



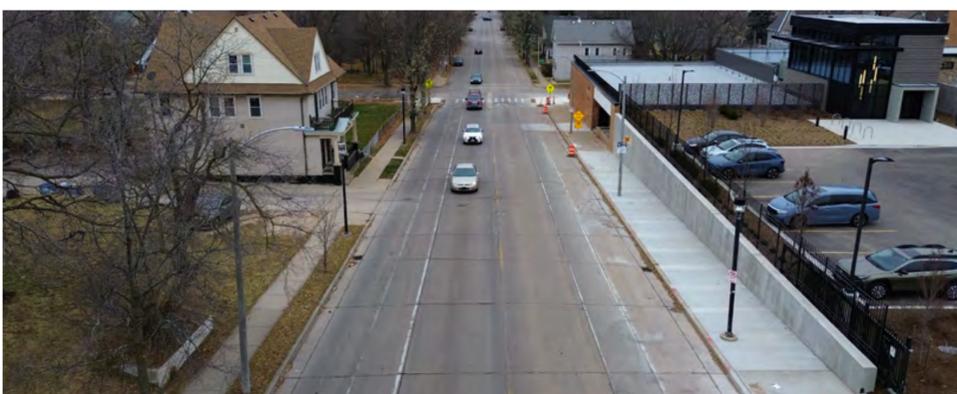
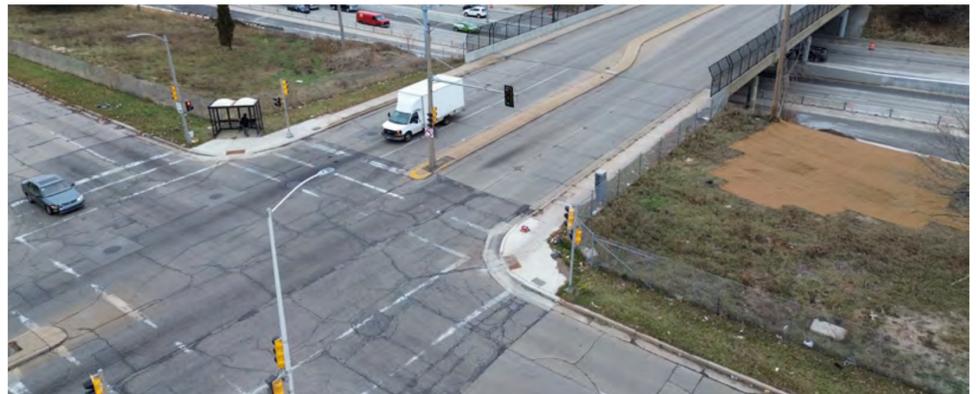
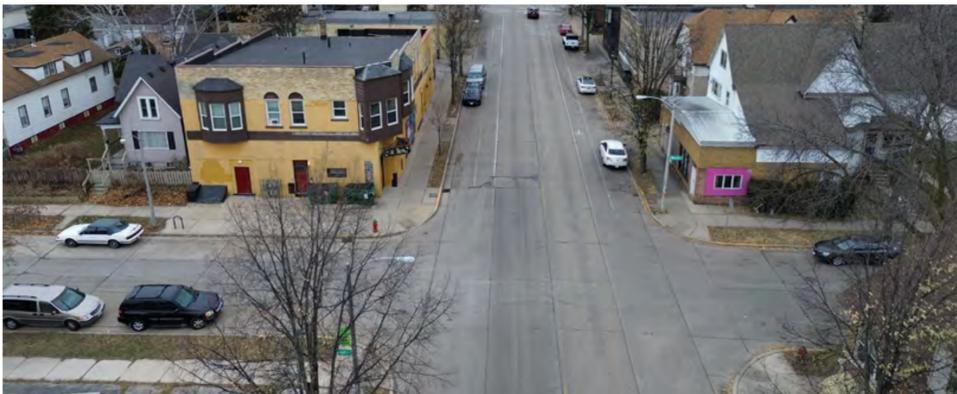
CENTER • TEUTONIA
MULTIMODAL IMPROVEMENTS PROJECT



Welcome!

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

**Public Open House
November 17, 2025**



OVERVIEW

The City of Milwaukee is working on a multimodal improvements project to reimagine Center Street from Humboldt Boulevard to Teutonia Avenue, and along 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 pedestrians, cyclists, transit users, and drivers.

