6TH STREET NEXT

6TH STREET NOW

SEGMENT 2: ROUNDABOUT (FLORIDA ST) TO CLYBOURN ST

Existing Conditions







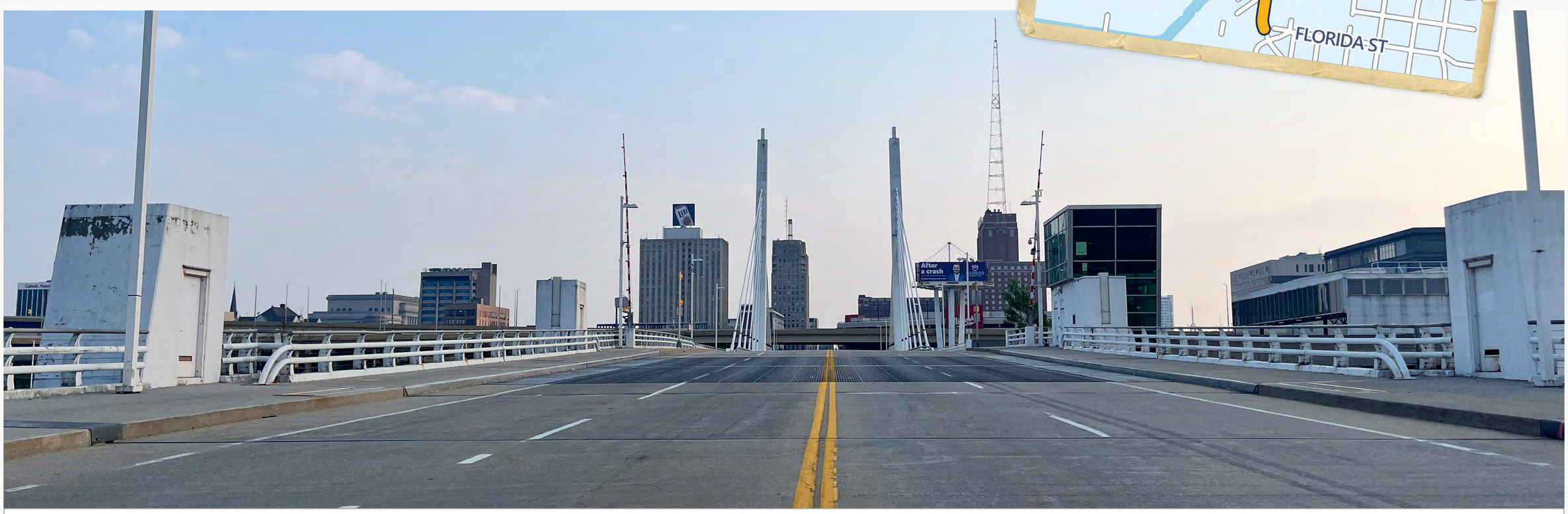
AVERAGE DAILY TRAFFIC (ADT): 14,300

POSTED SPEED LIMIT: 30 MPH

- **DRIVERS EXCEEDING 30 MPH:** 77.5%
- **DRIVERS EXCEEDING 40 MPH:** 17.1%

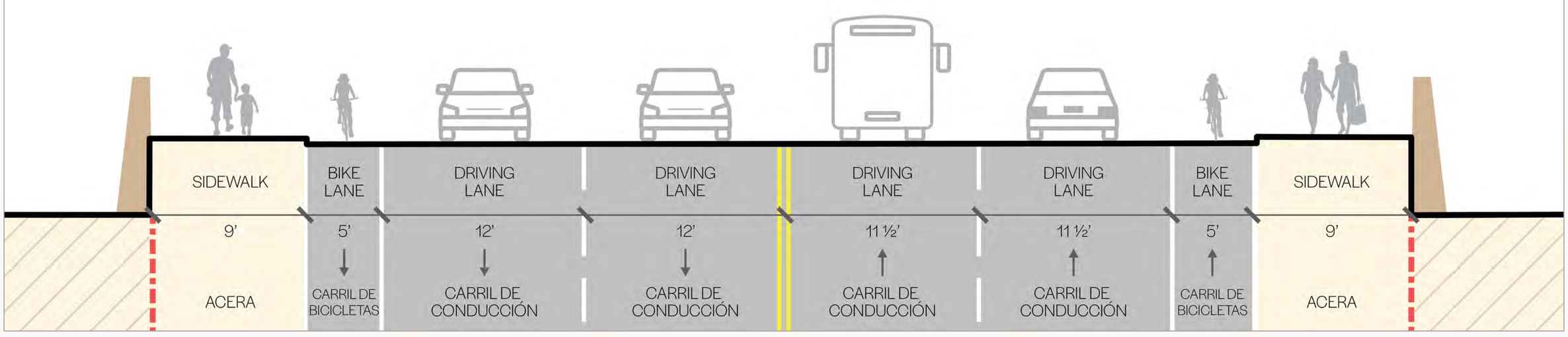
CRASHES (2020-2024)

- Three serious injury crashes along the segment
- All serious injury crashes occurred on bridge approaches



FACING NORTH

Cross section shows north of Canal Street; south of Canal Street varies



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City of Milwaukee

6TH STREET NEXT

6TH STREET NEXT

PREFERRED ALTERNATIVE

SEGMENT 2: ROUNDABOUT TO CLYBOURN STREET

HYBRID: PROTECTED BIKE LANES

Ask staff for a comment form to provide feedback on this and other alternatives.

