City of Milwaukee

WELCOME

N. Water Street (E. Erie Street to E. Clybourn Street)

Public Involvement Meeting

VISIT WEBSITE
Use your camera to scan

engage.milwaukee.gov/water-street-third-ward

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

PROJECT OVERVIEW

N. WATER ST: E. ERIE ST. - E. CLYBOURN ST.



PRE-PROJECT CONCEPTUAL PLANNING

The Historic Third Ward Business Improvement District and Neighborhood Association led conceptual planning that resulted in a preliminary design, which was carried forward into the City of Milwaukee's design and construction project.

2024

EARLY STAKEHOLDER & BUSINESS INPUT & FEEDBACK	STAKEHOLDER GOALS & PRIORITIES	CONCEPTUAL DESIGN & COST ESTIMATE

DESIGN & CONSTRUCTION SCHEDULE

The City of Milwaukee is redesigning and reconstructing N. Water Street from E. Erie Street to E. Clybourn Street.

2025	2025 - 2026	2026 - 2027
PRELIMINARY DESIGN	**FINAL DESIGN**	**UTILITY RELOCATION & CONSTRUCTION**
Develop the design of the preliminary preferred alternative and gather public feedback.	Refine and prepare construction-ready plans with continued public engagement.	Anticipated utility relocation and project construction.
WE ARE HERE		

FUNDING

This project is funded through the Erie/Jefferson Riverwalk Tax Incremental District (TID) 56. To meet the funding requirements, the project must stay on schedule and commit the funds by September 2026.

PROJECT GOALS & COMMUNITY VALUES

PROJECT GOALS: PLACE A DOT NEXT TO THE GOAL YOU ALIGN WITH MOST!

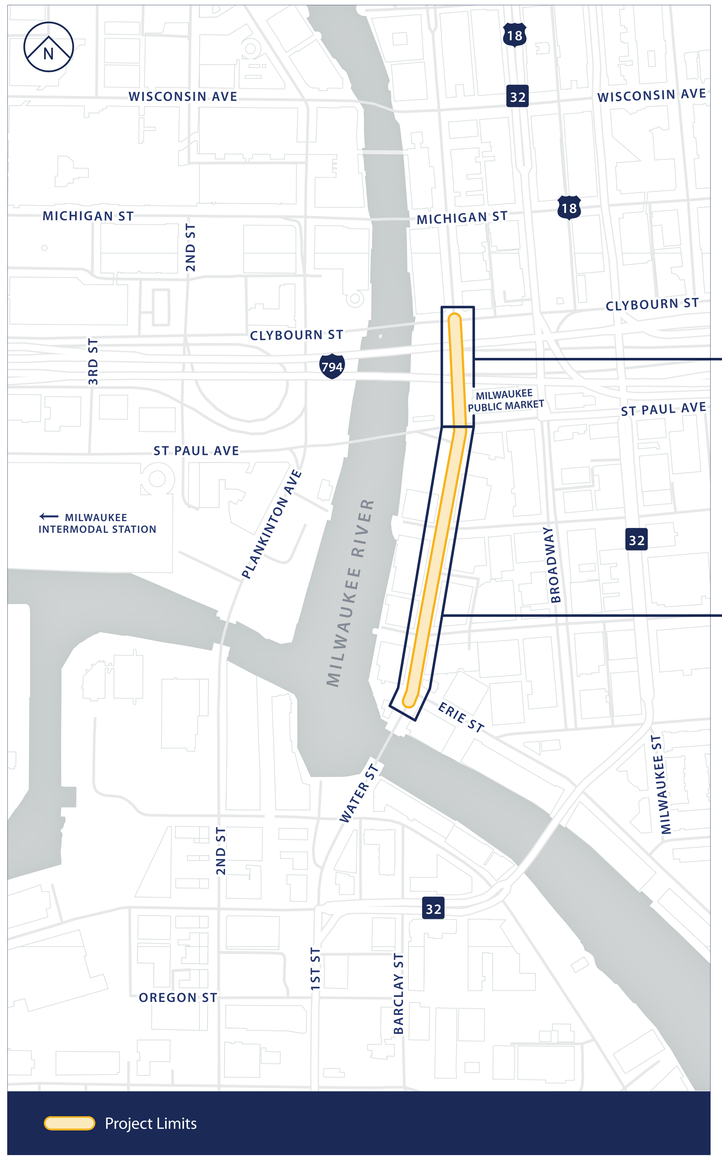
Decrease ***vehicle speeds*** and ***improve safety***	
Increase ***mobility*** and ***accessibility*** for people walking	
Improve ***vibrancy*** and ***sidewalk activation***	
Integrate ***landscaping, trees,*** and ***green infrastructure***	

