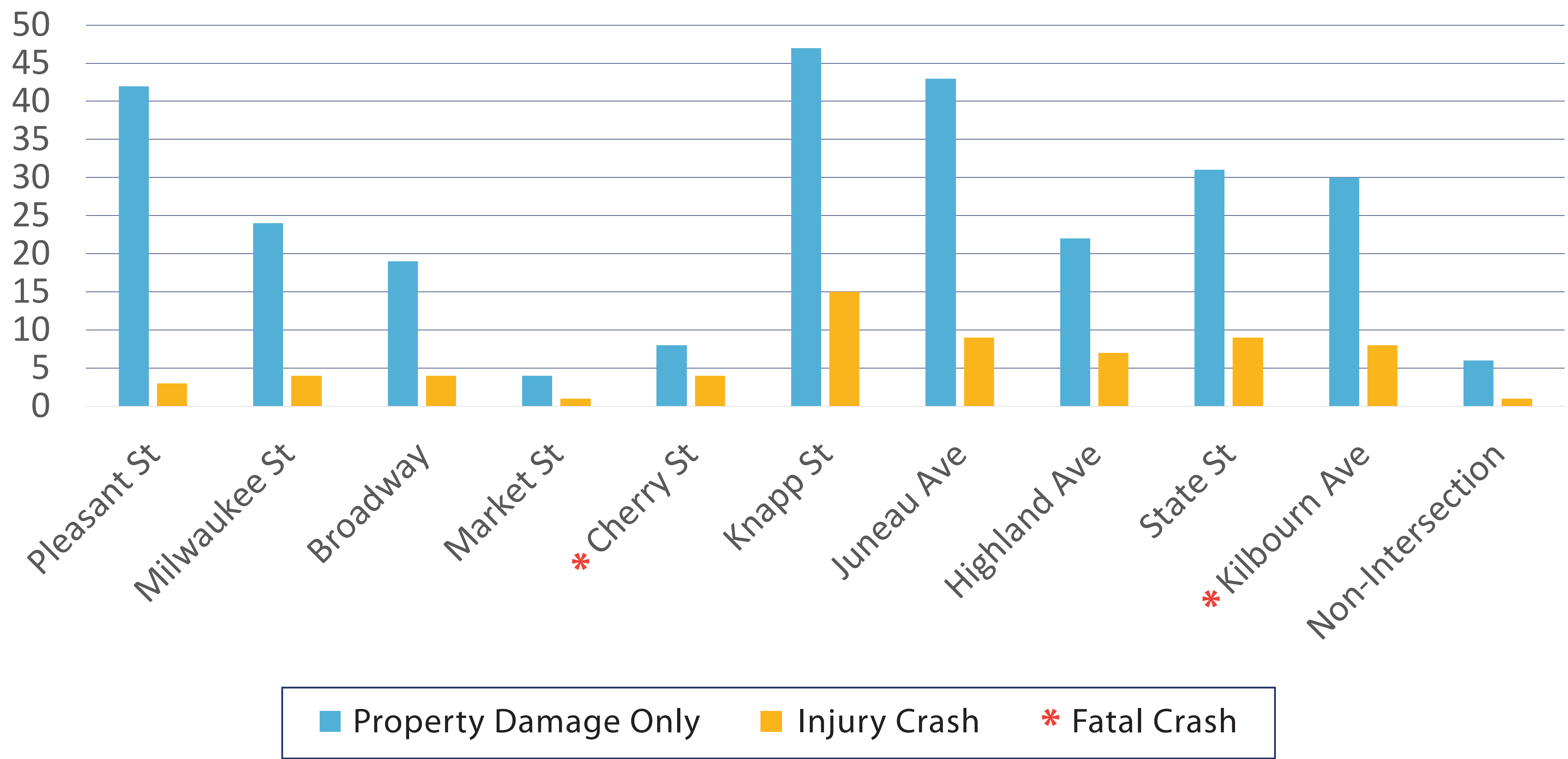
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CRASH HISTORY 2018-2023*

TOTAL CRASHES BY INTERSECTION



Corridor Length:

341 total crashes

2 fatalities

18 pedestrian and **3 bicyclist** crashes with **2/3 of crashes at night**

276 crashes caused property damage



Crash rates on Water Street are significantly higher than average compared to similar types of streets.



This corridor is **listed on the City of Milwaukee's bicyclist and pedestrian high injury networks (HIN)** due to the high number of past and predicted crashes.



Need for Design Changes:

Without redesigning these HIN streets, fatal and serious injury crashes would be expected to continue.

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**Note: Data excludes 2020*

MULTIMODAL NETWORK

LEGEND

BUS ROUTES

- GRE GreenLine
- 15 Route 15
- 18 Route 18
- 33 Route 33
- 57 Route 57 (current)

- 57 Route 57 (temporary closure)

The 57 bus is re-routed to E Knapp St/W McKinley Ave while the Cherry St bridge is under construction.