PROJECT GOALS

Roadway Safety

- Design to reduce reckless driving and severe crashes
- Update traffic signals
- Add pinned-on bumpouts

Pedestrian Safety and Mobility

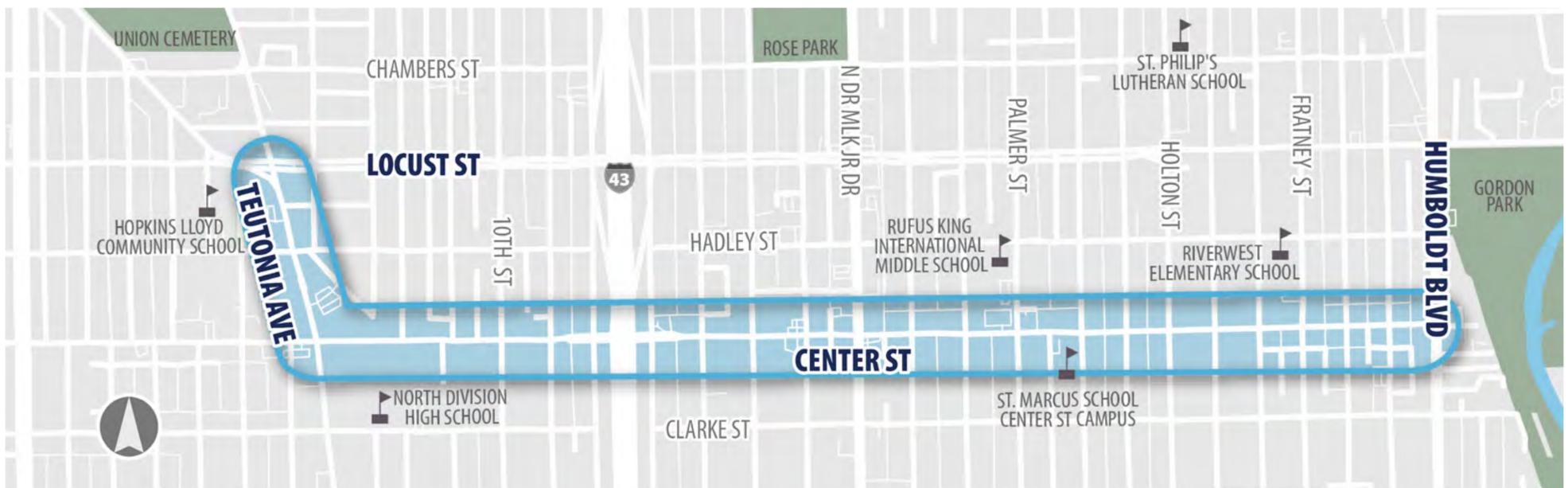
- Improve walking routes to local destinations
- Add enhanced pedestrian crossings

Cyclist Safety and Mobility

- Connect Amani, Lindsay Heights, Harambee, and Riverwest to the bike and trail network
- Improve comfort of bike riding

Improved MCTS Bus Operations

- Improve access to bus stops
- Add bus boarding islands to improve transit experience



PROJECT TIMELINE



The community will have multiple opportunities to provide input on issues in the corridor today and potential improvements.

Following the design phase, construction is anticipated to go out to bid in Spring 2027 followed by construction in late 2027.

Complete Street Elements

What are Complete Street Elements?

Complete Street Elements are physical features that are designed to promote safety and accessibility for all roadway users, including public transit users, motorists, cyclists, and pedestrians.

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

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

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

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

Pinned-On Bump Outs

Pinned-on bump outs are concrete elements that extend the curb into the parking lane.



Pinned-on bump outs can:

- Encourage slower turning
- Shorten crossing distances
- Increase pedestrian visibility to motorists
- Prevent dangerous passing on the right