WHAT'S YOUR EXPERIENCE WHEN YOU ARE...

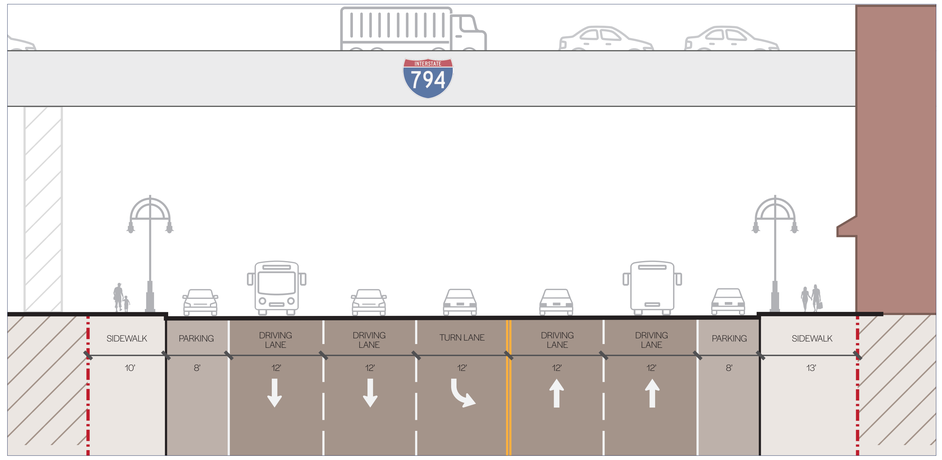
Walking	Biking	Riding a bus	Driving	Visiting a business
Sticky notes here	***Sticky notes here***	***Sticky notes here***	***Sticky notes here***	***Sticky notes here***