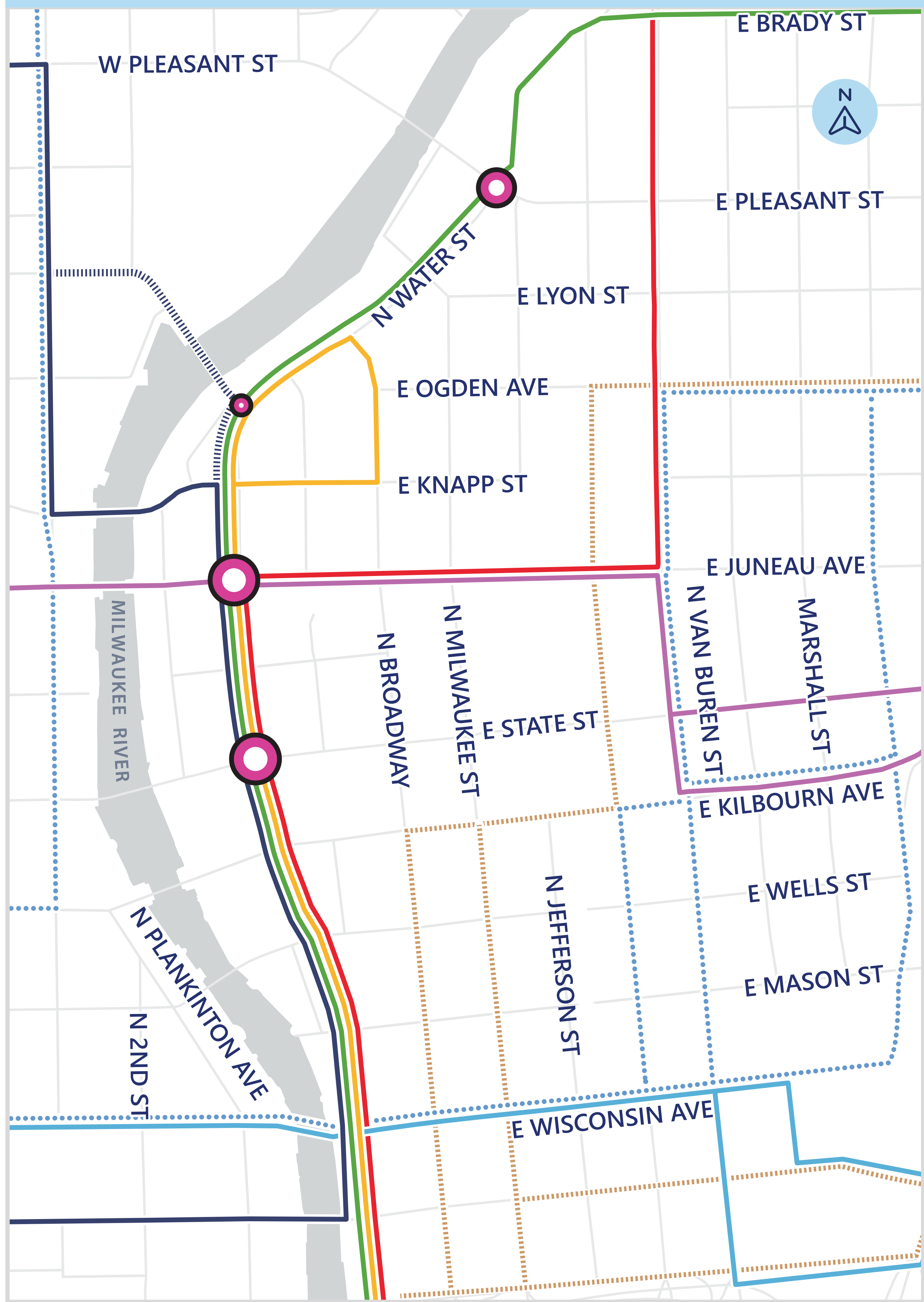
- Other bus routes

OTHER TRANSIT OPTIONS

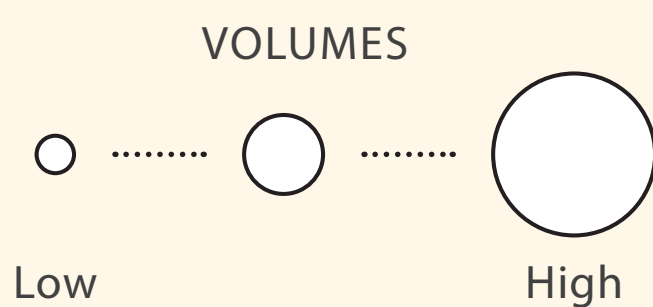
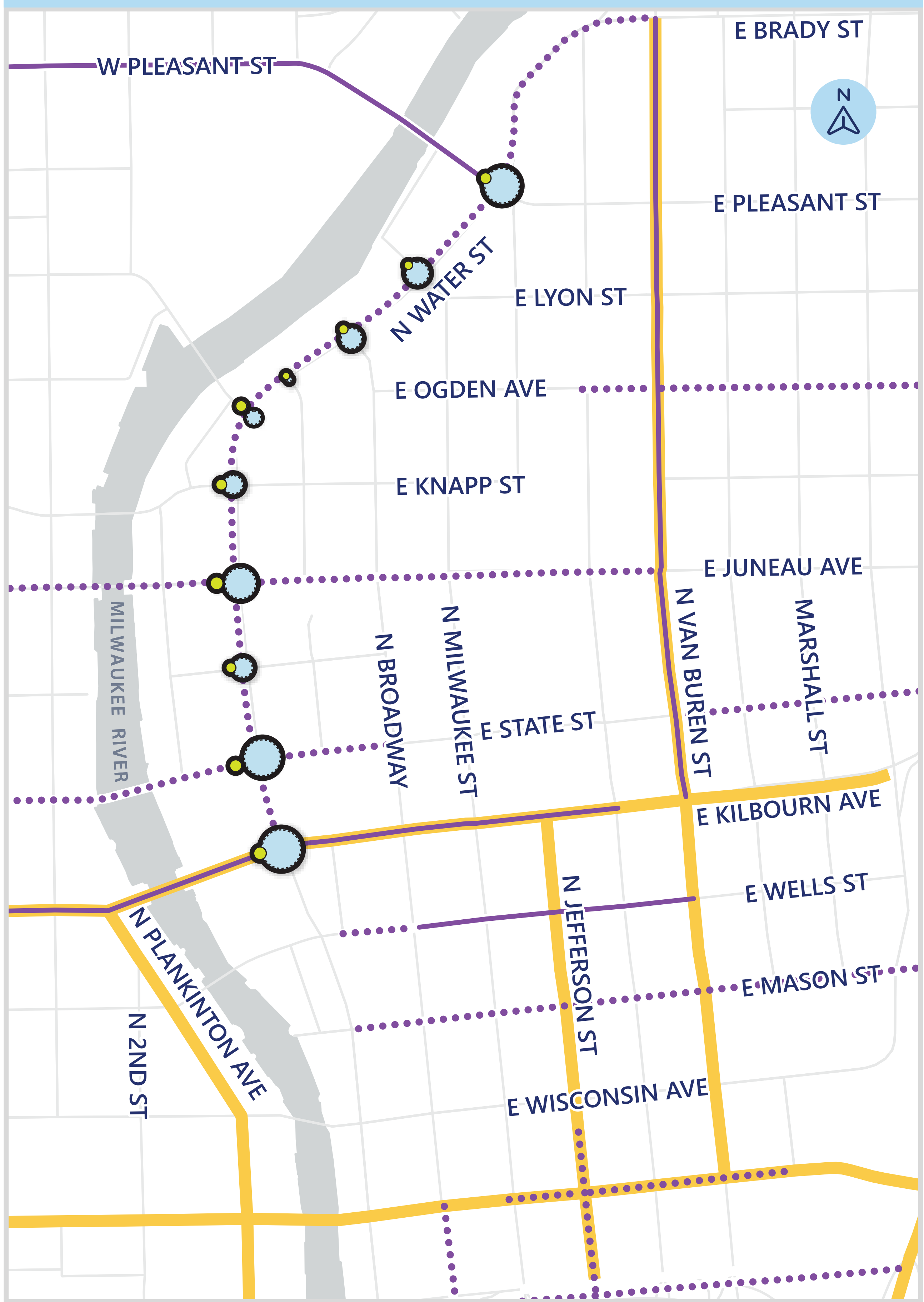
- CONNECT 1
- Hop Streetcar

Boardings and alightings by stop, September-October 2024 (MCTS)

TRANSIT NETWORK AND USAGE



PEDESTRIAN AND BIKE NETWORK USAGE



MODAL VOLUME COMPARISON

The size of the circle represents the number of pedestrians, bicyclists and bus riders at each intersection. A small circle is a lower volume in comparison to a large circle.

- Bus Ridership
- Bike
- Pedestrian

LEGEND

BICYCLE FACILITIES

- Bike lanes
- Protected bike lanes
- Priority bike network

Pedestrian and bicyclist crossings: Peak hour data collected April 16, 2024

WE WANT TO HEAR FROM YOU!

WHAT'S YOUR EXPERIENCE WHEN YOU ARE...