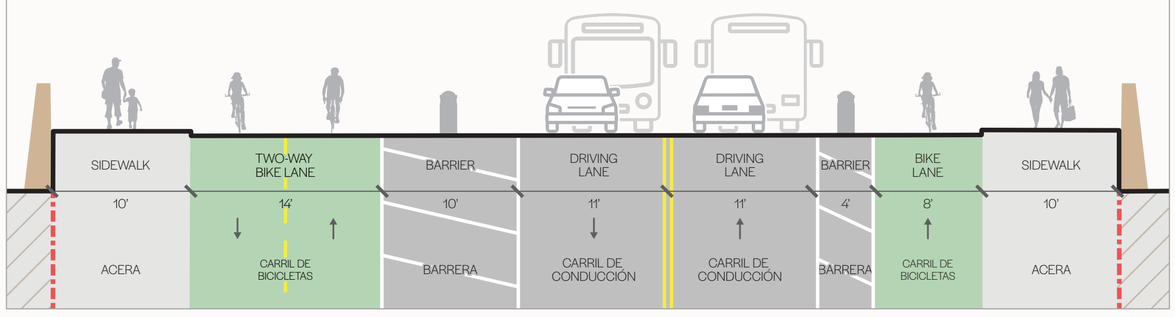
ROUNDABOUT TO CANAL
KEY ELEMENTS

- Two-way protected bike lane south of Canal Street provides connection to Hank Aaron State Trail (HAST).
- Ramp at HAST allows easy access for cyclists to move from the street level bicycle lane to the trail.
- Reduced vehicle travel lanes slow speeds and create a safer environment.

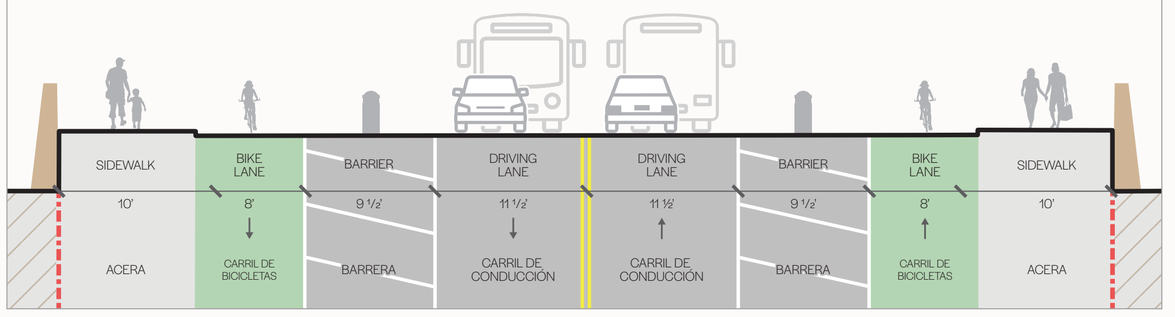
CANAL TO CLYBOURN
KEY ELEMENTS

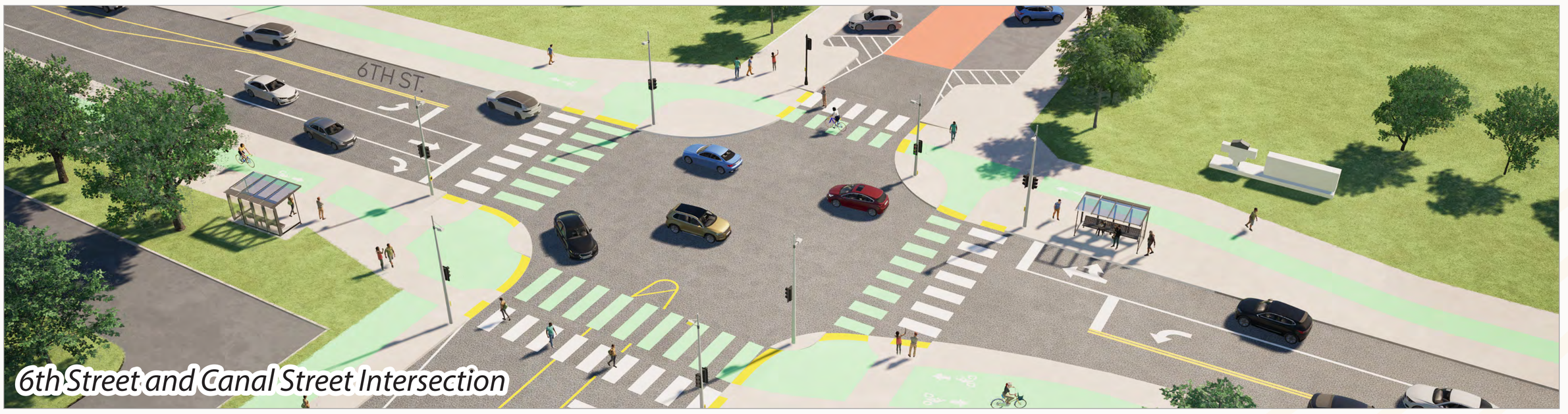
- One-way protected bike lanes connect to planned design north of Canal Street.
- Allows for seamless bicycle connections.
- Maintains space for vehicle turning movements.
- Bicycle lanes and buffers create space between vehicles and pedestrians.