EXISTING CONDITIONS

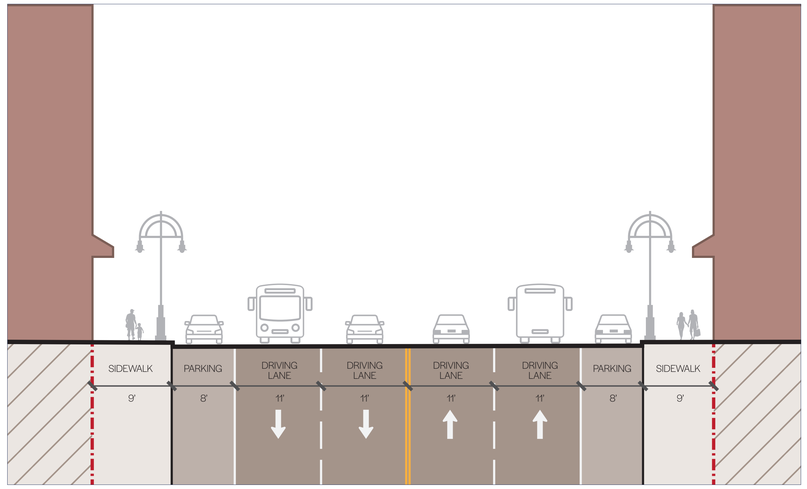
PROJECT CORRIDOR CROSS SECTIONS



E. ST PAUL AVENUE - E. CLYBOURN STREET
LOOKING NORTH



E. ERIE STREET - E. ST PAUL AVENUE
LOOKING NORTH



TRAFFIC & SAFETY

AVERAGE DAILY TRAFFIC (ADT): 13,735 VEHICLES

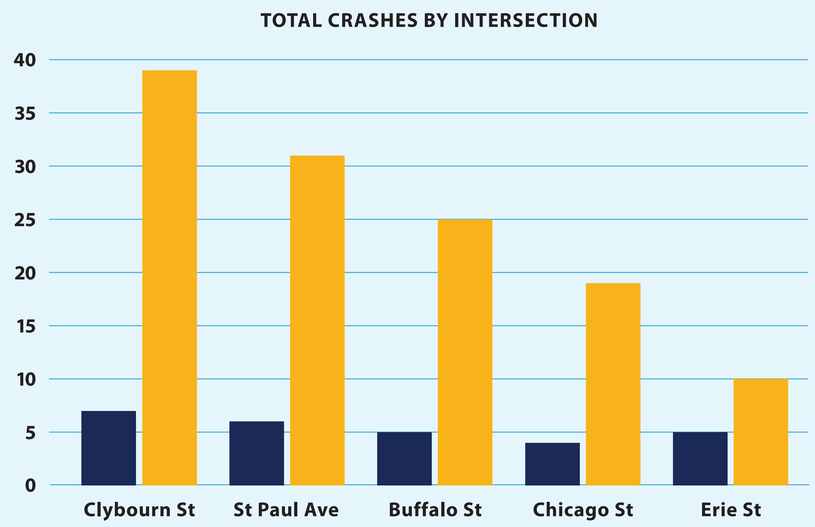
SOUTHBOUND
6,898 VEHICLES



NORTHBOUND
6,837 VEHICLES

Two-lane streets (one lane in each direction) can typically handle 18,000 to 20,000 vehicles per day

CRASH HISTORY (2019 - 2024, EXCLUDING 2020)



Injury Crash (non-fatal)
Property Damage Only

CORRIDOR SPEEDS

POSTED SPEED LIMIT: 30 MPH
AVERAGE SPEED: 25.7 MPH

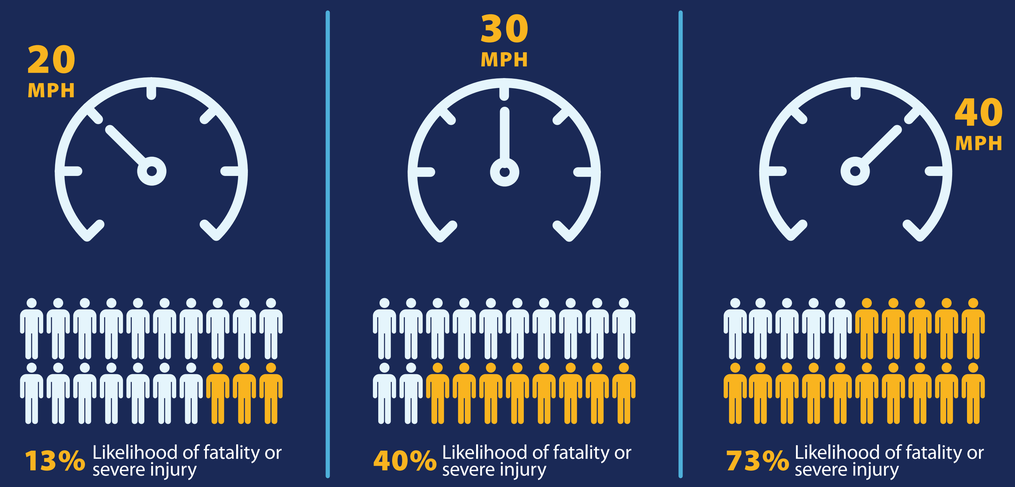
DAYTIME SPEEDS (6 A.M. - 10 P.M.)
- About ***19%*** of all drivers exceed 30 MPH
- About ***1%*** of all drivers exceed 40 MPH

OVERNIGHT SPEEDS (10 P.M. - 6 A.M.)
- About ***30%*** of all drivers exceed 30 MPH
- About ***2%*** of all drivers exceed 40 MPH

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.

