



Welcome!

Thank you for joining us for the
**Center-Teutonia Multimodal
Improvements Project**

Public Open House
June 4, 2026



PROJECT OVERVIEW



Project Overview

The City of Milwaukee is working on a multimodal improvements project to reimagine Center Street from Humboldt Boulevard to Teutonia Avenue, and Teutonia Avenue from Center Street to Locust Street.

This project is an opportunity to improve safety and mobility for everyone who uses the street, including people walking, biking, taking the bus, and driving.

Project Goals



SAFETY

- Design the street to reduce the risk of severe crashes.



COMFORT FOR PEOPLE WALKING

- Improve street crossings and access to key community resources, such as schools, churches, and local businesses.



COMFORT FOR PEOPLE BIKING

- Connect Amani, Lindsay Heights, Harambee, and Riverwest neighborhoods to a broader network of bike routes for all ages and abilities.



TRANSIT EXPERIENCE

- Improve access to bus stops and efficiency of bus boarding along the corridor.



Project Timeline

Review Existing Conditions and Develop Initial Design Concepts

Refine and Finalize Corridor Design Concept

Create Construction Documents

Preparation and Construction

2025

2026

2026 - 2027

2027

AUG SEPT OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEPT FALL WINTER SPRING SUMMER FALL

Pop-Up Meeting #1

Pop-Up Meeting #2

Anticipated Construction

Community Advisory Committee Meeting #1

Community Advisory Committee Meeting #2

Public Meeting #1

Public Meeting #2

WE ARE HERE

WHAT WE'VE HEARD

Open House #1

November 28, 2025

Many attendees supported protected bike lanes along Center Street and Teutonia Avenue and viewed them as key to improving bicyclist safety and connecting neighborhoods.

Intersection Concerns:

- Center St & Teutonia Ave
- Center St & 7th St
- Center St & 8th St
- Center St & Holton St
- Locations adjacent to nearby schools

Common Requests:

- Raised crosswalks
- Pedestrian improvements
- Four-way stops at school zones



MLK Library

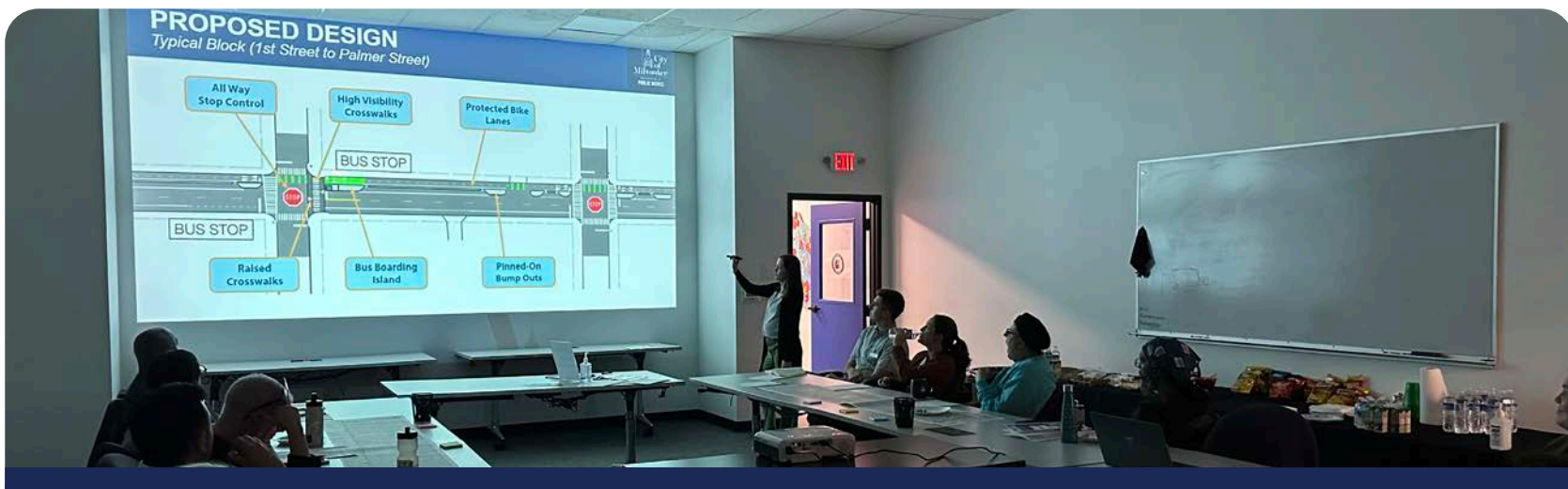
Community Advisory Committee (CAC)

Meeting #1: October 16, 2025
Meeting #2: April 16, 2026

- General support for safety improvements along the corridor
- Strong concern about speeding and reckless driving
- Desire for pedestrian-oriented traffic calming improvements (speed tables, high visibility crosswalks, bump-outs), especially near schools
- Interest in community education about the benefits of Complete Streets and bike lane safety
- Support for raised crosswalks near Riverwest Elementary School
- Support for improved pedestrian access, bus stop relocation near North Division High School, and installation of bump-outs
- Desire for a design that supports school operations, especially at St Marcus Elementary



Meeting #1 - Rise & Grind Cafe



Meeting #2 - Riverworks Offices

Street User Feedback



PEOPLE WALKING

- Support for pinned-on bump outs and high visibility crosswalks
- Interest in raised crosswalks, especially near schools
- Concerns about motorists failing to comply with signals
- Desire for improved signal timing (Leading Pedestrian Intervals noted, though outside project scope)



PEOPLE BIKING

- Support for adding bike facilities to improve safety and comfort
- Strong interest in continuous protection, particularly across the bridge and near I-43
- Recognition that bike lane configuration (one-way vs. two-way) requires further evaluation
- Concerns raised about snow removal, driver encroachment, and parking impacts



PEOPLE DRIVING

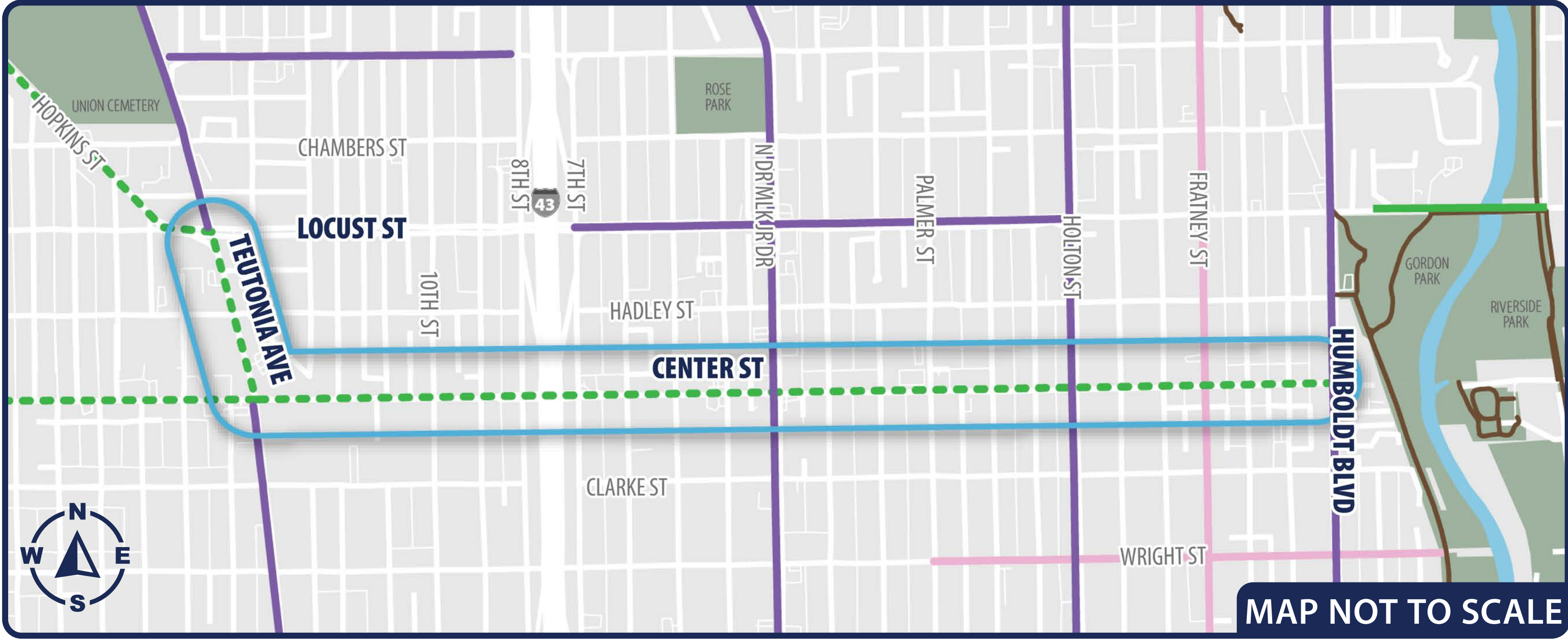
- Concerns about potential parking loss near key destinations.
- School drop-off and pick-up challenges at St. Marcus School
- Interest in reviewing parking utilization data before final decisions