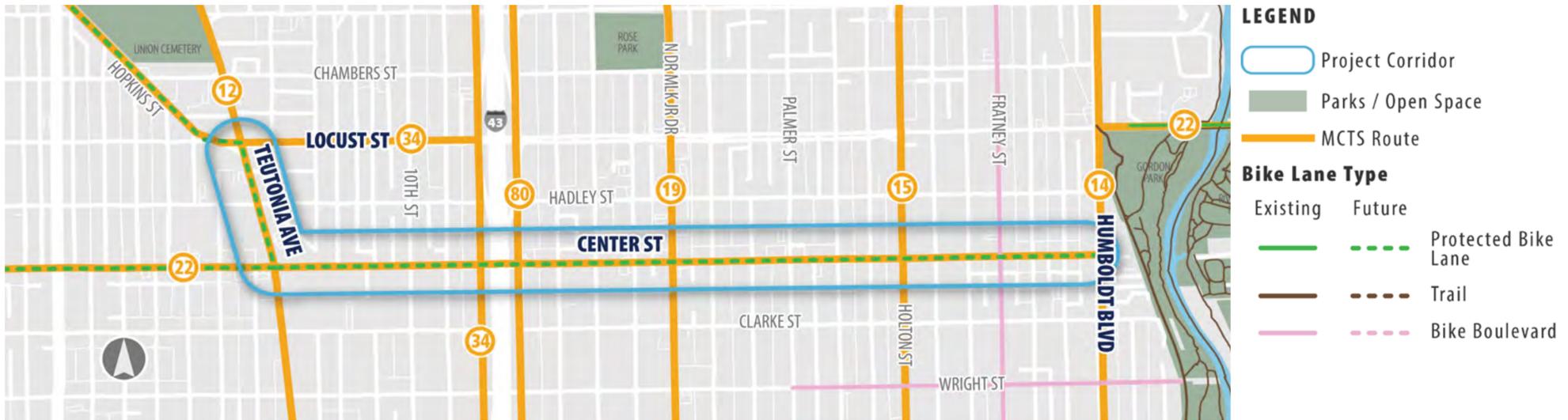


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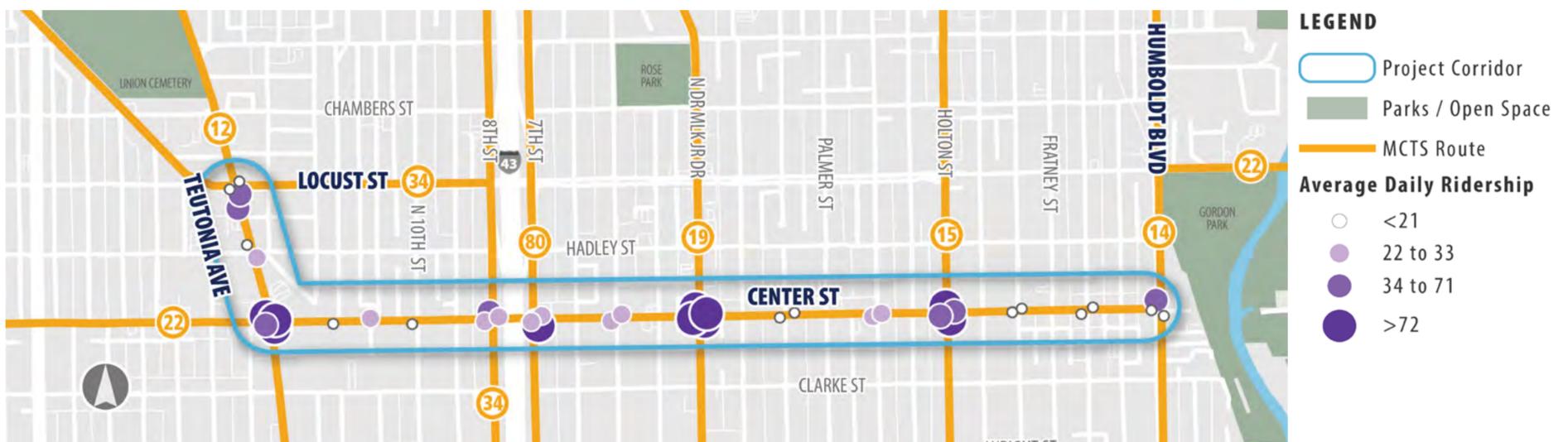
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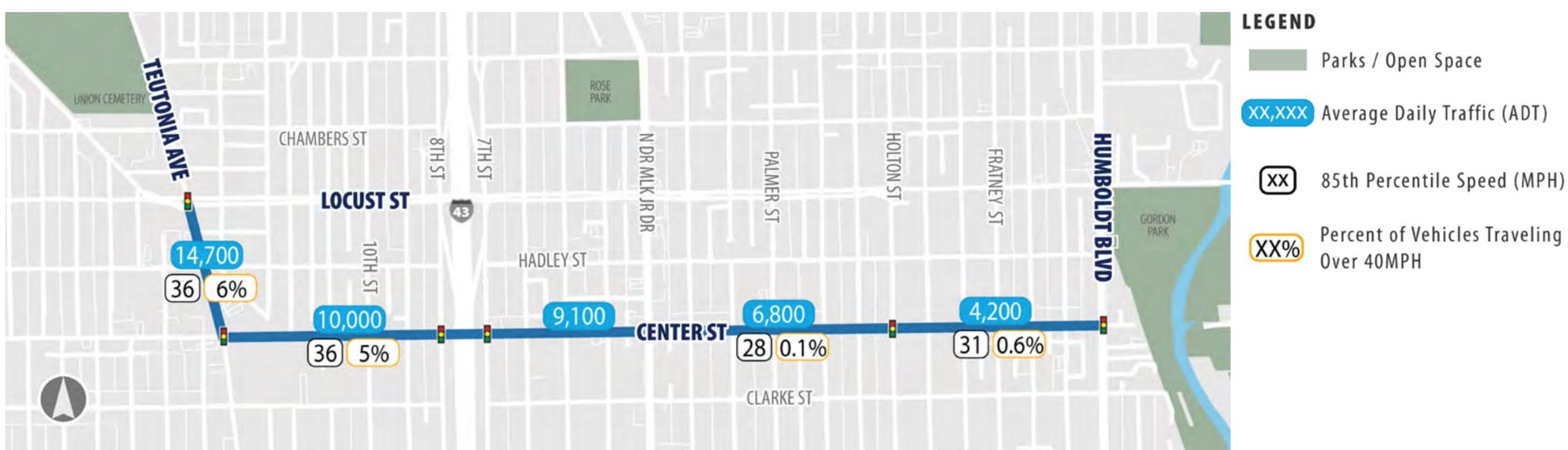
Neighborhood Transportation Map