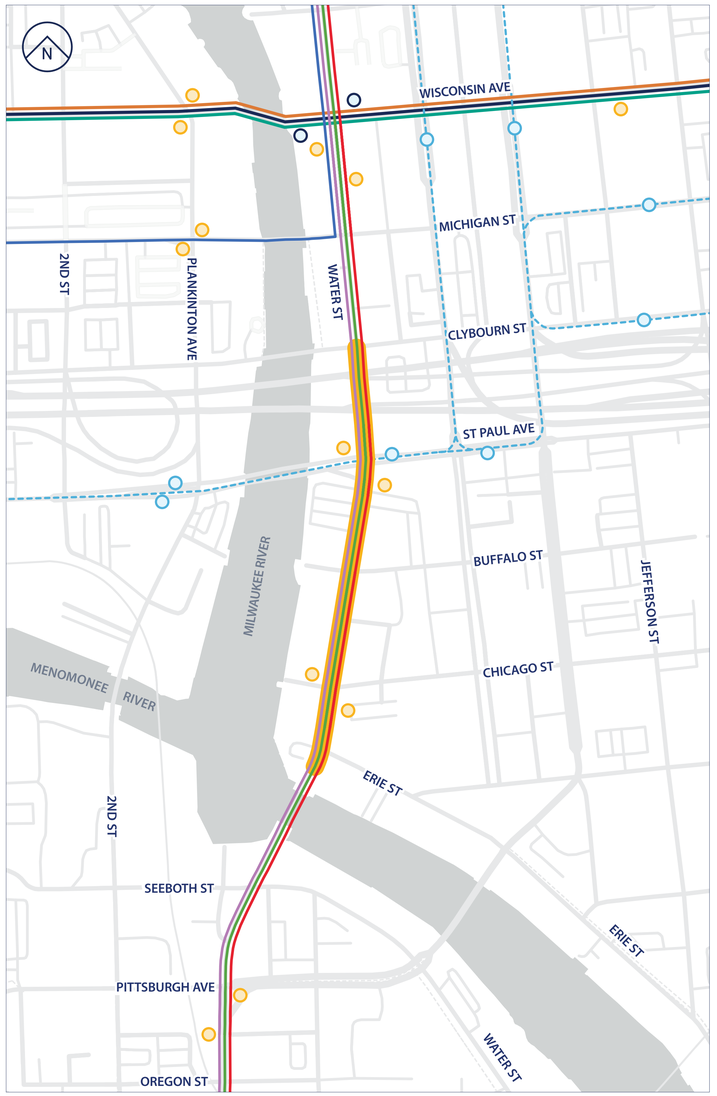
This project includes several design changes to slow down traffic on N. Water Street, **which is key to reducing serious injuries and fatalities from traffic crashes, and achieving Vision Zero.**



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

MULTIMODAL NETWORK

MCTS AND THE HOP MAP



BICYCLE NETWORK MAP



The City of Milwaukee has identified Jefferson Street and 2nd Street/ Plankinton Avenue as north-south bike priority network corridors.

Protected bike lanes are planned for these streets with implementation tentatively scheduled for late 2025 through 2027.