Walking

Sticky notes here

Biking

Sticky notes here

Riding a bus

Sticky notes here

Driving

Sticky notes here

Visiting a business

Sticky notes here

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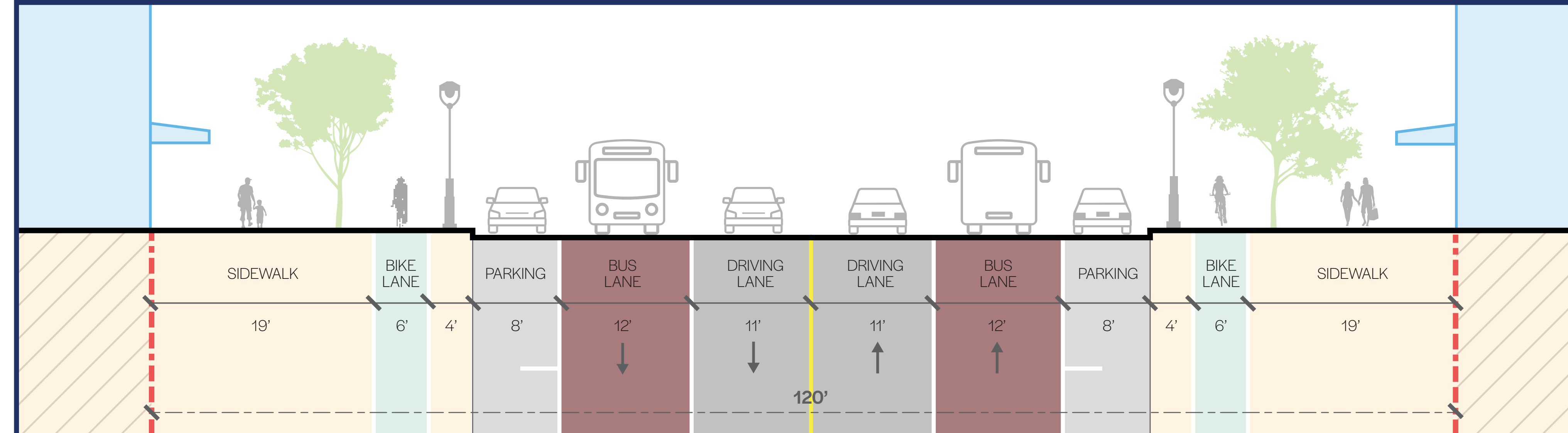
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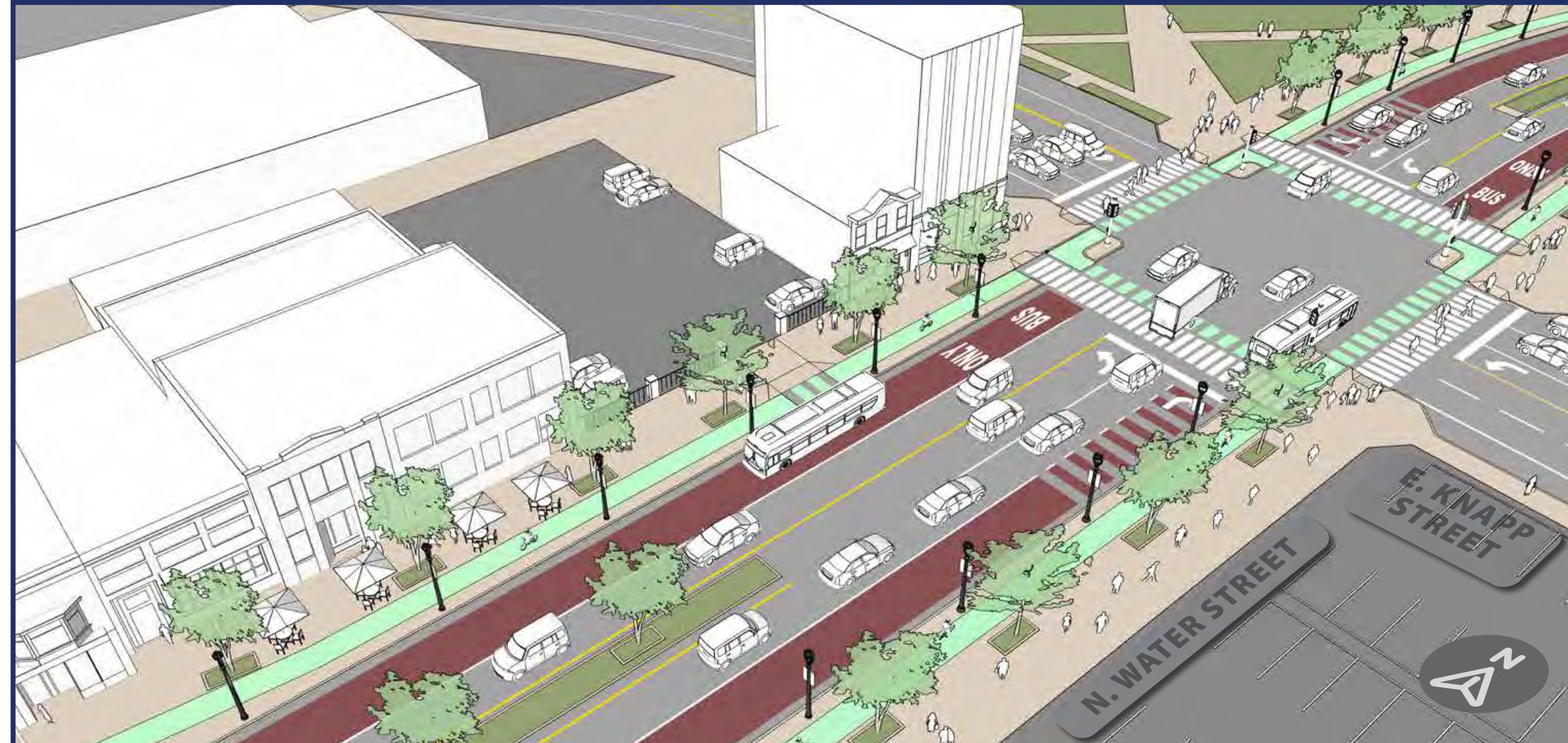
DESIGN ALTERNATIVE #1