HYBRID: TWO-WAY + ONE-WAY PROTECTED BIKE LANES

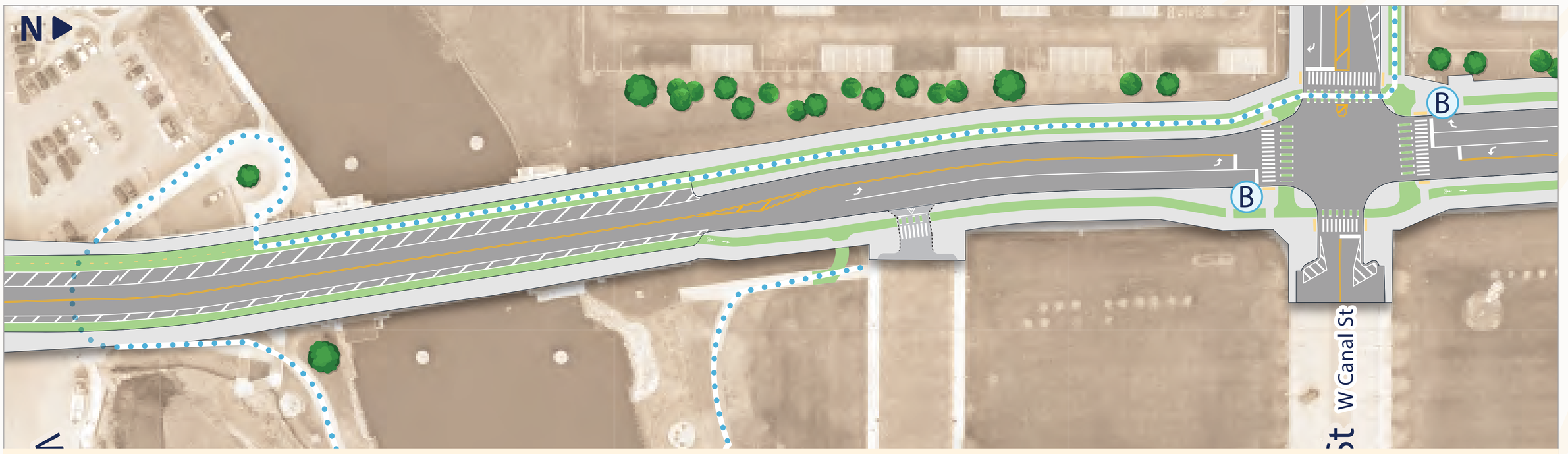


HYBRID: ONE-WAY PROTECTED BIKE LANES





6th Street and Canal Street Intersection



Sidewalk
Roadway
Bike Lane
Hank Aaron State Trail
B Bus Stop
Existing Trees

Preliminary design shown; subject to change and refinement. Please refer to the full roll plot for a complete view of the preferred alternative.

