6TH STREET NEXT OPEN HOUSE



Please sign in, view materials, ask questions, and submit a comment form

6TH STREET THEN



Honoring the thriving neighborhoods of the past

6TH STREET NOW



Acknowledging the needs and challenges for today's users

6TH STREET NEXT

TO VISIT THE 6TH STREET WEBSITE
USE A SMARTPHONE TO SCAN QR CODE
ENGAGE.MILWAUKEE.GOV/6TH-STREET

City of Milwaukee

6TH STREET NEXT

CITY OF MILWAUKEE

POLICIES AND PLANS

PLANNING WITH PURPOSE

This project is influenced by many City of Milwaukee plans and policies, which assist the project team in identifying project goals and design options.

COMPLETE STREETS POLICY

Aims to create safe, comfortable and convenient streets for all users, promote equitable access across neighborhoods, and support economic and environmental sustainability.

CONNEC+ING MKE DOWNTOWN PLAN 2040

6th Street was identified as a catalytic project that should prioritize transit and pedestrian use, with enhanced public spaces.

VISION ZERO

Adopted in 2022 with a goal of eliminating serious injuries and fatalities from traffic crashes by 2037.

TO VISIT WEBSITE
USE CAMERA TO SCAN QR CODE
ENGAGE.MILWAUKEE.GOV/6TH-STREET







Corridor walk and workshop, June & July 2025

6TH STREET NEXT

PROJECT OVERVIEW

PART 1

The City of Milwaukee is leading a redesign for a 2.6-mile stretch of 6th Street from National Avenue to North Avenue with a focus on reconnecting neighborhoods.

PROJECT ELEMENTS

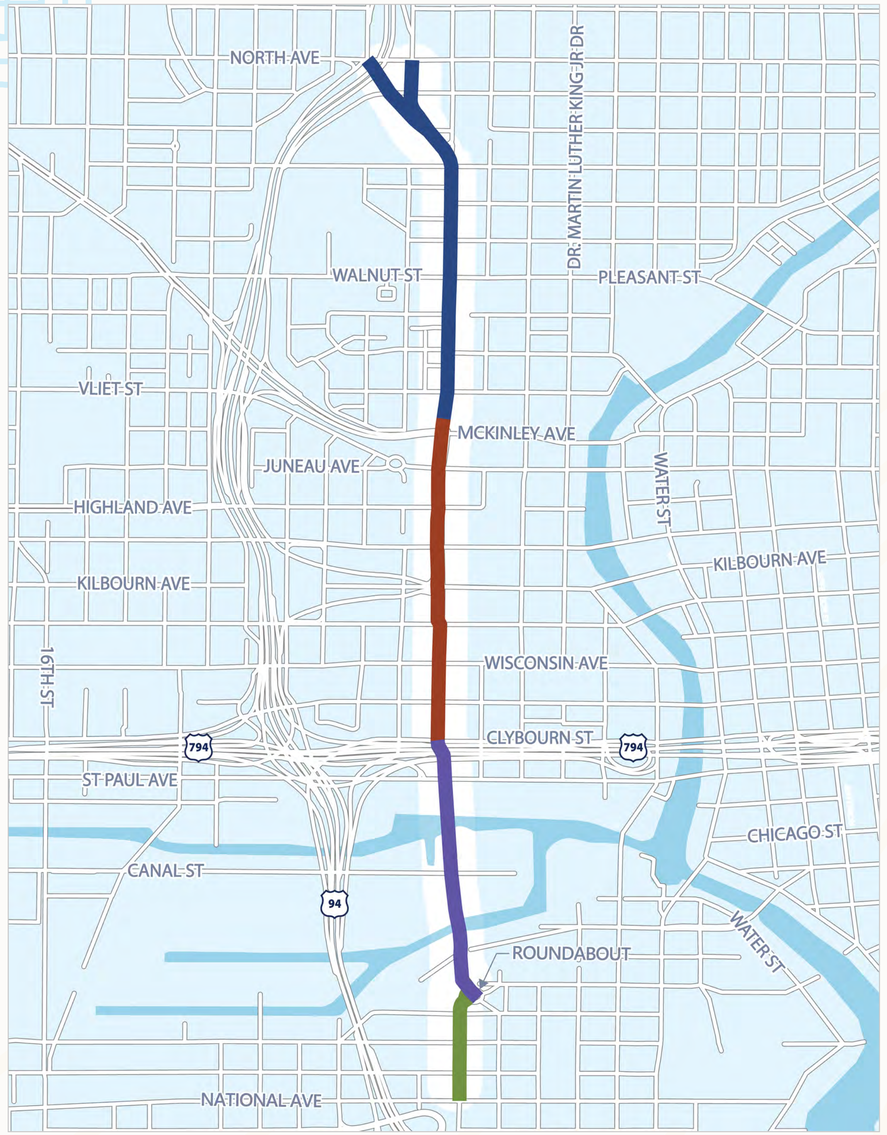
- Improve pedestrian accommodations
- Add new transit lanes and enhanced stops, where feasible
- Fully separate bike lanes, where feasible
- Increase tree canopy, landscaping, and green infrastructure
- Right-size the roadway
- Reconstruct a portion of the corridor