TRANSPORTATION DATA



CENTER • TEUTONIA
MULTIMODAL IMPROVEMENTS PROJECT

Bike Routes



LEGEND

Project Corridor

Parks / Open Space

MCTS Bus Route

Bike Lane Type

Existing

Future

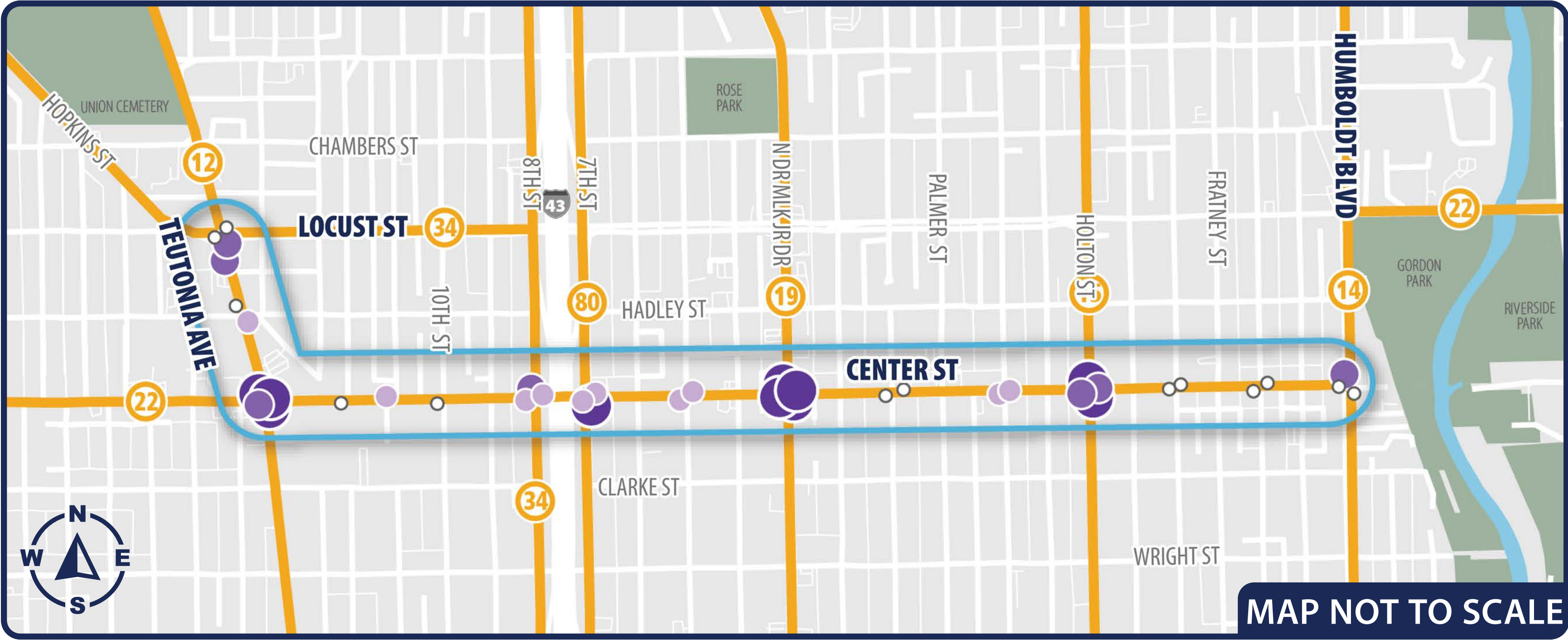
Protected Bike Lane

Striped Bike Lane

Trail

Bike Boulevard

Bus Stops and Ridership



LEGEND

Project Corridor

Parks / Open Space

MCTS Bus Route

Average Daily Ridership

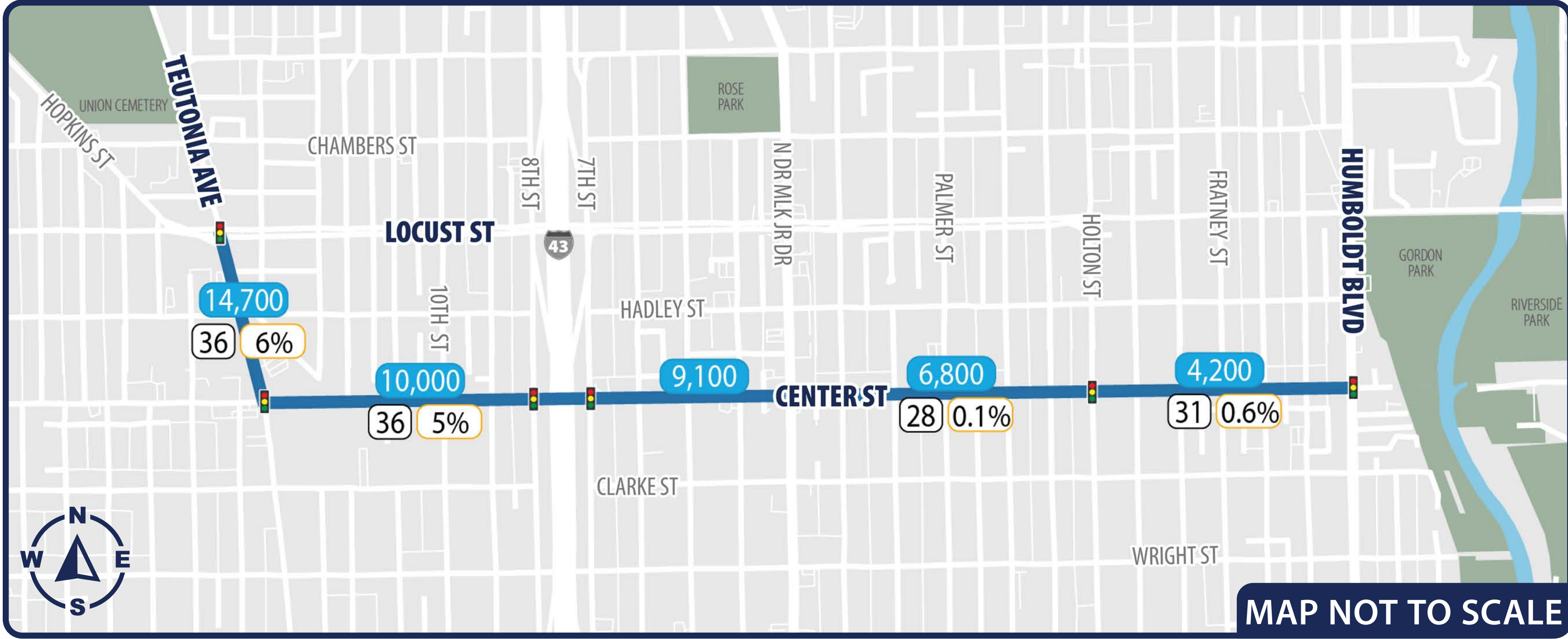
<21

22 to 33

34 to 71

>72

Average Daily Traffic and Vehicle Speed (July 2025)



LEGEND

Parks / Open Space

XX,XXX

Average Daily Traffic (ADT)