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City of Milwaukee

6TH STREET NEXT

6TH STREET NEXT

6TH STREET NOW

SEGMENT 3: CLYBOURN STREET TO MCKINLEY AVENUE

Existing Conditions

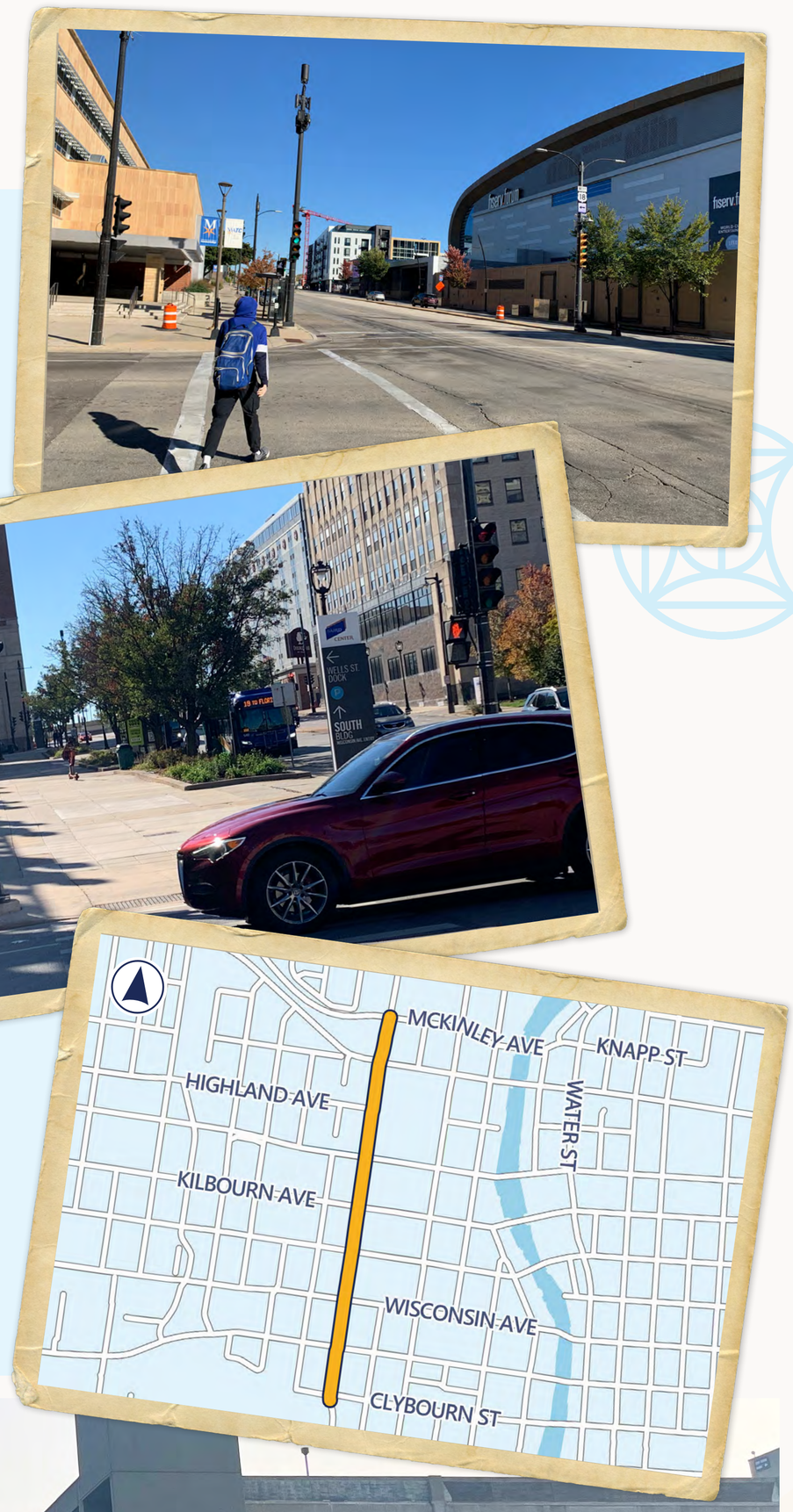
AVERAGE DAILY TRAFFIC (ADT): 14,800

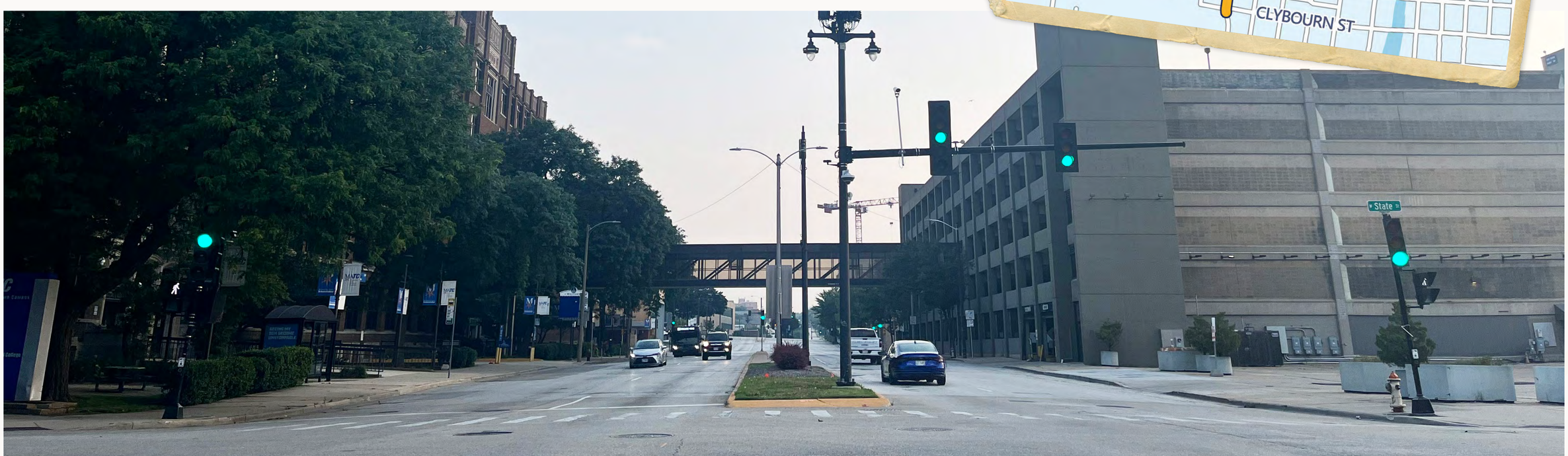
POSTED SPEED LIMIT: 30 MPH

- **DRIVERS EXCEEDING 30 MPH:** 61.2%
- **DRIVERS EXCEEDING 40 MPH:** 18.8%

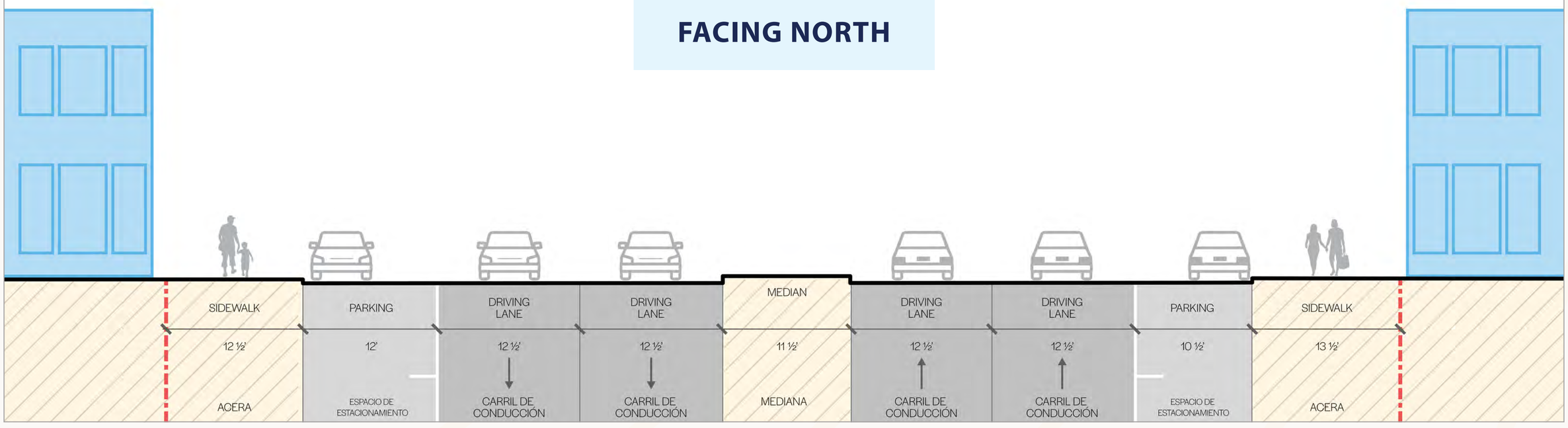
CRASHES (2020-2024)

- 65% of all fatal or serious injury crashes are in this segment
- A person walking was killed at Juneau Avenue
- Highest crash density is at the intersection of 6th Street and McKinley Avenue





FACING NORTH



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City of Milwaukee

6TH STREET NEXT

6TH STREET NEXT

PREFERRED ALTERNATIVE

SEGMENT 3: CLYBOURN STREET TO McKINLEY AVENUE

FOUR DRIVING LANES AND PROTECTED BIKE LANE

Ask staff for a comment form to provide feedback on this and other alternatives.