RIGHT-SIDE BUS-ONLY LANES

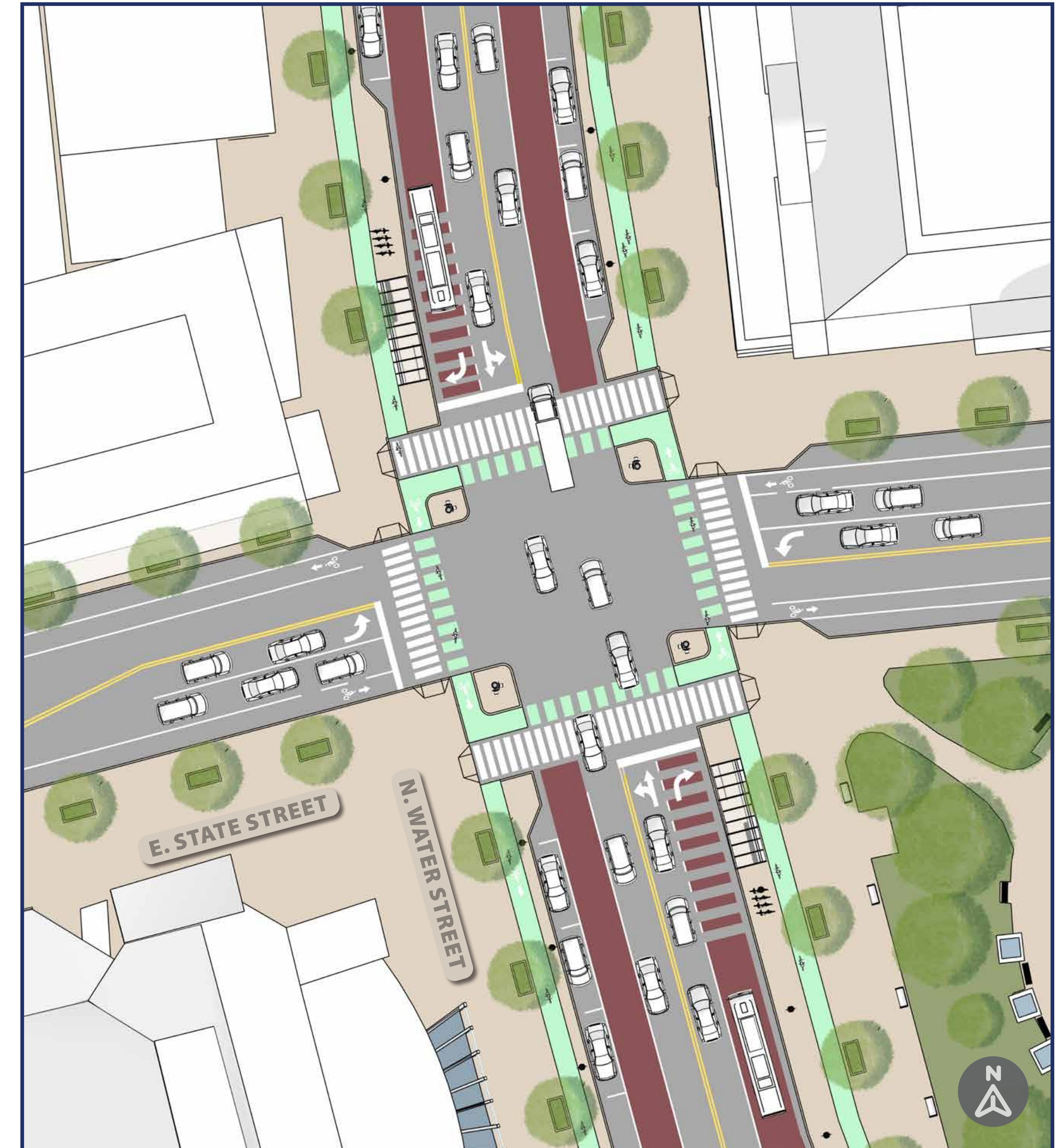
TYPICAL CROSS-SECTION OF N. WATER STREET



N. WATER STREET AND E. KNAPP STREET



N. WATER STREET AND E. STATE STREET



KEY ELEMENTS

- Raised protected bike lanes
- Dedicated bus-only lanes; adjacent to travel lanes

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WE WANT TO HEAR FROM YOU!

DESIGN ALTERNATIVE **#1**
RIGHT-SIDE BUS-ONLY LANES

SHARE YOUR THOUGHTS ON **DESIGN ALTERNATIVE #1: RIGHT-SIDE BUS-ONLY LANES**

What do you like about this alternative?

What don't you like about this alternative?