XX

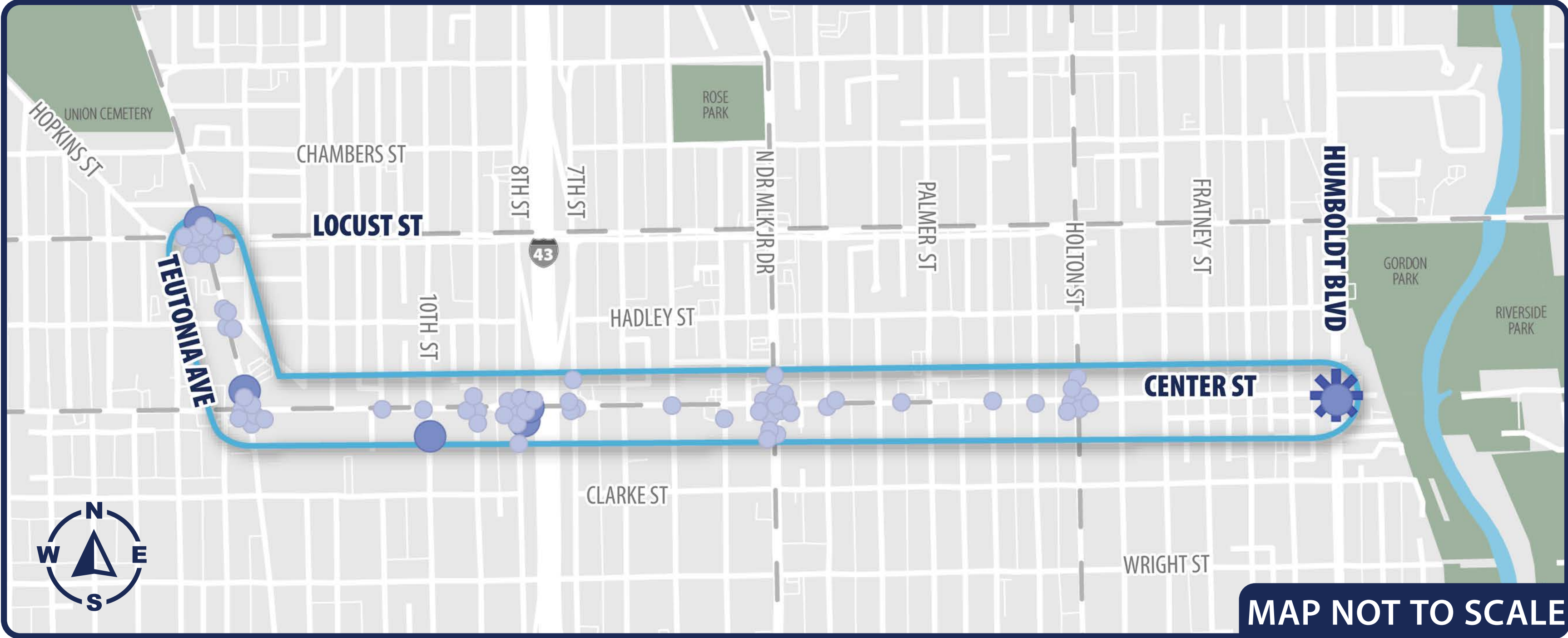
85th Percentile Speed (MPH)*
Speed that 85% of vehicles are driving at or below*

XX%

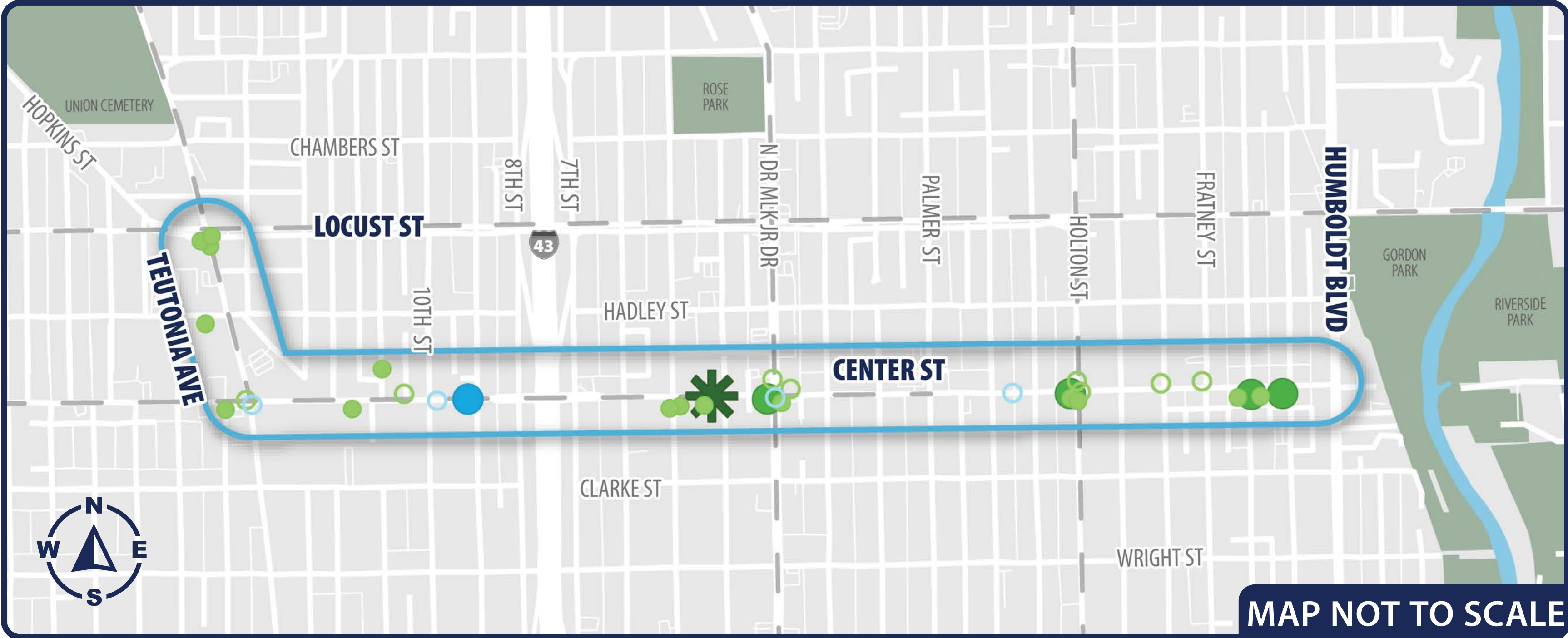
Percent of Vehicles Traveling Over 40MPH

CRASH DATA

Auto Only Crashes (January 2020 - June 2025)



Pedestrian and Bicycle Crashes (January 2020 - June 2025)



Similar Projects Resulted in Crash and Speed Reductions

Speed Table Example

W. Pierce St.
S. Layton Blvd. to S. 16th St.

Crashes

↓

42%

decrease of all crashes

0

fatal or serious injury crashes

Speeding

↓

16%

decrease of drivers speeding

50%

decrease of drivers going over 10 mph the speeding limit

Protected Bike Lane Example

W. Walnut St.
N. 20th St. to N. 12th St.

Crashes

↓

17%

decrease of all crashes

0

fatal or serious injury crashes



Protected Bike Lane Example

E. North Ave.
N. Humboldt Blvd. to N. Prospect Ave.

Speeding

↓

67%

decrease of drivers speeding

50%

decrease of drivers going over 10 mph the speeding limit



TOOLBOX OF TREATMENTS

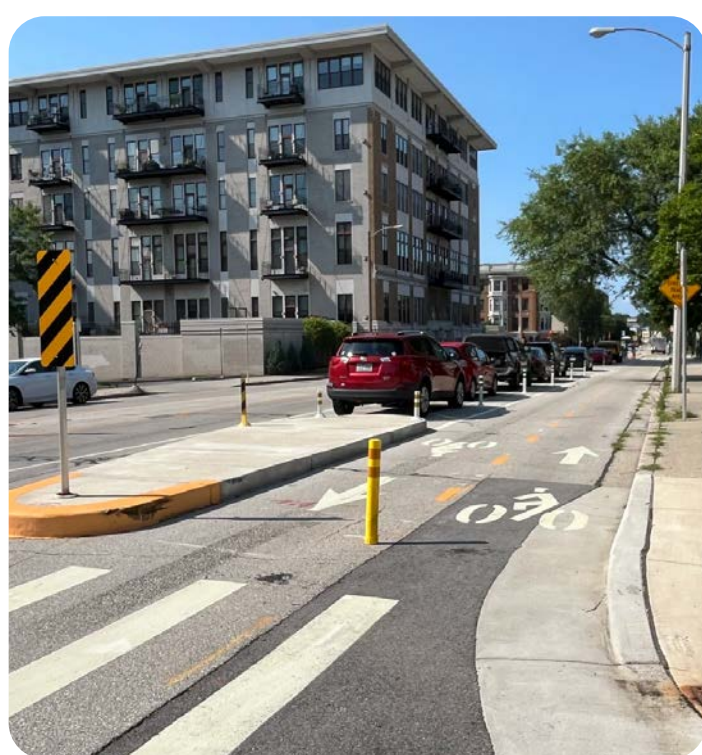
This project includes several treatments from our toolbox of treatments. These treatments are physical features that are designed to promote safety and accessibility for all roadway users, including people walking, driving, biking, and riding the bus.