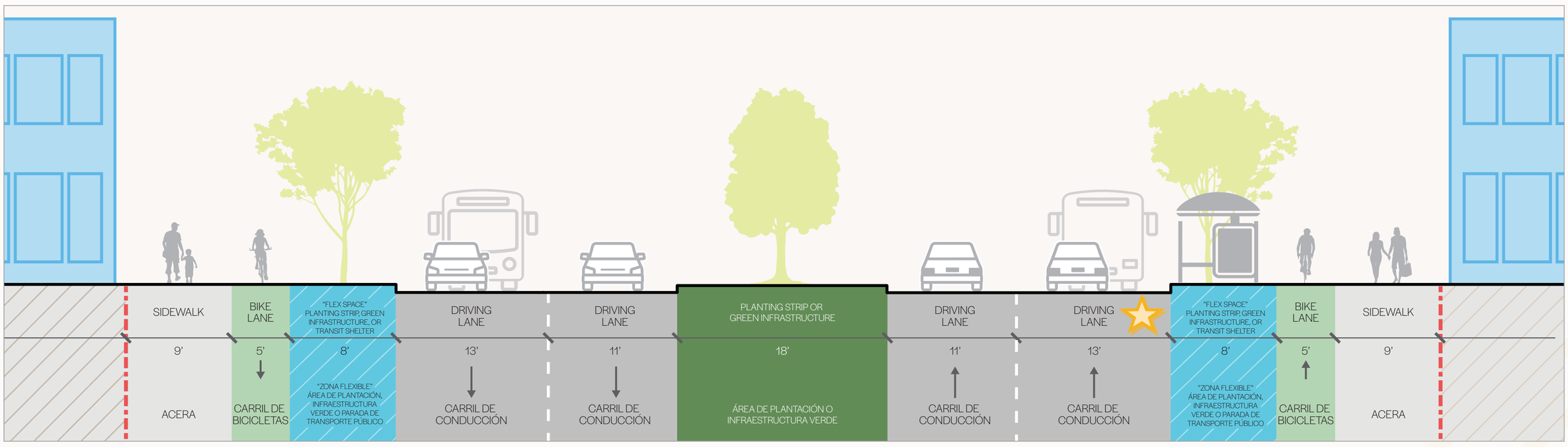
KEY ELEMENTS

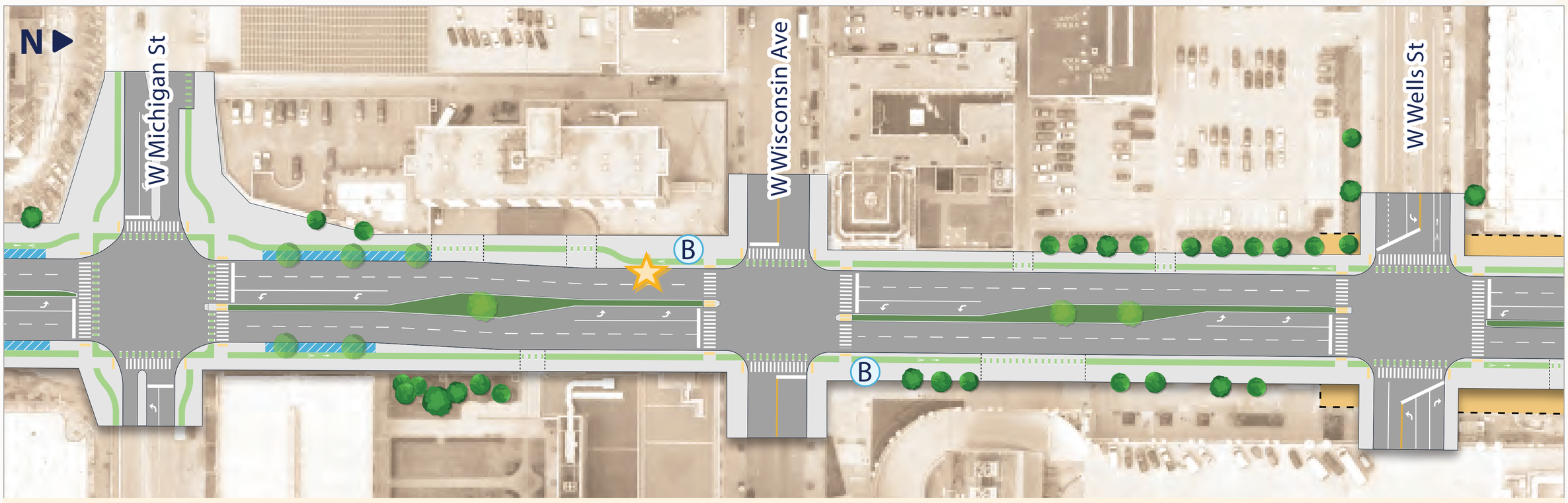
- Raised protected bike lanes.
- In-lane bus boarding.
- Retention of four driving lanes.
- Flex Space includes opportunities for green infrastructure, parking, or trees.

Design could allow for future consideration and implementation of dedicated transit lanes depending on traffic operations.



6th Street and Wisconsin Avenue Intersection





Sidewalk
Roadway
Bike Lane
Median/Green Space
Flex Space: Parking/ Green Infrastructure
WisDOT Connecting Highway
B Bus Stop
Driveway
Existing Trees
Proposed Trees

Preliminary design shown; subject to change and refinement. Please refer to the full r oll plot for a complete view of the pr eferred alternative.

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City of Milwaukee

6TH STREET NEXT

6TH STREET NEXT

6TH STREET NOW

SEGMENT 4: MCKINLEY AVENUE TO NORTH AVENUE

Existing Conditions

AVERAGE DAILY TRAFFIC (ADT): 5,600

POSTED SPEED LIMIT: 30 MPH

- **DRIVERS EXCEEDING 30 MPH:** 84.0%
- **DRIVERS EXCEEDING 40 MPH:** 20.5%

CRASHES (2020-2024)