Bus Stops and MCTS Ridership



Average Daily Traffic (ADT) Counts and Vehicle Speed (July 2025)



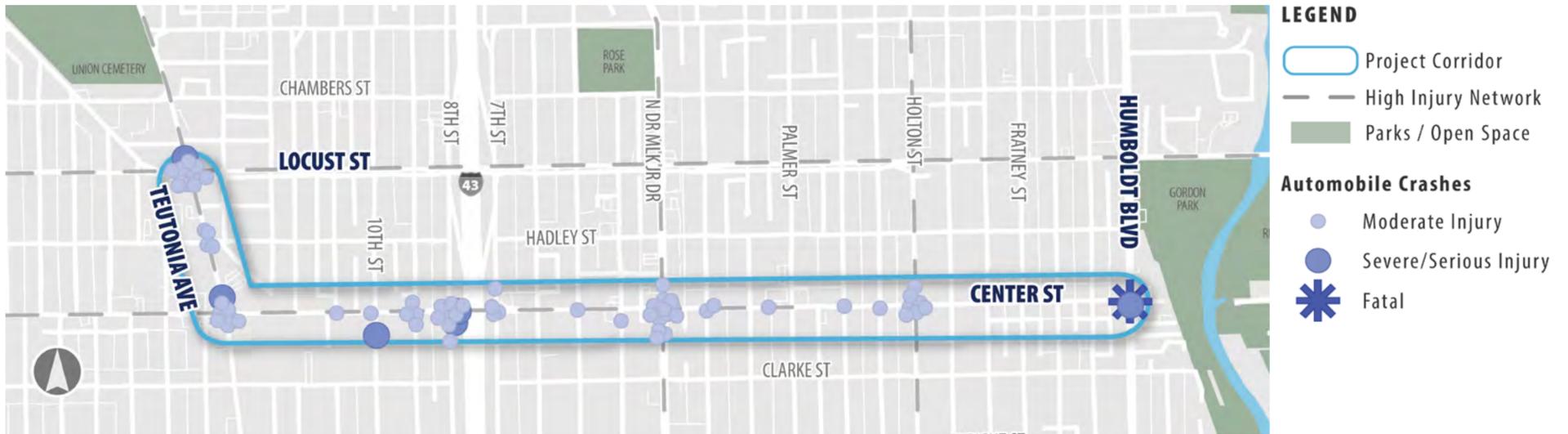


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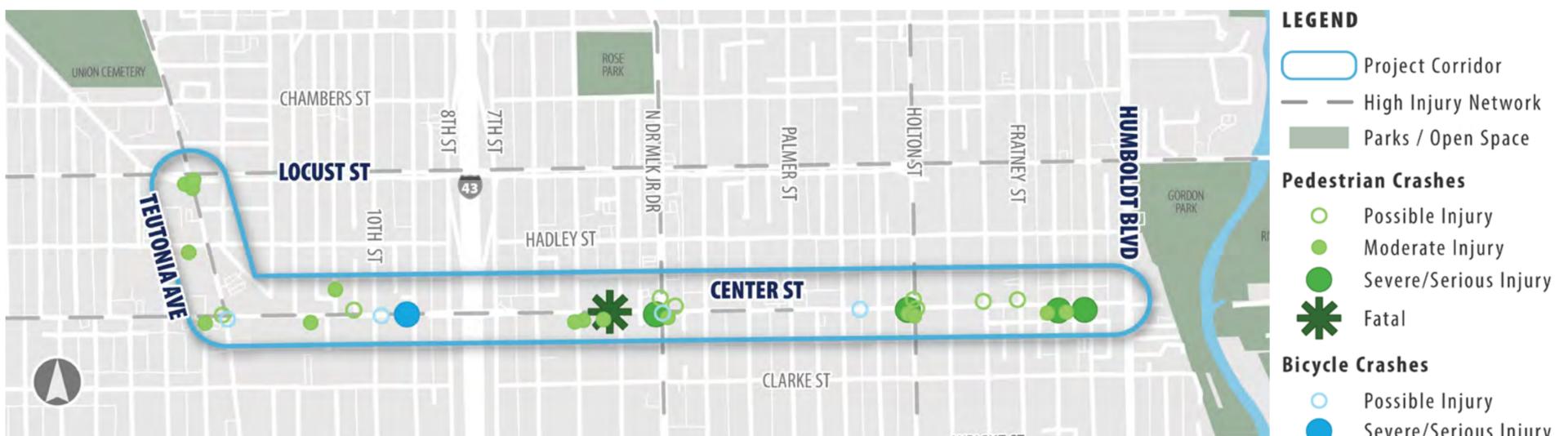
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Auto Crashes (January 2020 - June 2025)



Pedestrian and Bicycle Crashes (January 2020 - June 2025)



Traffic Safety Data

Similar projects have seen crash and speed reductions.

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

Speeding

↓ **32%** decrease of drivers speeding
50% decrease of drivers going over 10 mph the speeding limit

W. Highland Blvd.
Vliet St. to 35th St.

Crashes

↓ **44%** decrease of all crashes
0 fatal or serious injury crashes

Speeding

↓ **24%** decrease of drivers speeding
13% decrease of drivers going over 10 mph the speeding limit

W. Galena St.
N. 40th St. to N. 35th St

Crashes

↓ **75%** decrease of all crashes

Speeding

↓ **17%** decrease of drivers speeding
16% decrease of drivers going over 10 mph the speeding limit