LEGEND

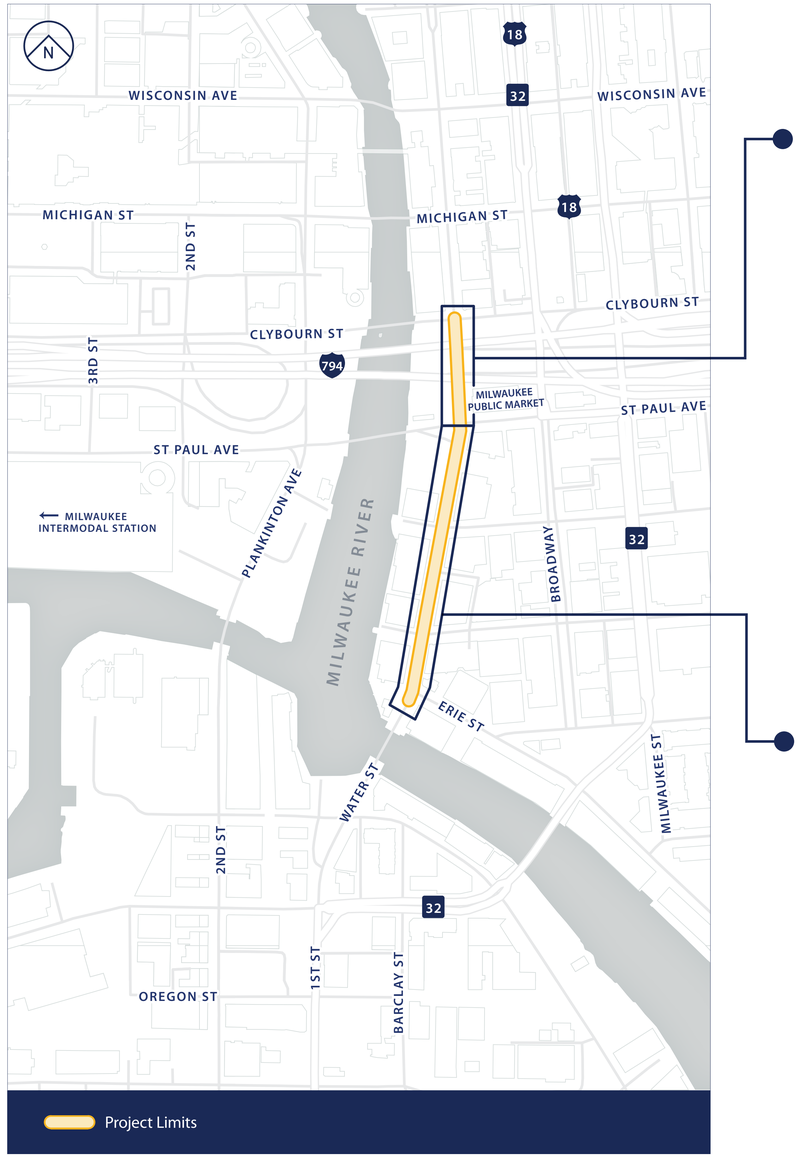
- MCTS Route 14
- MCTS Route 15
- MCTS Route 18
- MCTS Route 30
- MCTS Route 57
- MCTS CONNECT 1
- MCTS GreenLine
- The Hop Streetcar Route
- Project Corridor
- MCTS Bus Stop
- MCTS CONNECT 1 Station
- Hop Station

LEGEND

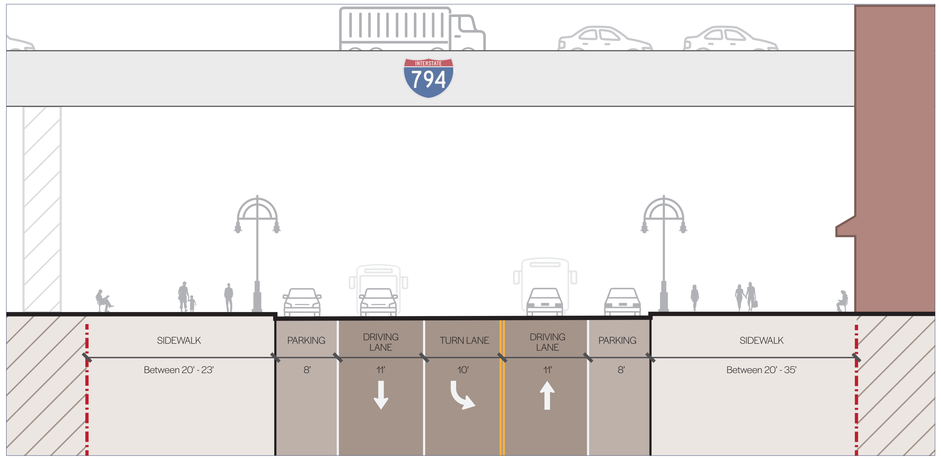
- On-Street Bike Lane
- Bike Priority Network
- Project Corridor
- Bublr Bike Station

