



N. Water Street from E. Kilbourn Avenue to E. Pleasant Street

NOVEMBER 2024 PUBLIC INVOLVEMENT MEETING

PROJECT OVERVIEW

The City of Milwaukee Department of Public Works is leading a redesign of N. Water Street from E. Kilbourn Avenue to E. Pleasant Street. 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 City is working to identify funding for final design and construction.



PROJECT GOALS



Decrease motor vehicle **speeds**



Support existing and future **businesses**



Increase walkability



Design with sustainability in mind



Enhance transit operations and rider experience

CORRIDOR SNAPSHOT

Average daily traffic (ADT): 17,817

Crash rates are significantly higher than average compared to similar types of streets

Corridor is listed on the City of Milwaukee's bicyclist and pedestrian high injury networks

Major transit corridor with high ridership for four MCTS bus routes

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

SCAN TO VISIT AND LEARN MORE:

engage.milwaukee.gov/water-street-project



Subscribe for updates

Department of Public Works

841 N. Broadway, Milwaukee, WI 53202

QUESTIONS? CONTACT US AT:

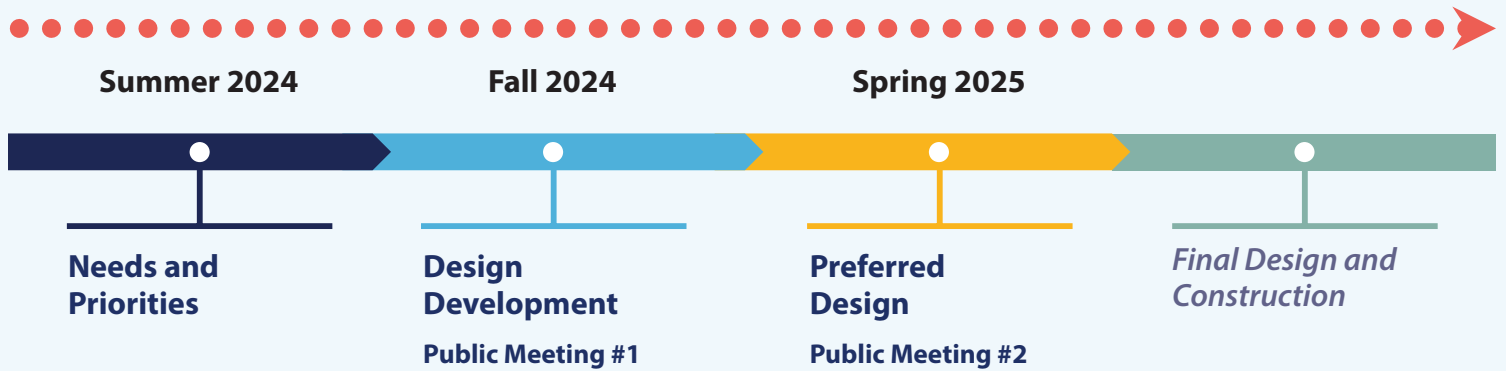
waterstreetproject@hntb.com



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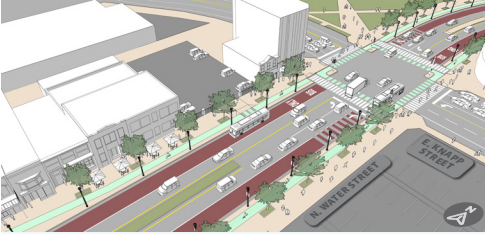
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SCHEDULE



DESIGN ALTERNATIVES

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	DESIGN ALTERNATIVE #2 CENTER-RUNNING BUS CORRIDOR	DESIGN ALTERNATIVE #3 SEPARATED BUS CORRIDOR
		
• Raised protected bike lanes • Dedicated bus-only lanes; adjacent to travel lanes	• Raised protected bike lanes • Dedicated bus-only lanes; partially separated from travel lanes with median • Median provided for pedestrian refuge • Street is physically and visually narrowed	• Dedicated bus-only lanes; separated from travel lanes • Median provided for pedestrian refuge • Street is physically and visually narrowed