Visit the aerial table map of the proposed design to see the full design!

Protected Bike Lanes

Protected bike lanes are separated from general-purpose travel lanes with both a buffer and a vertical element.

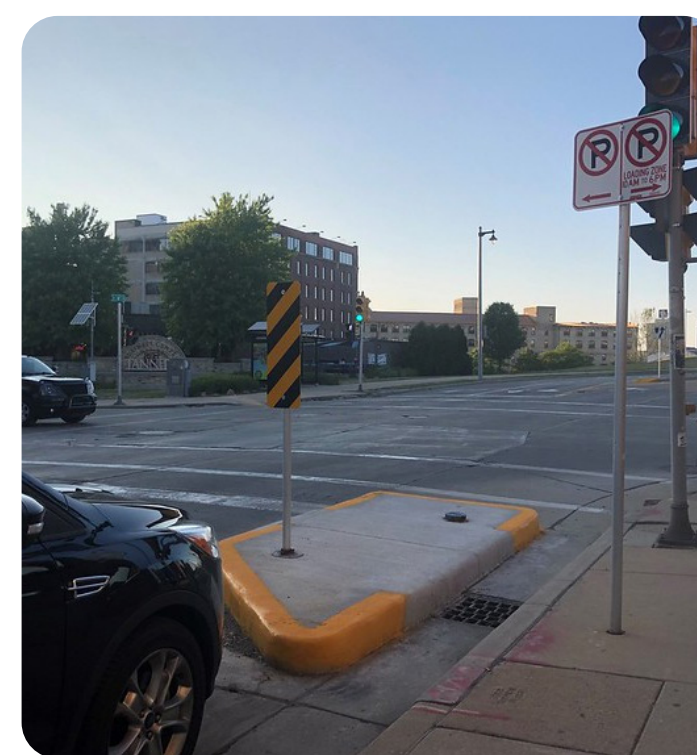


Protected bike lanes can:

- Provide a comfortable bike facility for people of all ages and abilities

Bump Outs

Bump outs are concrete elements that extends the curb into the parking lane. They can be “pinned-on” or “attached” to the curb.



Bump outs can:

- Encourage slower turning
- Shorten crossing distances and increase pedestrian visibility
- Prevent dangerous passing on the right

Bus Boarding Islands

Bus boarding islands are detached concrete islands at bus stops.



Bus boarding islands can:

- Improve bicyclist and pedestrian safety
- Improve bus operations

Raised Crosswalks

A raised crosswalk is where the intersection crosswalk surface is elevated from the adjacent roadway and is at sidewalk level.



Raised crosswalks can:

- Reinforce slow speeds
- Encourage motorists to yield to pedestrians at the crosswalk

All Way Stop Control

All way stop control requires drivers to stop on all approaches and can help manage speeds and reduce certain crash types.



All way stop control can:

- Reduce crash risk and improve safety, especially on wide or busy streets

High Visibility Crosswalks

High visibility crosswalk markings are wide and bright crosswalk markings.

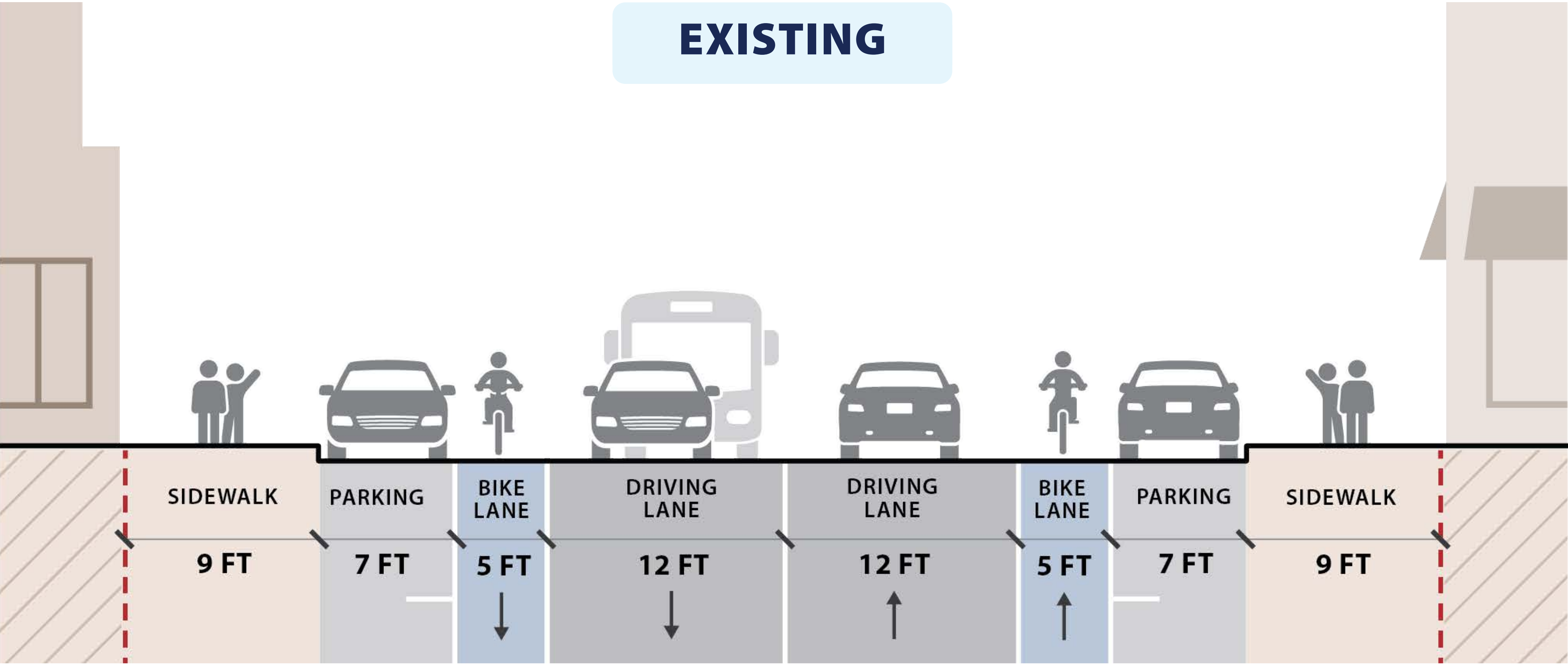


High visibility crosswalks can:

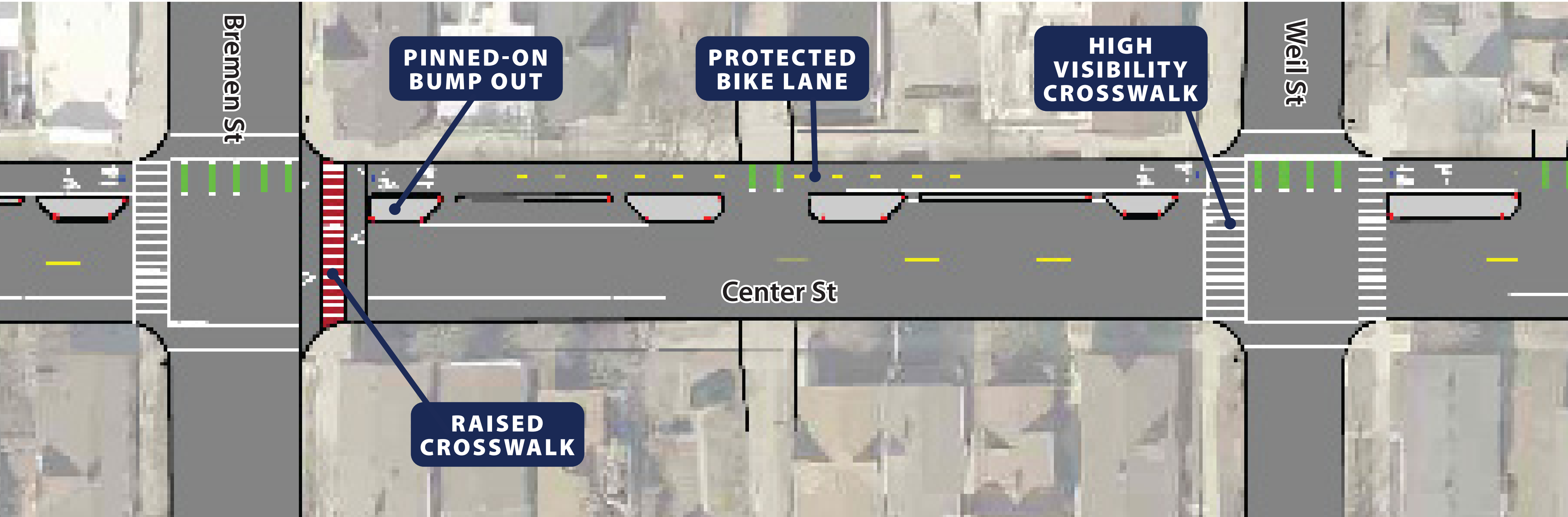
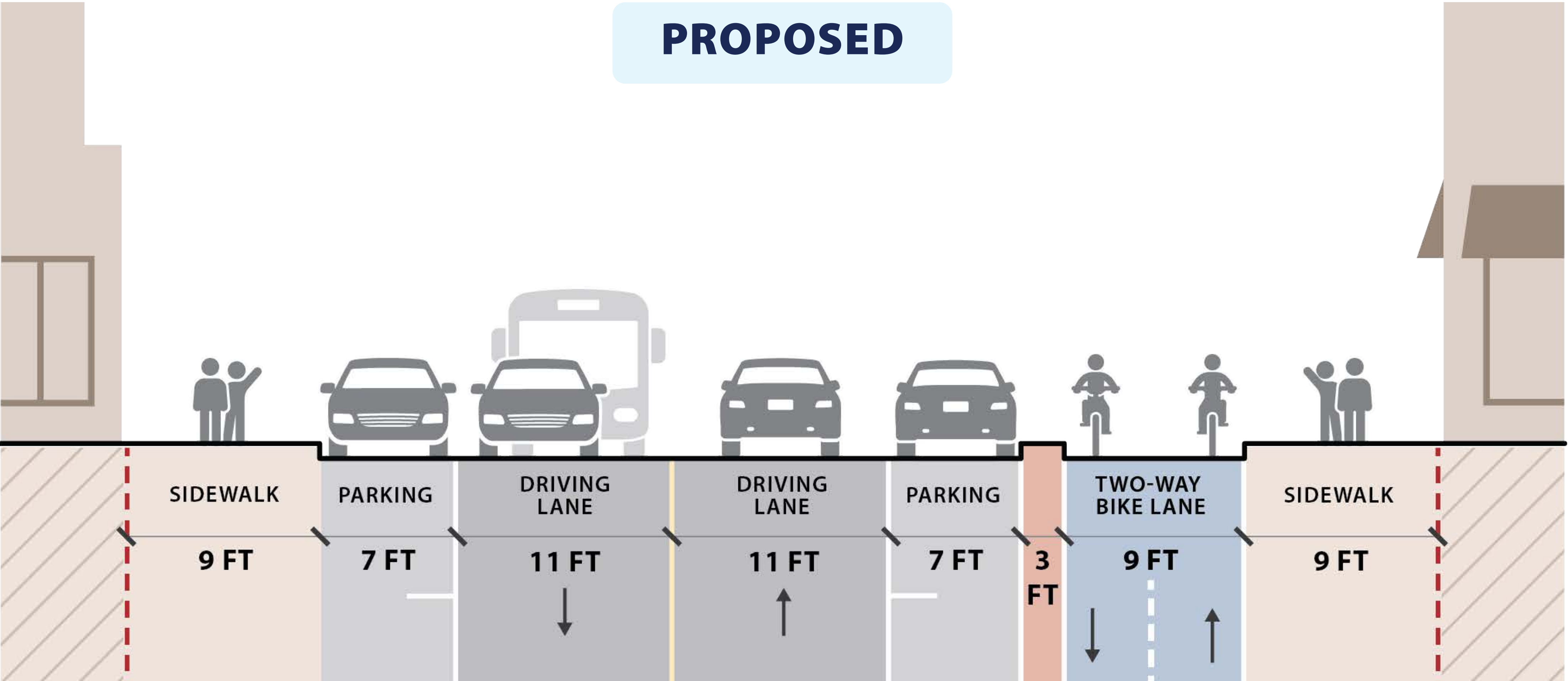
- Warn motorists of pedestrian crossings
- Make pedestrians more visible