PROJECT GOALS

- Increase walkability
- Integrate green infrastructure
- Reduce motor vehicle speeds
- Use transit stops for placemaking

The corridor is divided into four segments

- McKinley Avenue to North Avenue
- Clybourn Street to McKinley Avenue
- Roundabout to Clybourn Street
- National Avenue to Roundabout



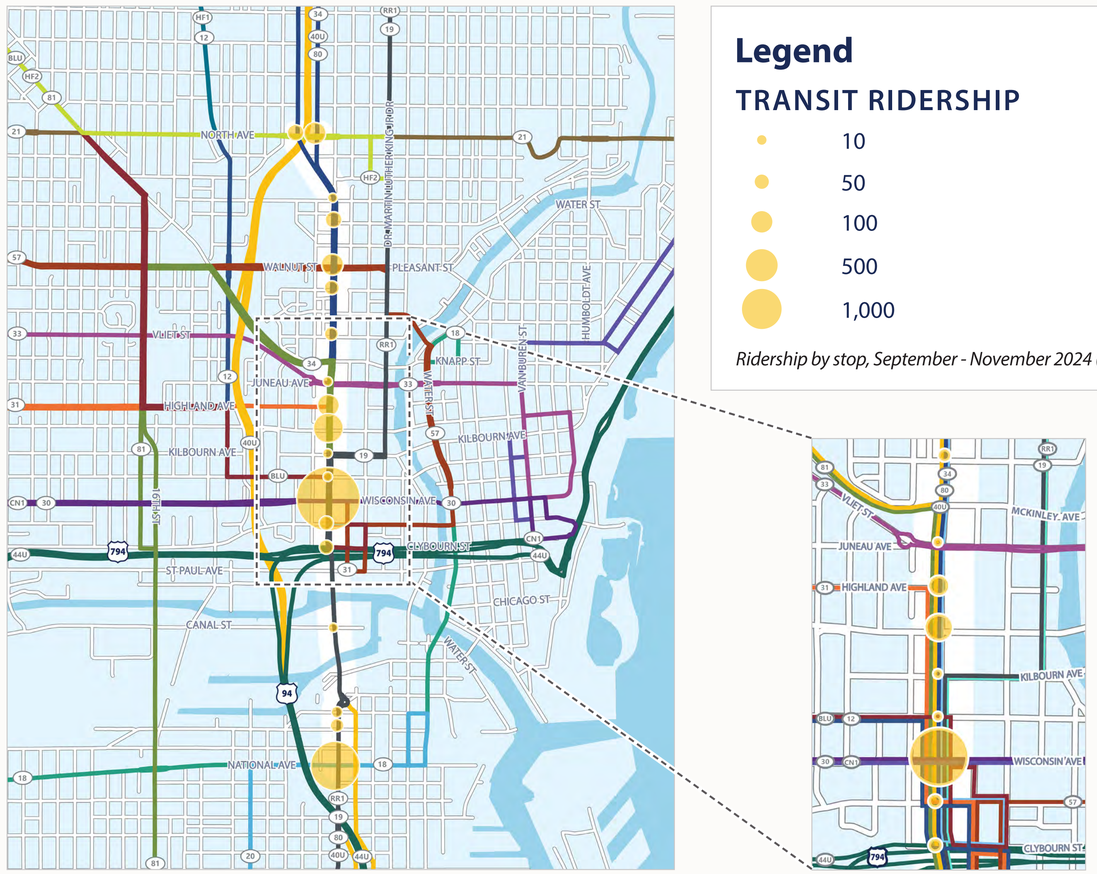
TO VISIT WEBSITE
USE CAMERA TO SCAN QR CODE
ENGAGE.MILWAUKEE.GOV/6TH-STREET

6TH STREET NEXT

6TH STREET NOW

MULTIMODAL

TRANSIT NETWORK AND USAGE



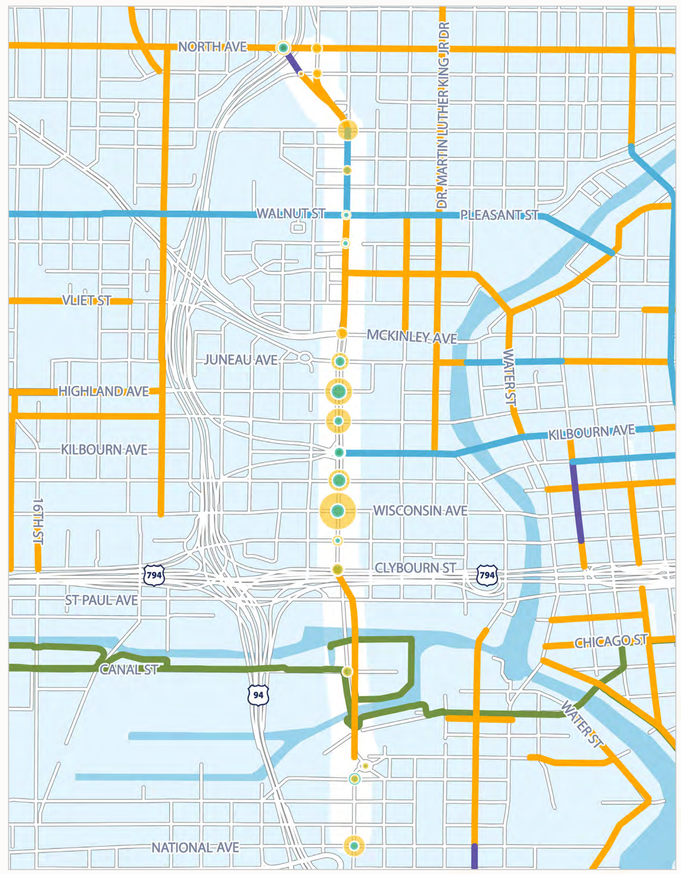
Legend

TRANSIT RIDERSHIP

- 10
- 50
- 100
- 500
- 1,000

Ridership by stop, September - November 2024 (MCTS)

PEDESTRIAN AND BIKE NETWORK USAGE



Legend

- Hank Aaron State Trail
- Bike Lane
- Buffered Bike Lane
- Protected Bike Lane

BICYCLIST CROSSINGS

- 1
- 3
- 5
- 7
- 10

PEDESTRIAN CROSSINGS

- 1
- 5
- 10
- 50
- 100

Peak hour (7:30 - 8:30 AM, 4:15 - 5:15 PM) data collected May and June 2025

MODAL VOLUME COMPARISON

The size of the circle represents the number of pedestrians, bicyclists, and bus riders at each intersection. A small circle is a lower volume in comparison to a large circle.