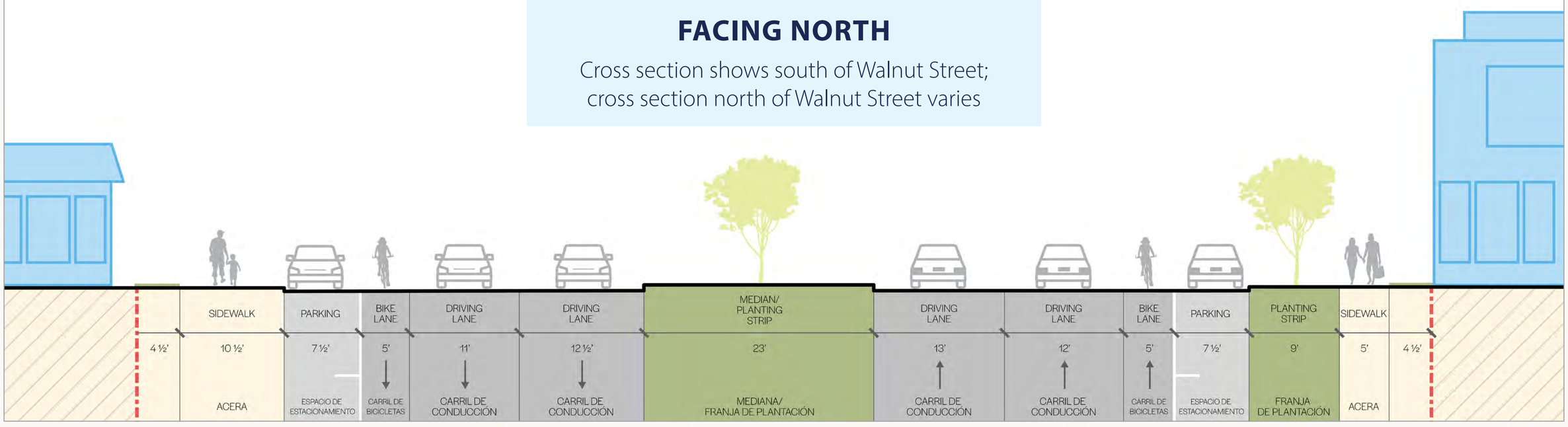
- High density of crashes along North Avenue at 7th and 8th Streets
- Four serious injury crashes along this segment
- Slight decrease in crashes after construction of protected bike lane





FACING NORTH

Cross section shows south of Walnut Street; cross section north of Walnut Street varies



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City of Milwaukee

6TH STREET NEXT

6TH STREET NEXT

PREFERRED ALTERNATIVE

SEGMENT 4: McKINLEY AVENUE TO NORTH AVENUE

PROTECTED BIKE LANE

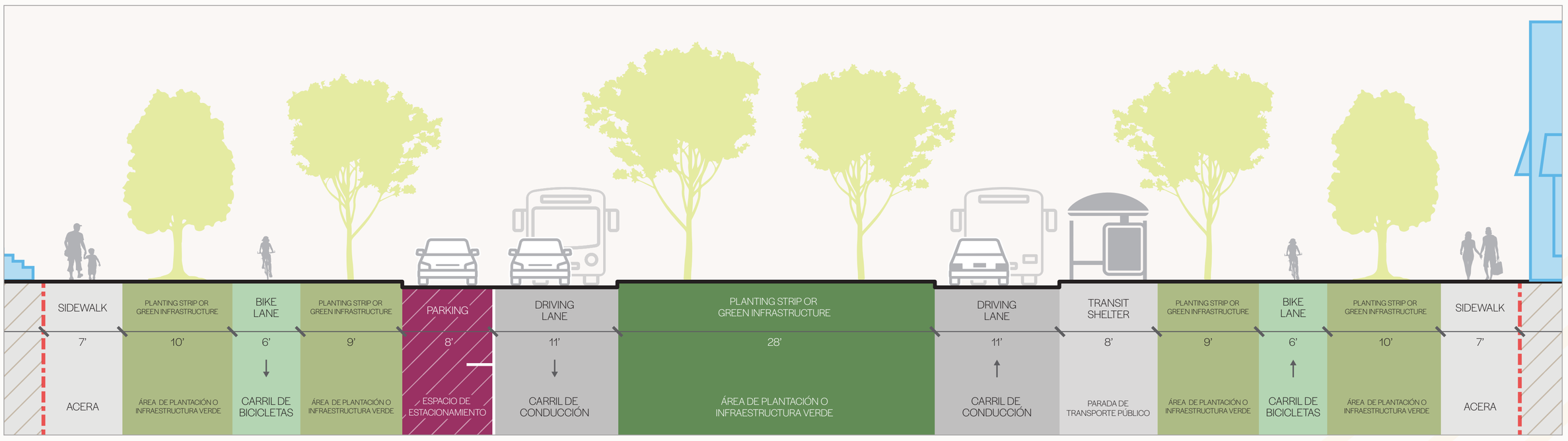
Ask staff for a comment form to provide feedback on this and other alternatives.