PROPOSED DESIGN

EXISTING



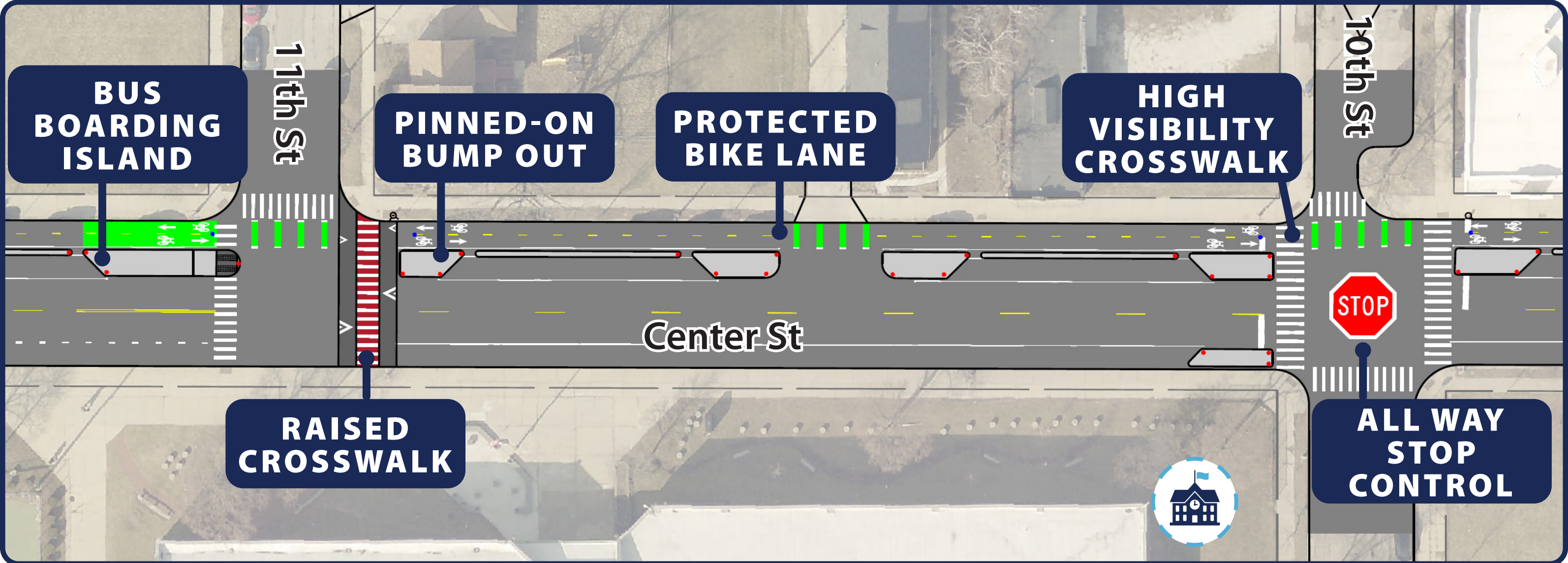
PROPOSED



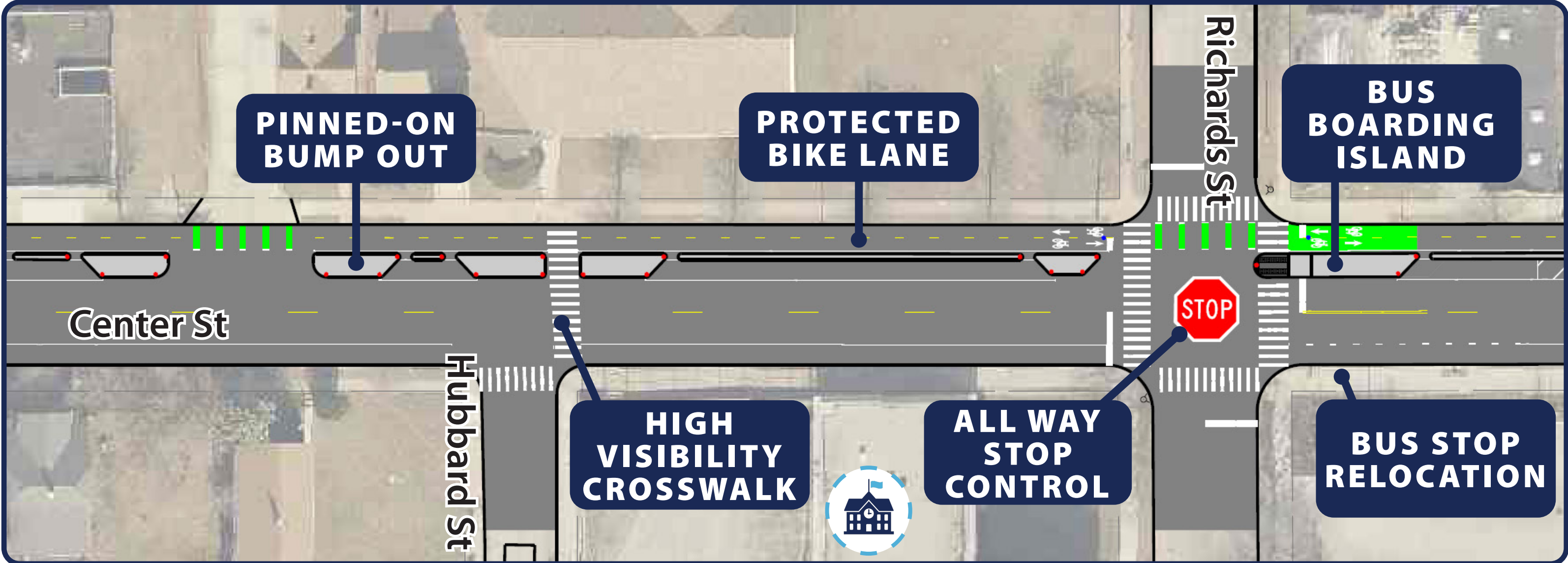
SCHOOL SAFETY IMPROVEMENTS

There are four schools along Center Street. While safety is a priority along the full corridor, it is a top priority near schools. The proposed design includes targeted safety improvements near these schools.

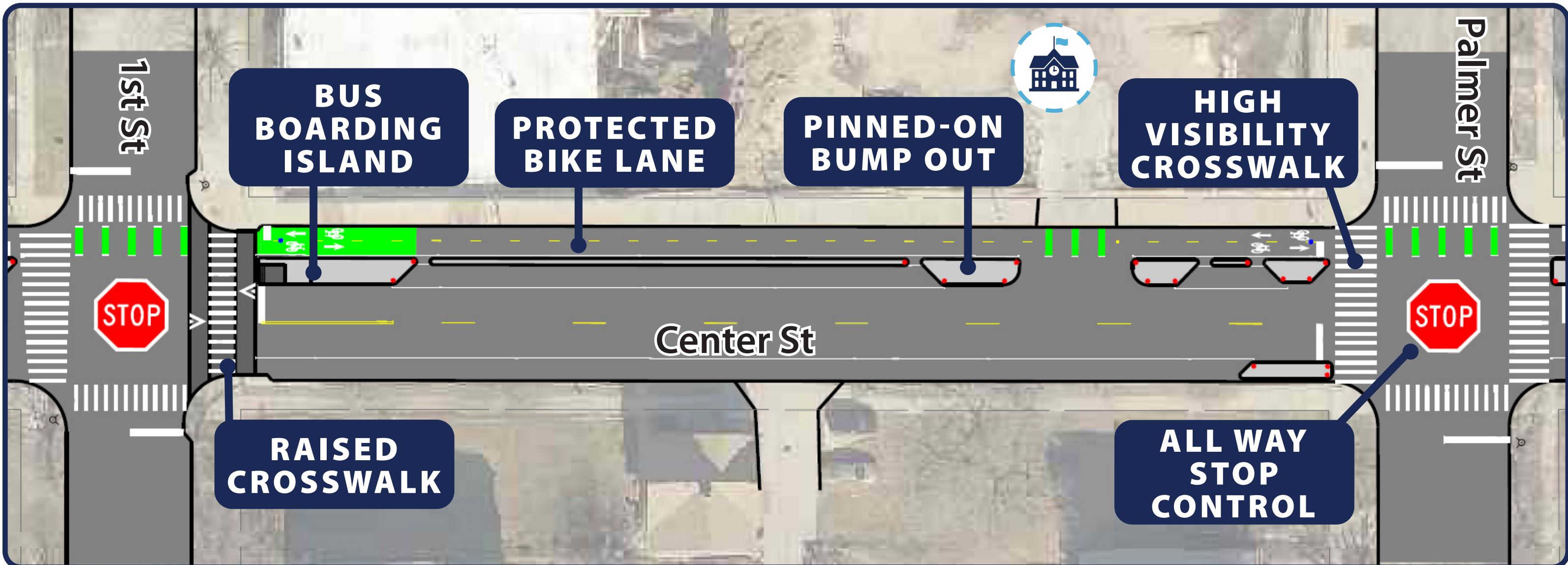
North Division High School (Teutonia Avenue to 10th Street)



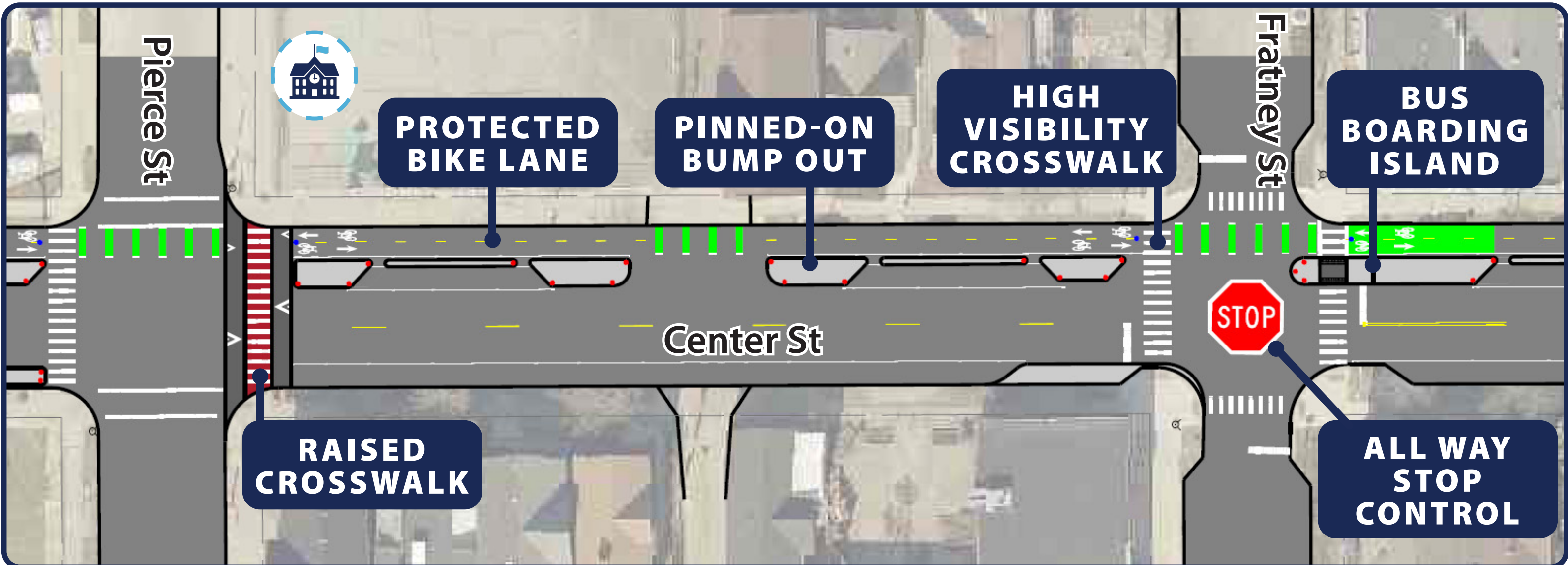
St. Marcus School (Hubbard Street to Richards Street)



Rufus King International Middle School (1st Street to Palmer Street)



Riverwest Elementary School (Pierce Street to Fratney Street)



Visit the aerial table map of the proposed design to see the full design!