VOLUMES

TO VISIT WEBSITE
USE CAMERA TO SCAN QR CODE
ENGAGE.MILWAUKEE.GOV/6TH-STREET

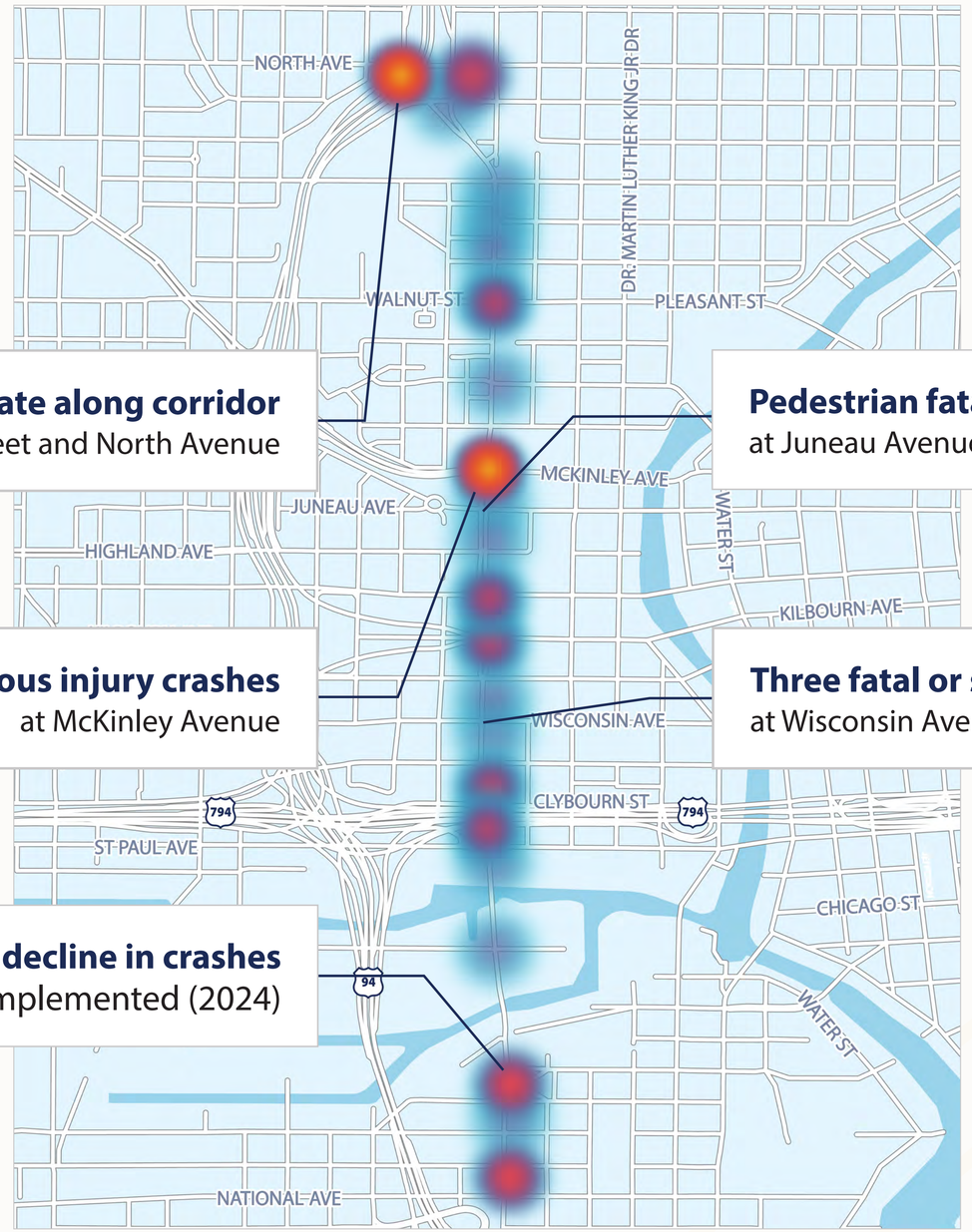
6TH STREET NEXT

PROJECT OVERVIEW

CRASHES

40% of all severe or fatal injury crashes on 6th Street involved a person walking

20 serious injury or fatal crashes along the corridor between 2020-2024



Highest crash rate along corridor
at 8th Street and North Avenue

Pedestrian fatality
at Juneau Avenue

Three fatal or serious injury crashes
at McKinley Avenue

Three fatal or serious injury crashes
at Wisconsin Avenue

Roundabout saw a sharp decline in crashes
after traffic calming implemented (2024)

CRASH DENSITY
2020 - 2024

Sparse

Dense

TO VISIT WEBSITE
USE CAMERA TO SCAN QR CODE
ENGAGE.MILWAUKEE.GOV/6TH-STREET

6TH STREET NEXT

THE SELECTION PROCESS

PURPOSE AND NEED

PURPOSE

Redesign and rebuild 6th Street to improve safety, traffic operations, efficiency, and connectivity among all modes of transportation.

NEED

The need for the project is driven by the following factors:



MAKING A CHOICE

ALTERNATIVES ANALYSIS

Eleven alternatives across the four project sections were presented during the first round of public engagement. The feedback gathered, along with technical analyses, was used to determine which alternative would best meet the Purpose and Need and project goals in each of the corridor's four sections. This led to the selection of the preferred alternative.

THE PROJECT:

- Improves connectivity across all modes of transportation.
- Improves the pavement conditions.
- Provides opportunities for green infrastructure.
- Improves the safety of the corridor.
- Maintains acceptable traffic operations. *(based on roadway jurisdiction)*
- Reflects feedback received from stakeholders and public.