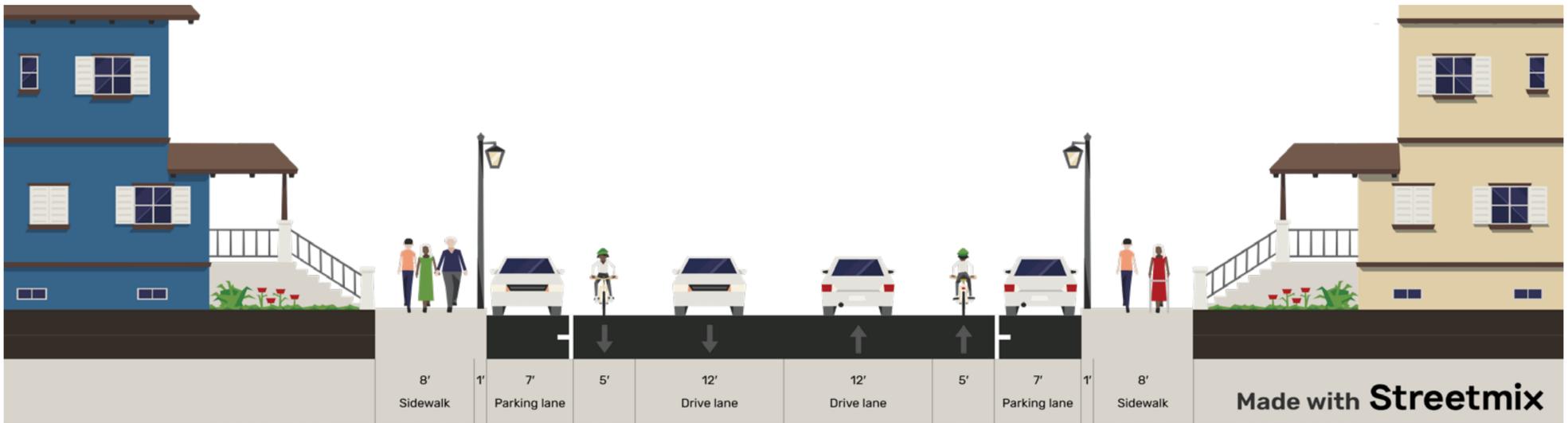


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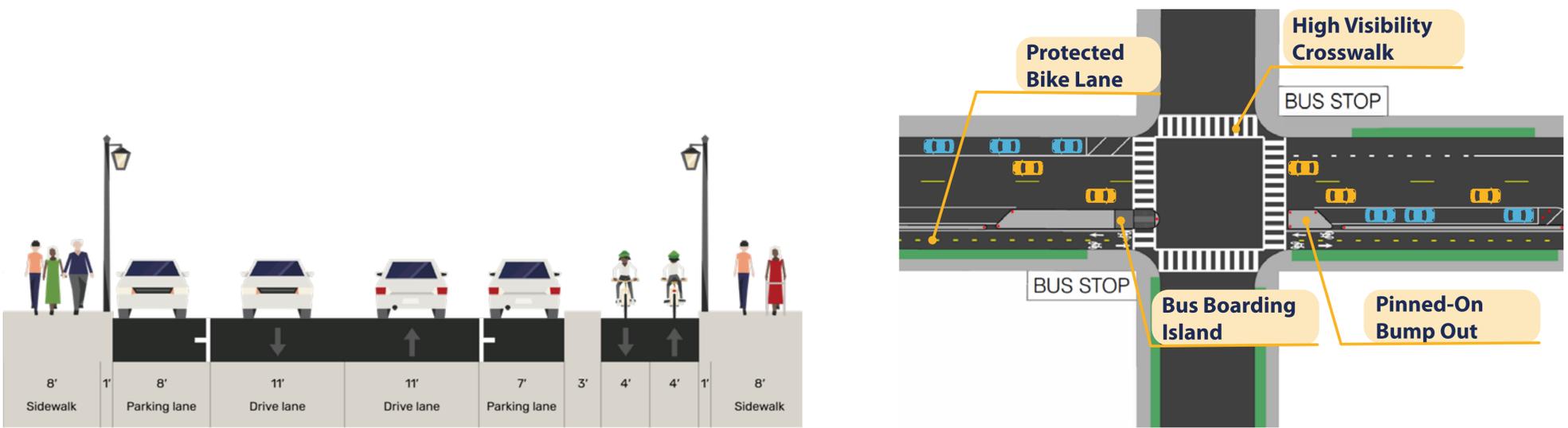