COMPLEX INTERSECTION

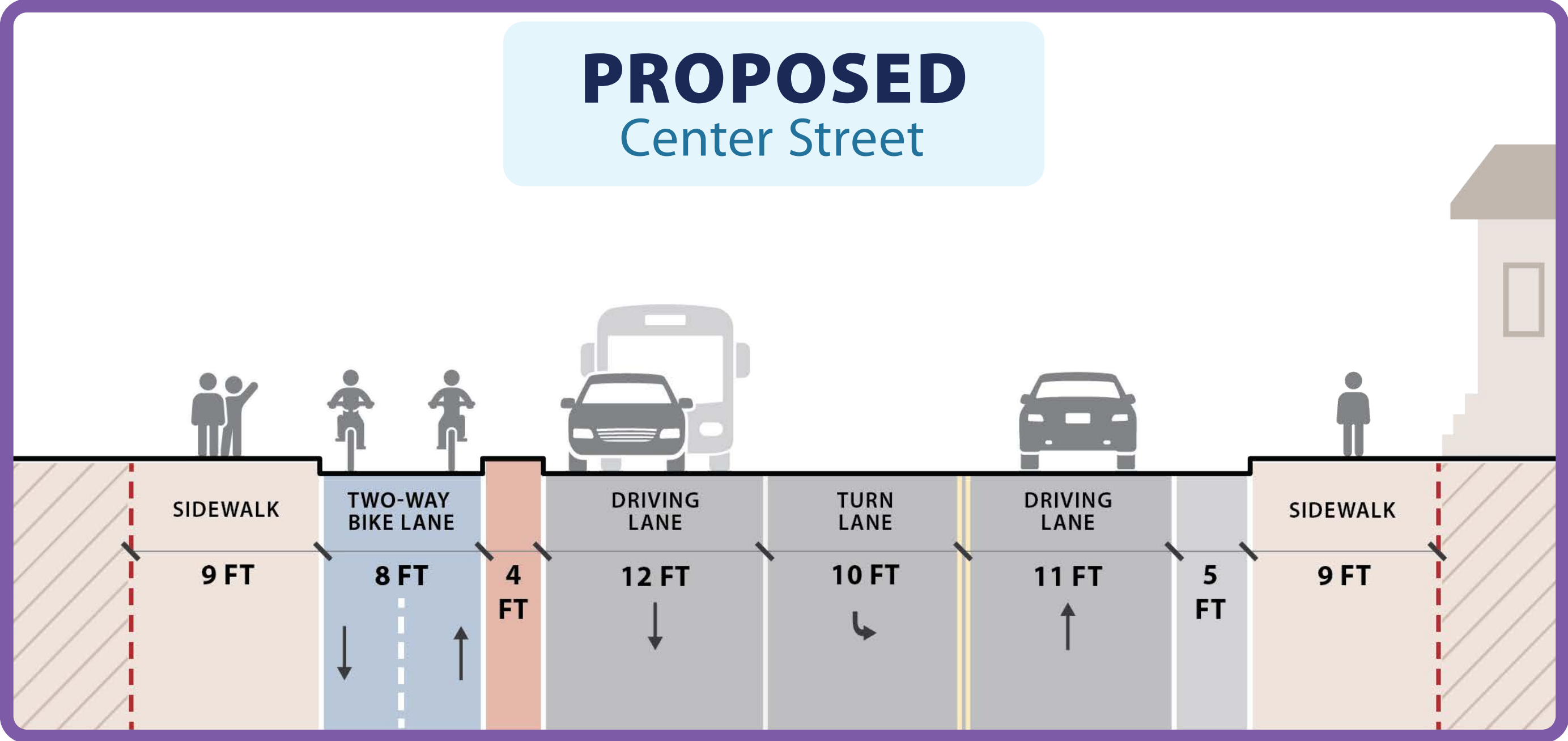
Center Street and Teutonia Avenue

The Center Street and Teutonia Avenue intersection is a complex intersection along the project corridor and has a history of crashes. As part of the project, the intersection will be reconfigured to include new striping and a two-stage turn that will improve safety and make movements clearer for people biking.

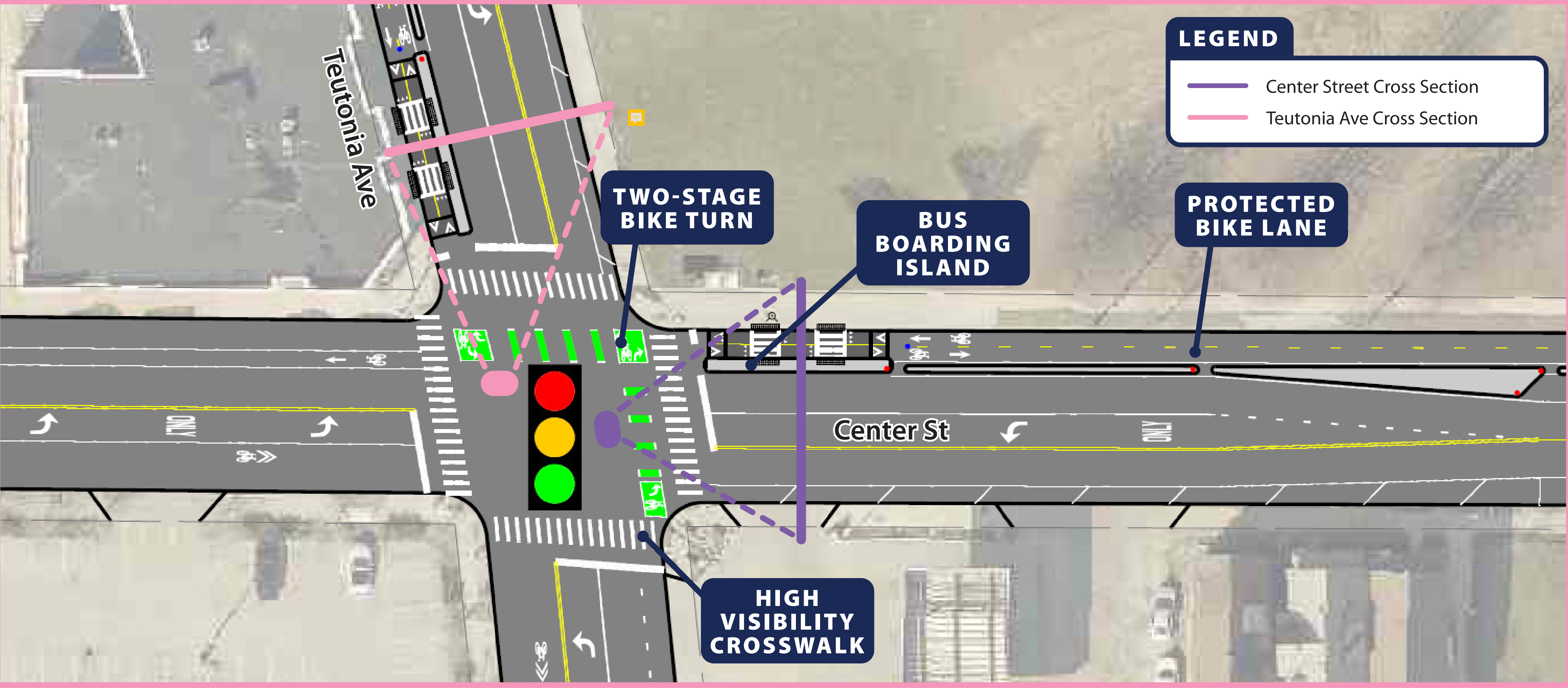
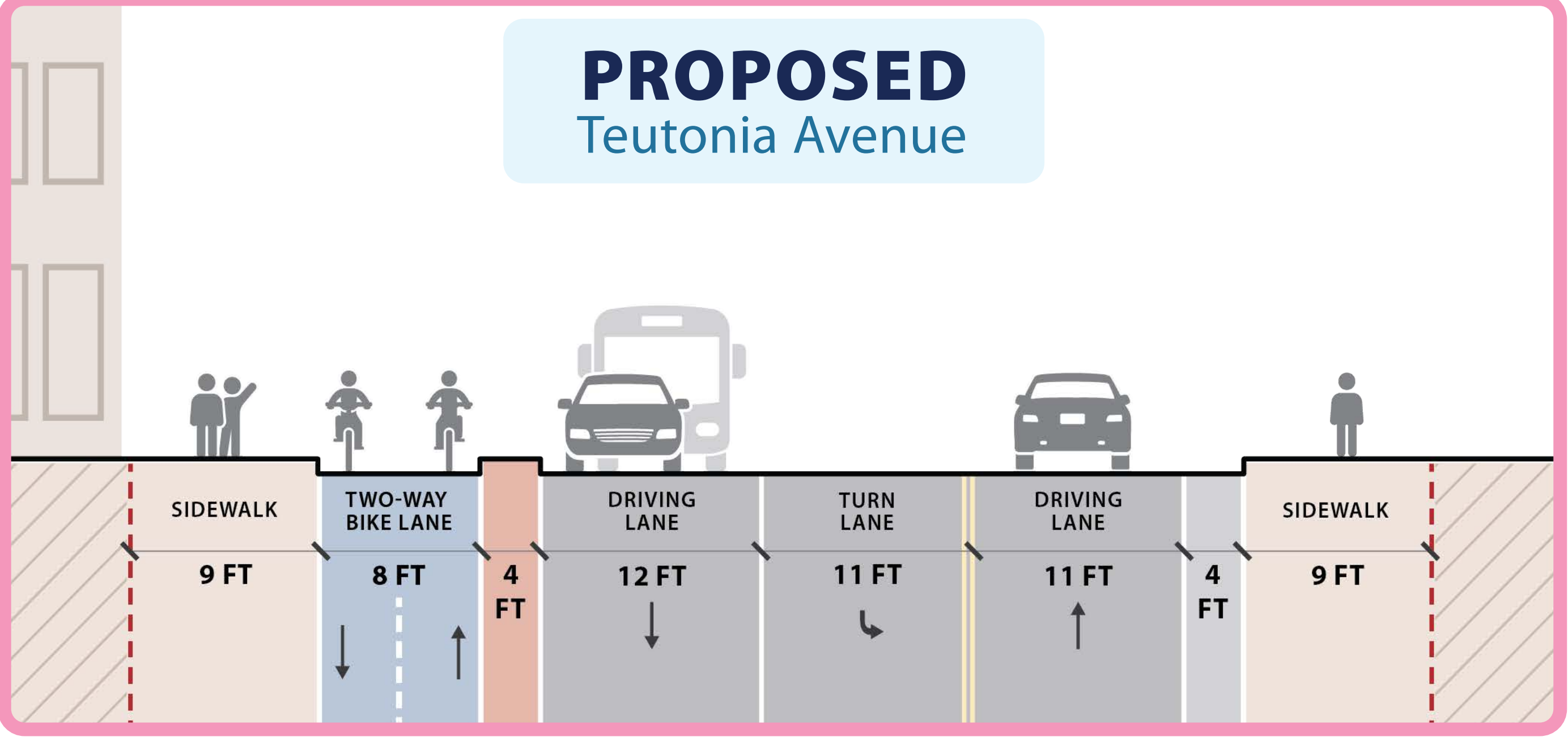