Sticky notes here

Sticky notes here

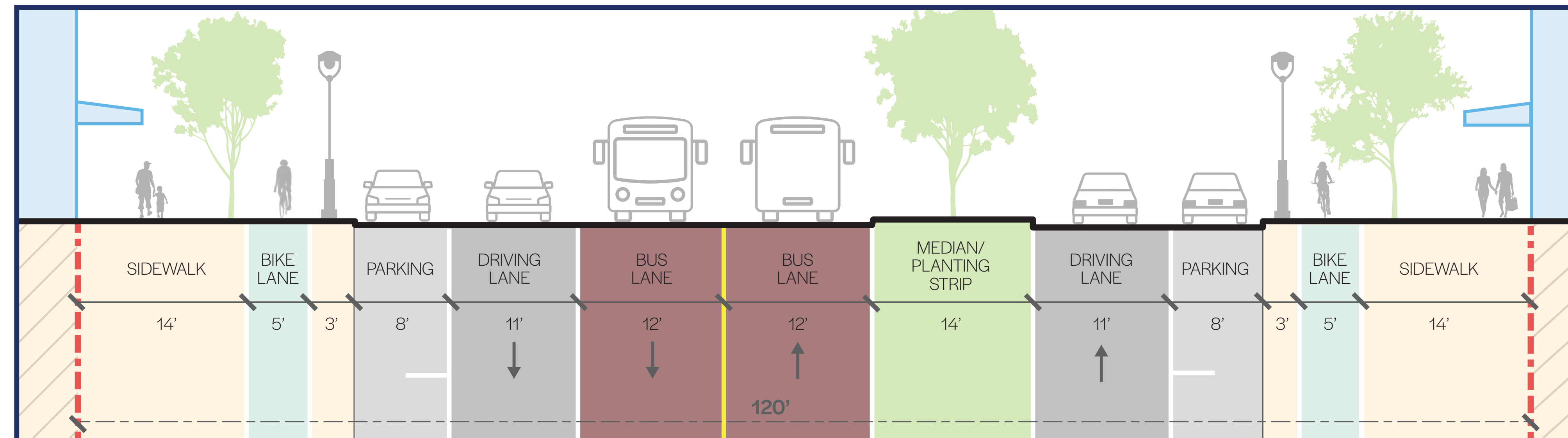
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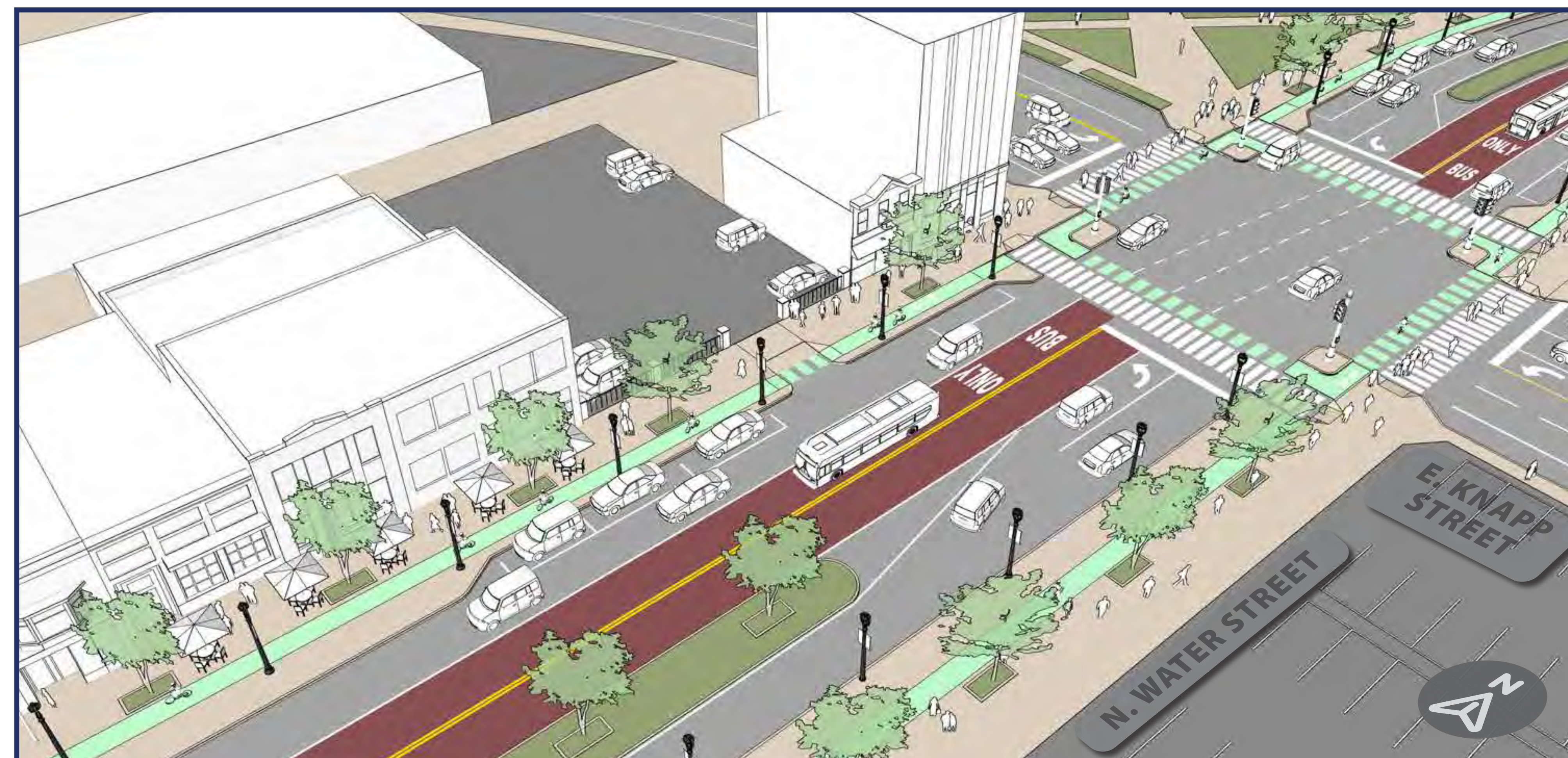
DESIGN ALTERNATIVE #2