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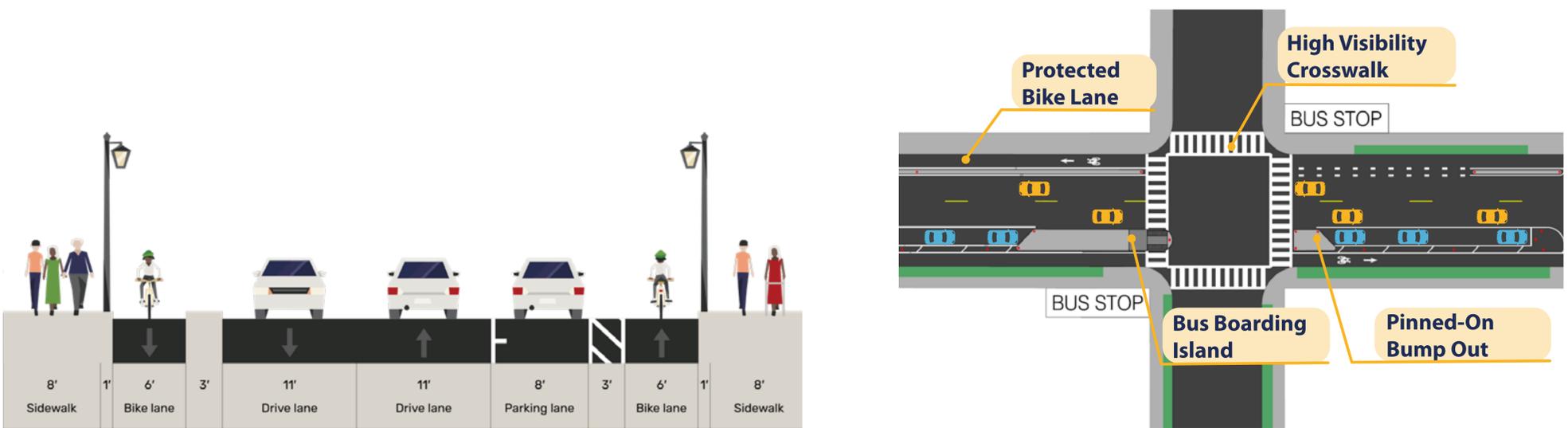
Existing Cross Section (48' Corridor Cross Section)