PRELIMINARY DESIGN

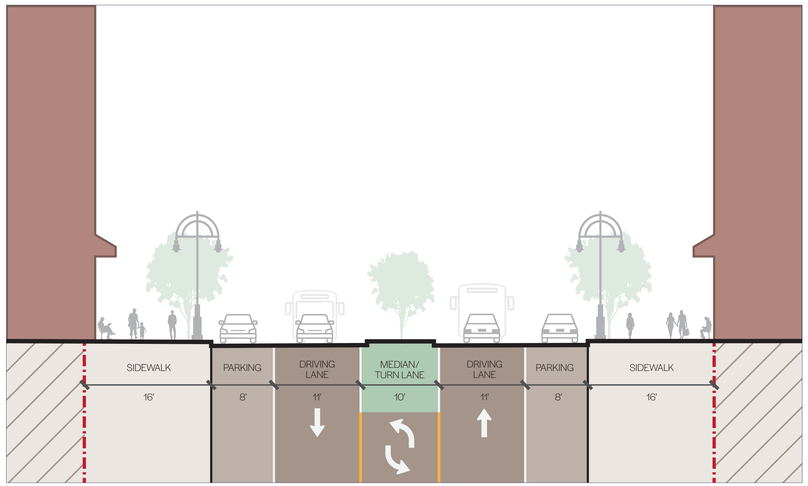
PROPOSED CORRIDOR CROSS SECTIONS



E. ST PAUL AVENUE - E. CLYBOURN STREET
LOOKING NORTH



E. ERIE STREET - E. ST PAUL AVENUE
LOOKING NORTH



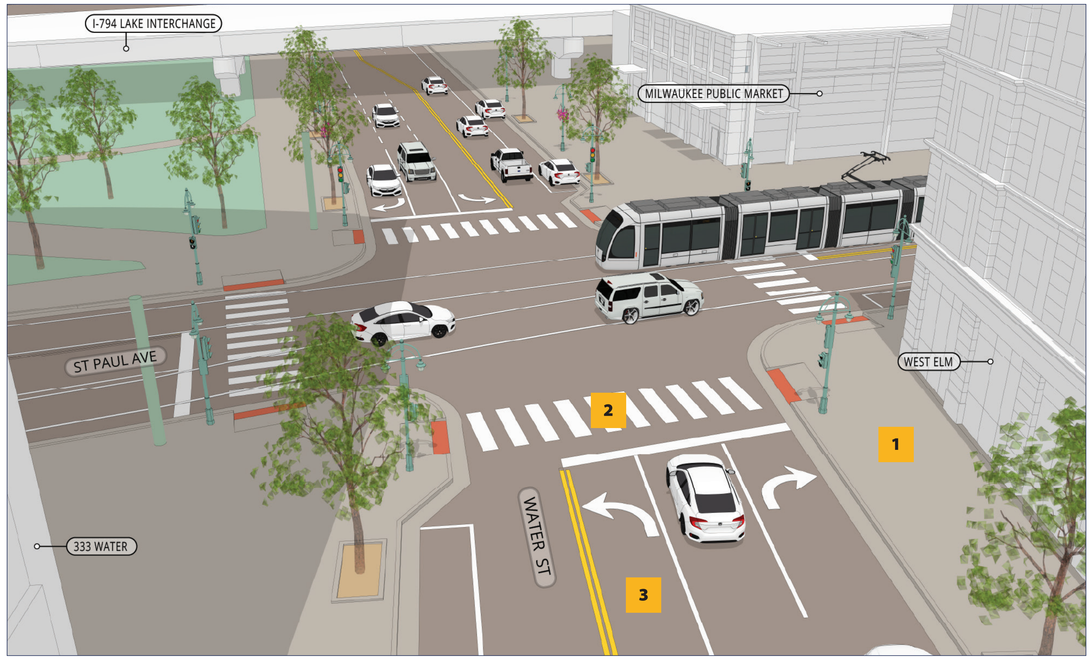
How does this design relate to WisDOT's I-794 Study?