TO VISIT WEBSITE
USE CAMERA TO SCAN QR CODE
ENGAGE.MILWAUKEE.GOV/6TH-STREET

6TH STREET NEXT

6TH STREET NOW

SEGMENT 1: NATIONAL AVE TO ROUNDABOUT (FLORIDA ST)

Existing Conditions

AVERAGE DAILY TRAFFIC (ADT): 9,400

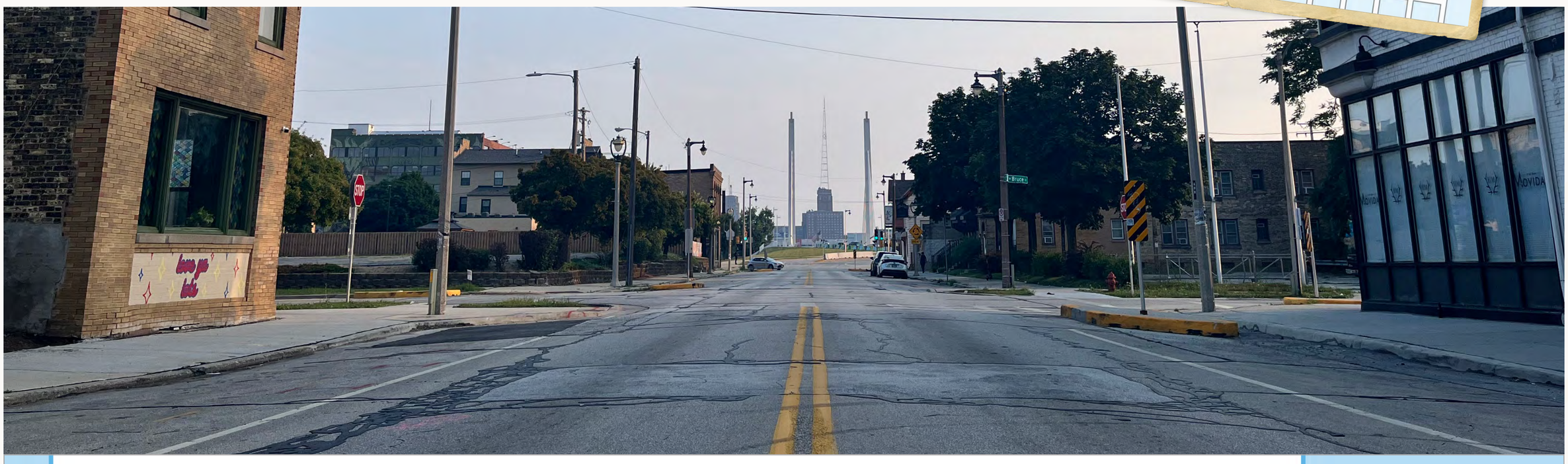
POSTED SPEED LIMIT: 30 MPH

- **DRIVERS EXCEEDING 30 MPH:** 31.2%
- **DRIVERS EXCEEDING 40 MPH:** 1.4%

CRASHES (2020-2024)

- A traffic calming project in 2024 reduced crashes at the roundabout
- Only segment with zero fatal or serious injury crashes during the time frame





FACING NORTH

TO VISIT WEBSITE
USE CAMERA TO SCAN QR CODE
ENGAGE.MILWAUKEE.GOV/6TH-STREET

City of Milwaukee

6TH STREET NEXT

6TH STREET NEXT

PREFERRED ALTERNATIVE

SEGMENT 1: NATIONAL AVENUE TO ROUNDABOUT

HYBRID: WIDENED SIDEWALKS + GREEN INFRASTRUCTURE

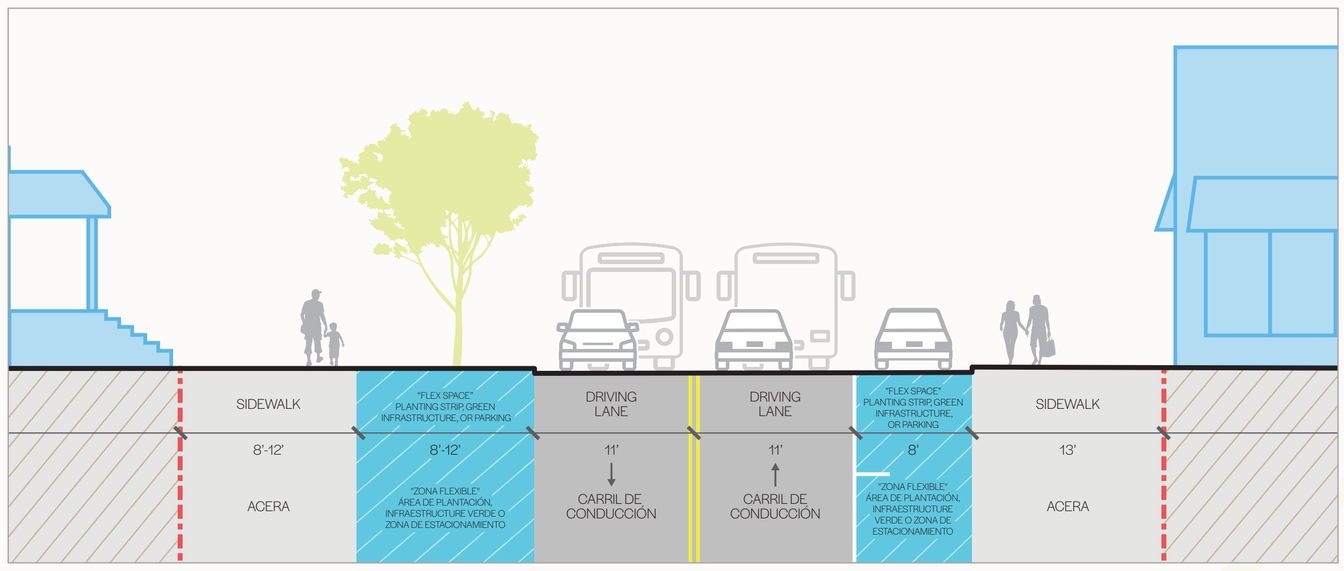
Ask staff for a comment form to provide feedback on this and other alternatives.