CENTER-RUNNING BUS CORRIDOR

TYPICAL CROSS-SECTION OF N. WATER STREET



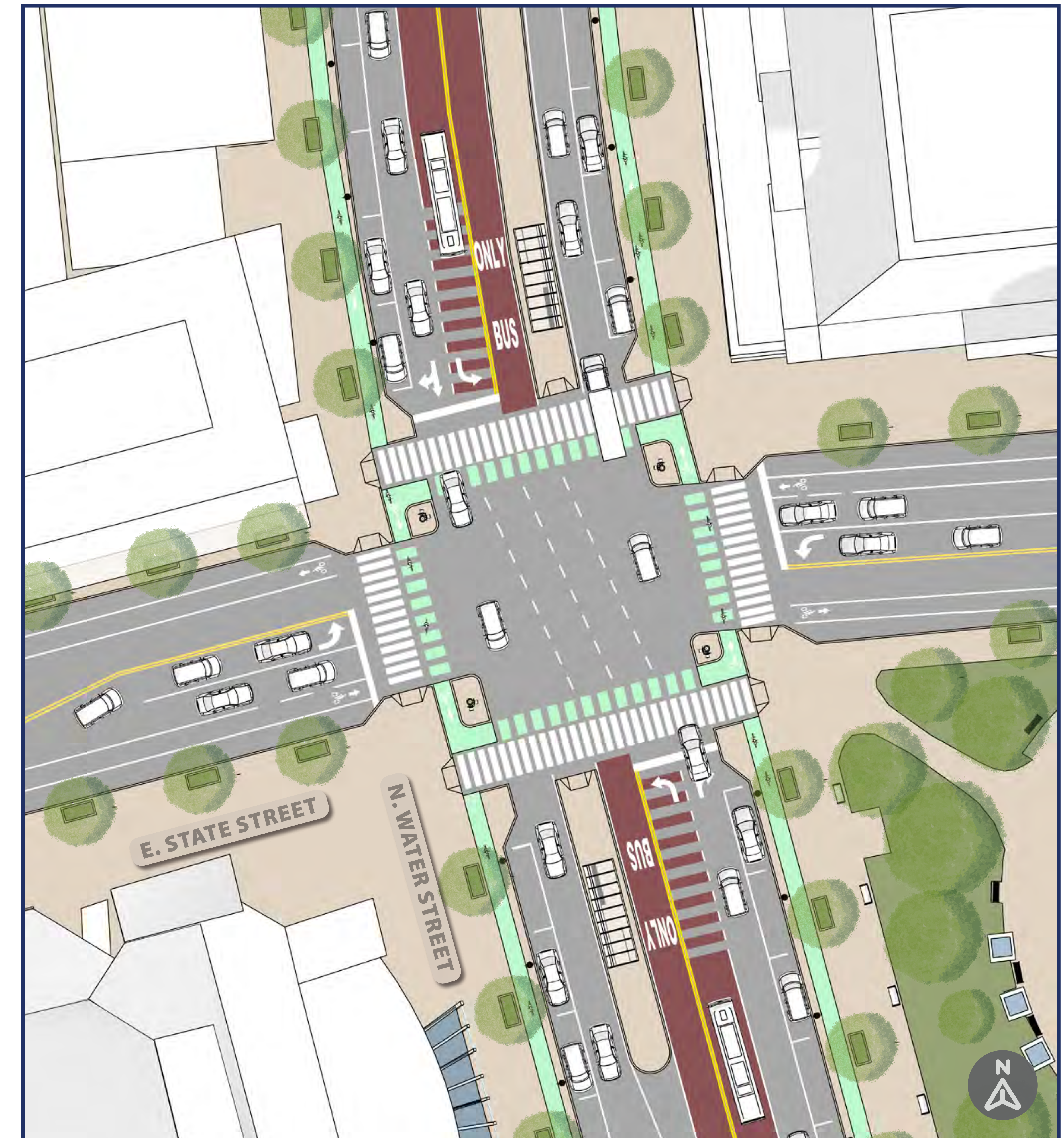
N. WATER STREET AND E. KNAPP STREET



KEY ELEMENTS

- Raised protected bike lanes
- Dedicated bus-only lanes; partially separated from travel lanes with median
- Median provided for pedestrian refuge where feasible
- Street is physically and visually narrowed

N. WATER STREET AND E. STATE STREET



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WE WANT TO HEAR FROM YOU!

DESIGN ALTERNATIVE **#2**
CENTER-RUNNING BUS CORRIDOR

SHARE YOUR THOUGHTS ON **DESIGN ALTERNATIVE #2: CENTER-RUNNING BUS CORRIDOR**

What do you like about this alternative?

What don't you like about this alternative?