Potential Cross Section with Two-way Bike Facility (48' Wide)



Potential Cross Section with One-way Bike Facility (48' Wide)



The 48' corridor cross section is on Center Street from Humboldt Boulevard to N. Dr. Martin L. King Jr. Drive.

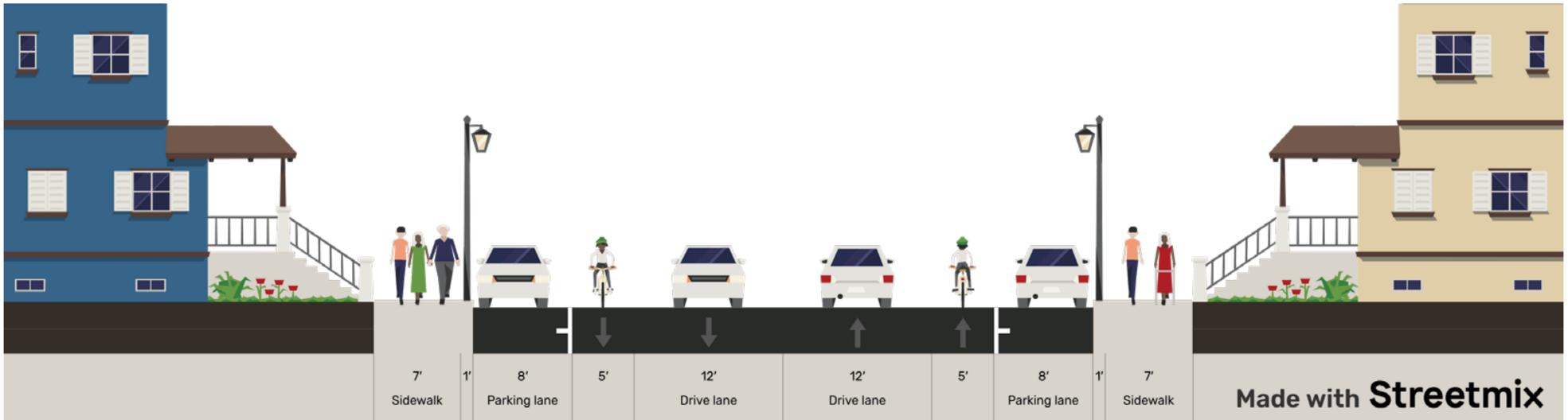


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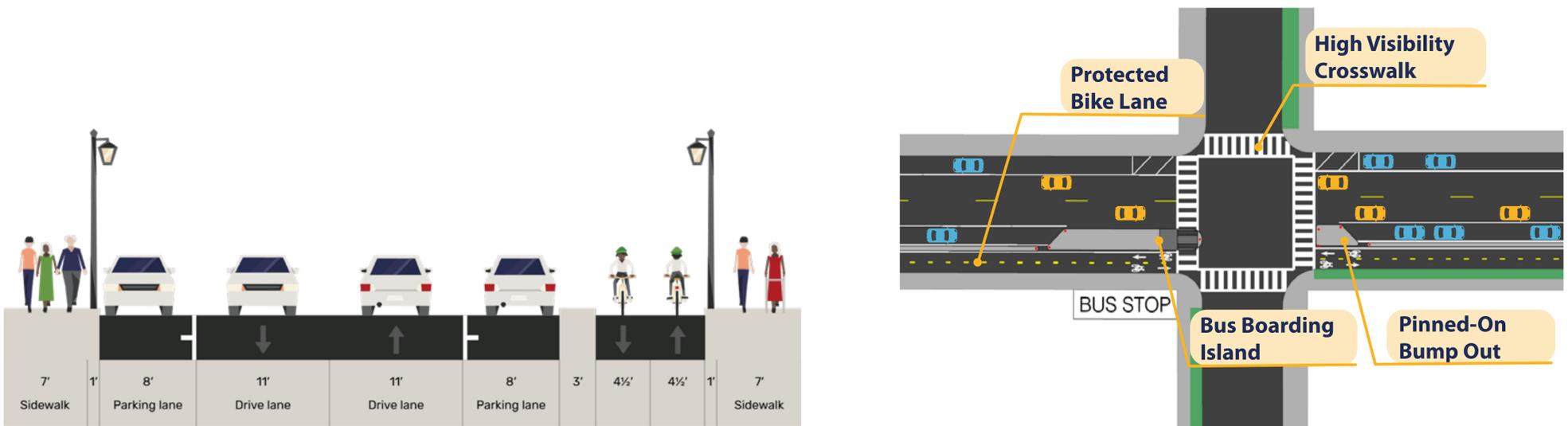
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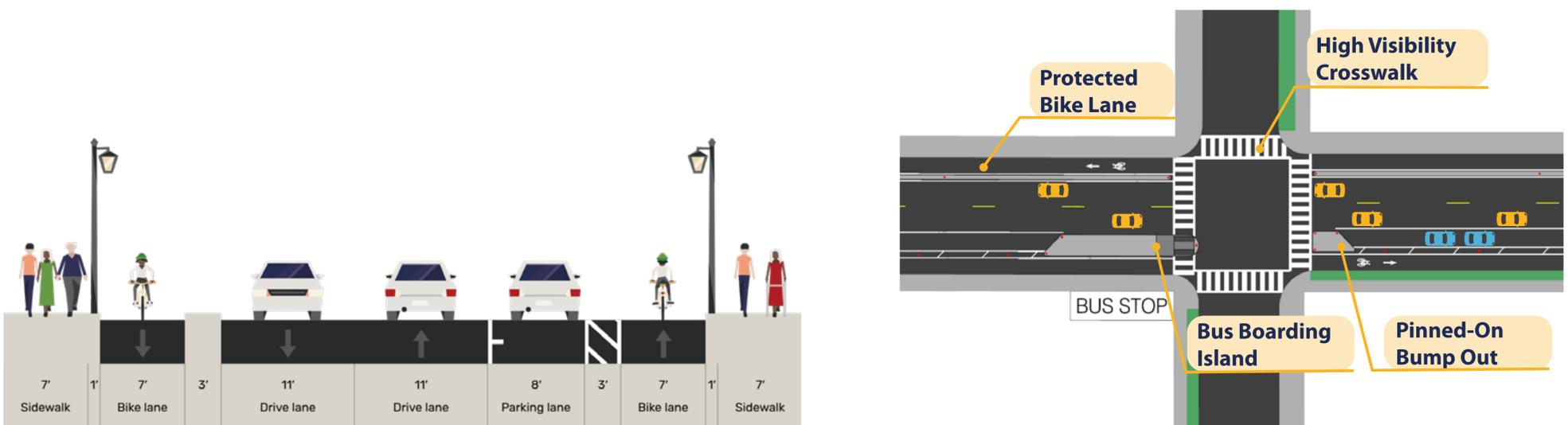
Existing Cross Section (50' Corridor Cross Section)



Potential Cross Section with Two-way Bike Facility (50' Wide)



Potential Cross Section with One-way Bike Facility (50' Wide)



The 50' corridor cross section is on Center Street from N. Dr. Martin L. King Jr. Drive to Teutonia Avenue, and on Teutonia Avenue from Center Street to Locust Street.

We Welcome Feedback Anytime!

Public comments for the Center-Teutonia Multimodal Improvements Project are welcome at any time to Move@Milwaukee.gov.



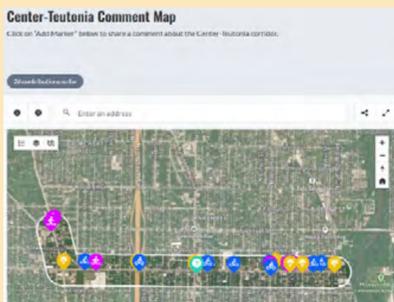
Email the Project Team

Move@Milwaukee.gov



Fill out a Comment Form

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



Add Comments to the Online Map



Visit the Project Website at:
Engage.Milwaukee.gov/Center-Teutonia

Thank You!

The official public comment period for this public meeting is open through December 17, 2025.