The Wisconsin Department of Transportation (WisDOT) is studying the future of the I-794 corridor and has not yet selected an alternative.

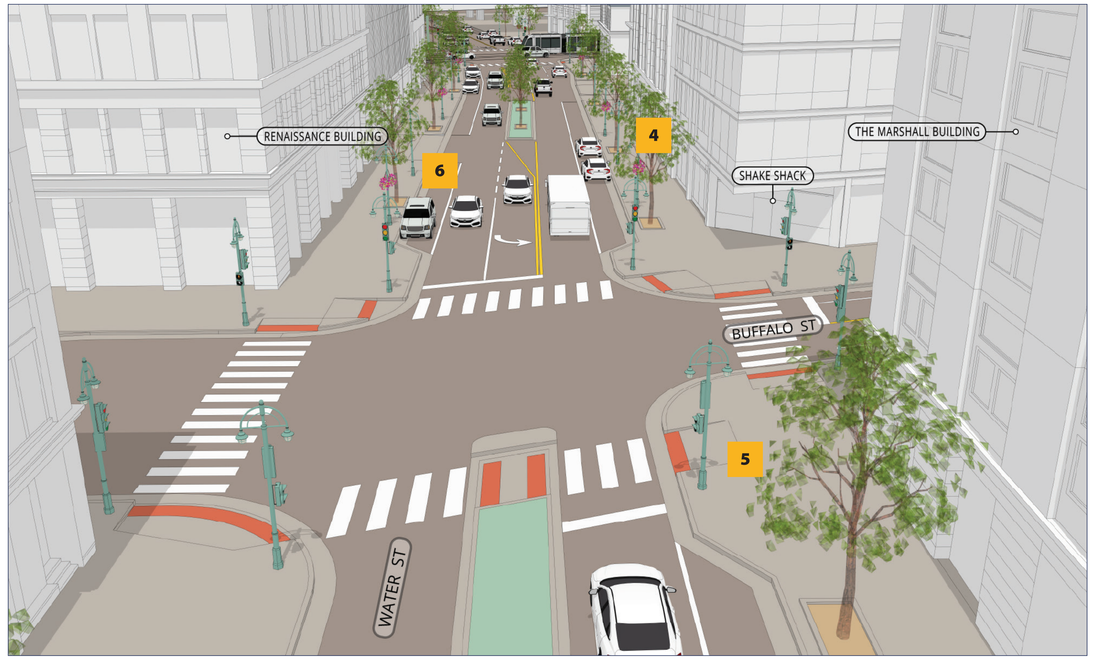
Pending further coordination with WisDOT, the segment between St. Paul Avenue and Clybourn Street may be constructed separately from this project.

PRELIMINARY DESIGN

E. ST PAUL AVENUE AND N. WATER STREET INTERSECTION
LOOKING NORTH



E. BUFFALO STREET AND N. WATER STREET INTERSECTION
LOOKING NORTH



BRINGING COMMUNITY VALUES INTO DESIGN

1	Widens sidewalk space	**3**	Provides exclusive turn lanes and mid-block access points	**5**	Adds curb extensions
2	Shortens crosswalks	**4**	Incorporates landscaping and trees	**6**	Maintains parking/curbside space on both sides of the street