Sticky notes here

Sticky notes here

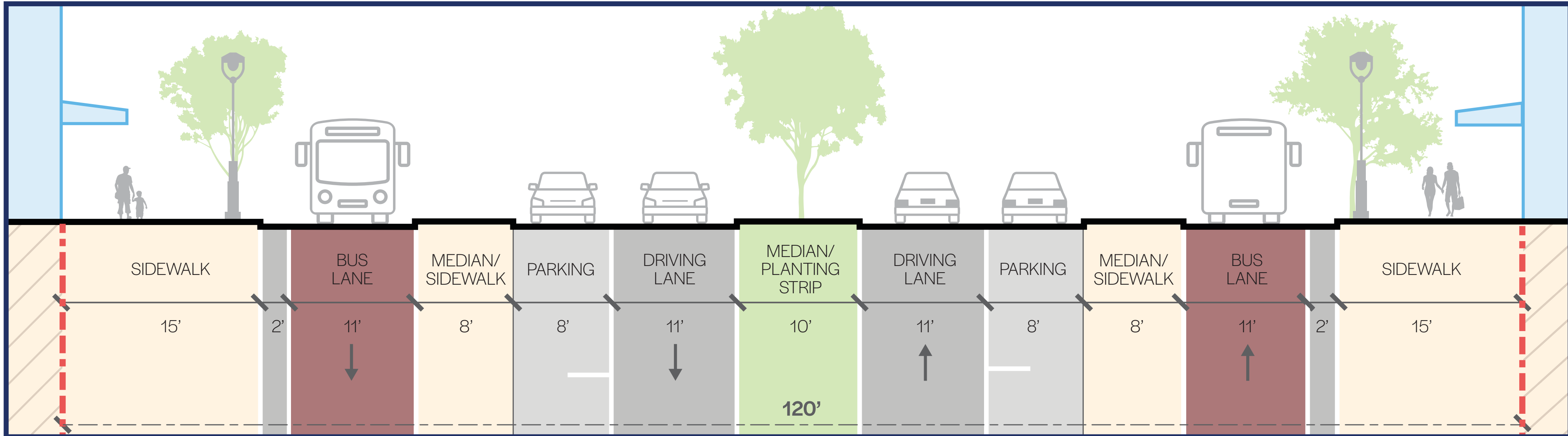
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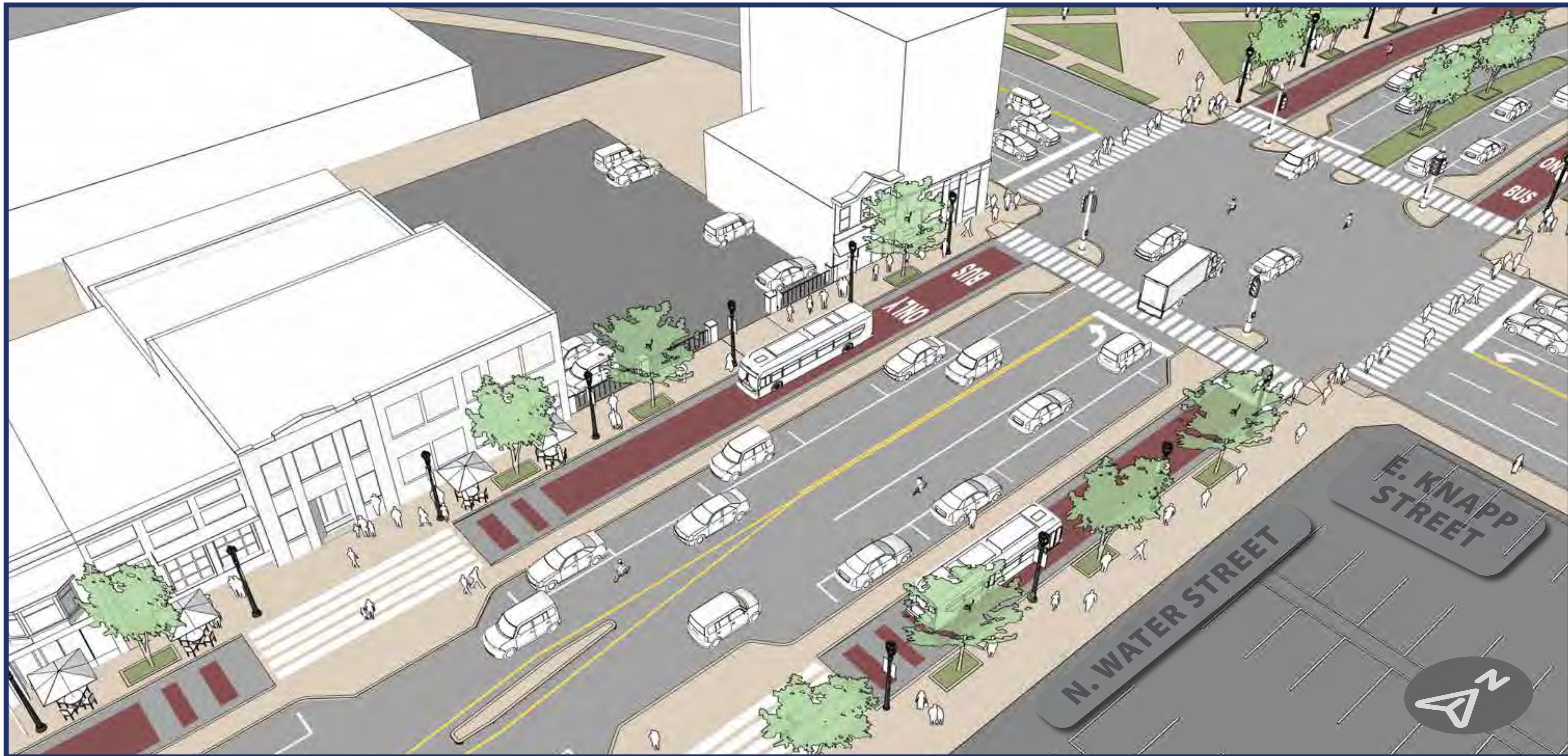
DESIGN ALTERNATIVE **#3**

SEPARATED BUS CORRIDOR

TYPICAL CROSS-SECTION OF N. WATER STREET



N. WATER STREET AND E. KNAPP STREET



N. WATER STREET AND E. STATE STREET



KEY ELEMENTS

- Dedicated bus-only lanes; separated from travel lanes
- Median provided for pedestrian refuge where feasible
- Street is physically and visually narrowed

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WE WANT TO HEAR FROM YOU!

SHARE YOUR THOUGHTS ON DESIGN ALTERNATIVE #3: SEPARATED BUS CORRIDOR

What do you like about this alternative?

What don't you like about this alternative?

Sticky notes here

Sticky notes here



DESIGN ALTERNATIVES SUMMARY

All design alternatives offer one driving lane and a parking/loading zone lane in each direction, wider sidewalks, opportunities for streetscaping and green infrastructure and pedestrian crossing improvements. The project team will further coordinate with MCTS on transit operations, and will consider transit priority signals, bus stops and shelters, project limit transitions for the dedicated bus-only lanes and curb lane utilization under the three alternatives.

DESIGN ALTERNATIVE #1 RIGHT-SIDE BUS-ONLY LANES



- Raised protected bike lanes
- Dedicated bus-only lanes; adjacent to travel lanes

DESIGN ALTERNATIVE #2 CENTER-RUNNING BUS CORRIDOR



- Raised protected bike lanes
- Dedicated bus-only lanes; partially separated from travel lanes with median
- Median provided for pedestrian refuge where feasible
- Street is physically and visually narrowed

DESIGN ALTERNATIVE #3 SEPARATED BUS CORRIDOR



- Dedicated bus-only lanes; separated from travel lanes
- Median provided for pedestrian refuge where feasible
- Street is physically and visually narrowed

NEXT STEPS

Traffic analysis

Alternative
refinement

Identify
preferred
alternative

Preliminary
corridor design

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