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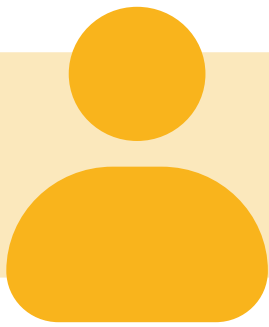
PROPOSED Center Street



PROPOSED Teutonia Avenue



Share Your Thoughts!



CHAT WITH THE PROJECT TEAM

Do you have questions about the project? Project team members are available to answer questions and hear your feedback.



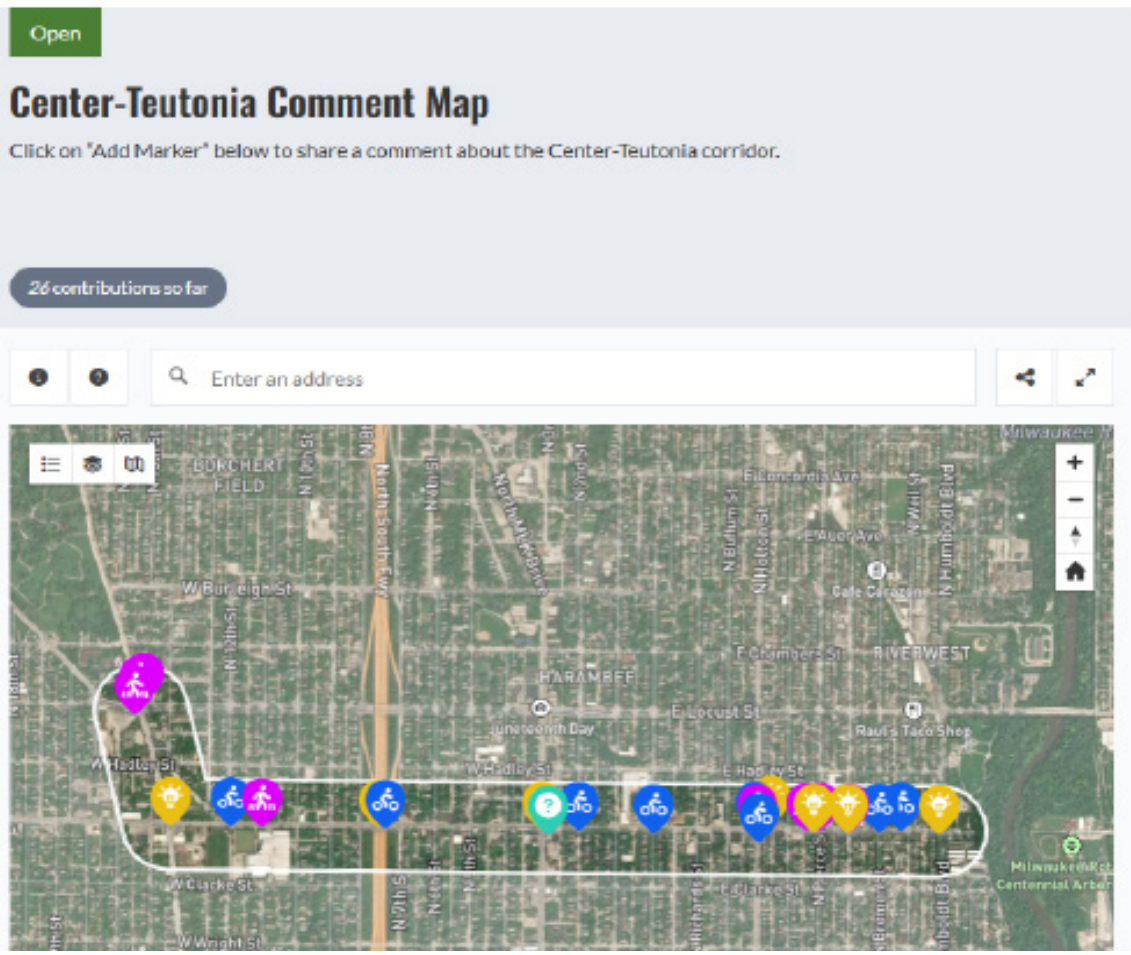
FILL OUT A COMMENT FORM

We want to hear from you! Fill out a comment form to provide your feedback.

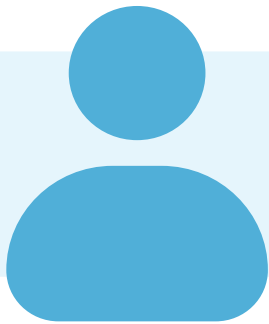


VISIT THE PROJECT WEBSITE

Pin your thoughts! Scan the QR code or use the link below to add your comment to the comment map.



[Engage.Milwaukee.gov/
Center-Teutonia](https://Engage.Milwaukee.gov/Center-Teutonia)



EMAIL THE PROJECT TEAM

City of Milwaukee, *Department of Public Works*

 Move@milwaukee.gov

Thank You!