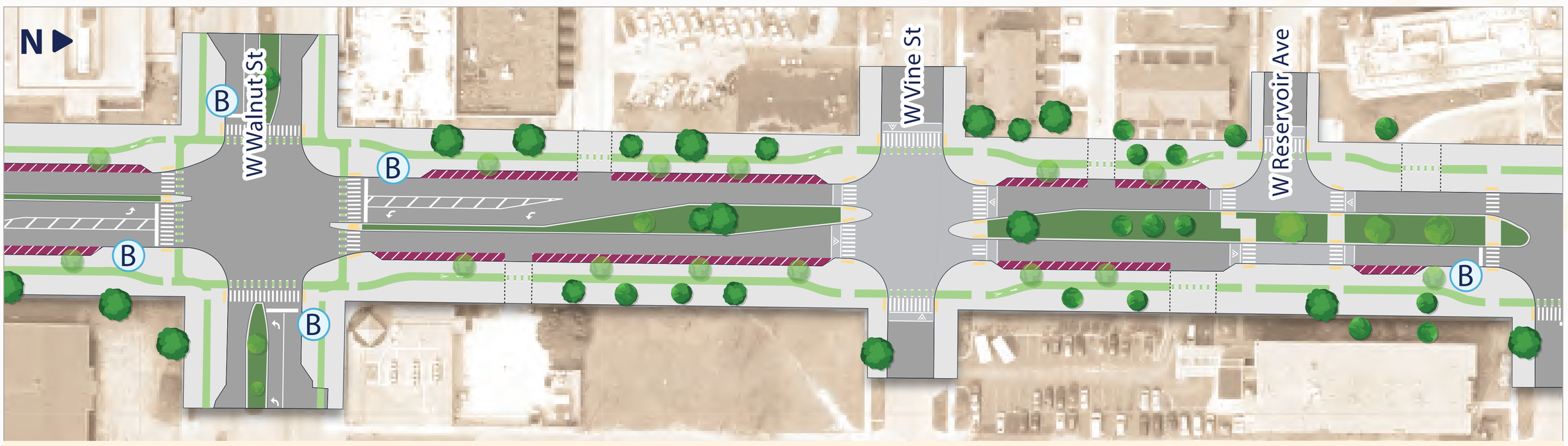
KEY ELEMENTS

- Raised protected bike lanes.
- In-lane bus boarding.
- Raised crosswalks protect pedestrians and slow vehicles.
- Opportunities for green infrastructure and additional trees in median.
- Space for transit shelter can also be parking.
- Improves the Walnut Street intersection, eliminating visual distractions.



6th Street and Walnut Street Intersection





Preliminary design shown; subject to change and refinement. Please refer to the full roll plot for a complete view of the preferred alternative.

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City of Milwaukee

6TH STREET NEXT

6TH STREET NEXT

PROJECT EFFECTS

SECTION 4(f) PROPERTIES

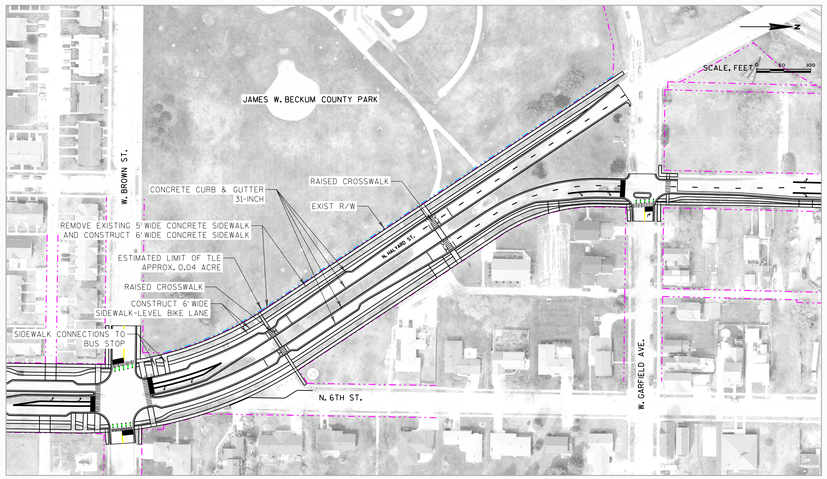
SPECIAL CONSIDERATIONS

Section 4(f) refers to the section within the U.S. Department of Transportation Act of 1966 which provided for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development.

SUMMARY OF 4(f) IMPACTS:

James W. Beckum Park:

A temporary easement for grading will be needed during sidewalk reconstruction (est. 0.04 acres).



Hank Aaron State Trail:

A temporary trail detour will be needed during construction. The City of Milwaukee is coordinating with the Wisconsin DNR to determine potential detour options.



Ask staff for a comment form to provide feedback on these impacts and the preferred alternatives.

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6TH STREET NEXT

SCHEDULE & NEXT STEPS

WE ARE HERE

Summer 2025

Needs & Priorities

Fall 2025

Alternatives Development

Public Meeting #1

Present design options

Winter 2025/ Spring 2026

Preferred Alternative

Public Meeting #2

Present preferred design option

Summer 2026

Complete Environmental Document

TBD

Final Design & Construction

Future WisDOT Connecting Highway Project between Wells Street and McKinley Avenue*

**The City of Milwaukee will continue working to identify additional funding to advance other segments of the Project.*

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