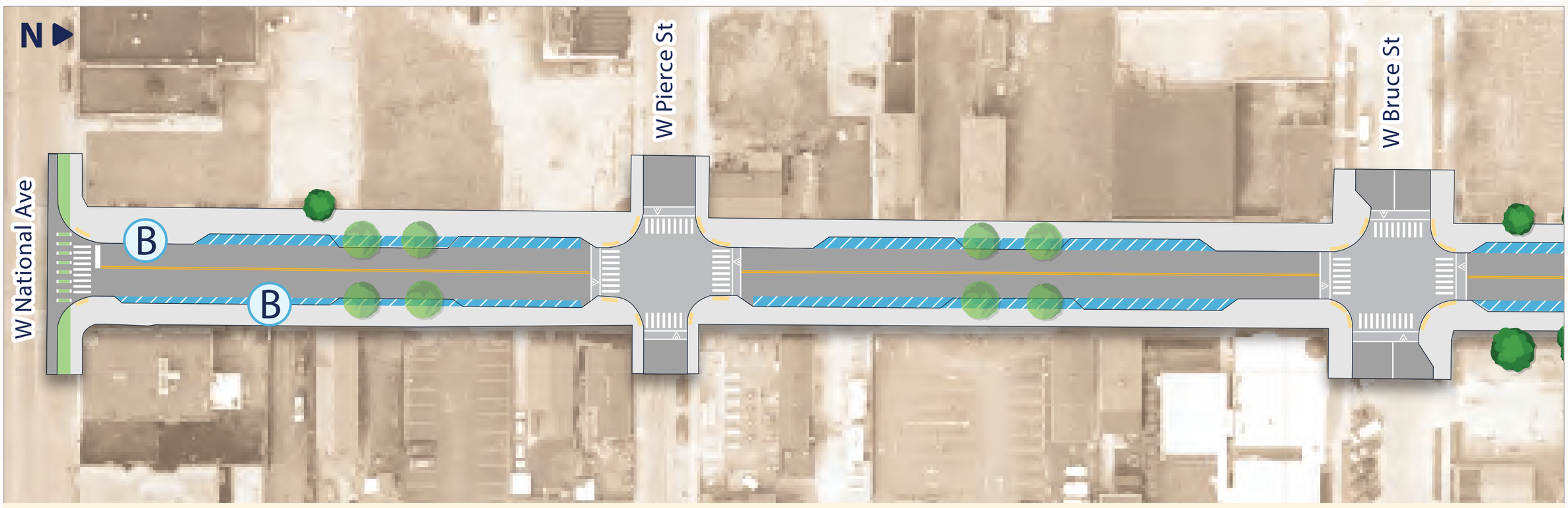
KEY ELEMENTS

- Bump out at W. National Avenue will allow more space for bus riders and an in-lane bus stop.
- Sidewalks will be widened on both sides of the street.
- Curb extensions will reduce speeding, increase safety for people walking, and provide opportunities for tree plantings and green infrastructure.
- Flex space along each side of the corridor will allow for parking or additional tree coverage, as well as green infrastructure opportunities.
- Raised intersections at W. Pierce Street and W. Bruce Street reduce vehicle speeds.



6th Street and Pierce Street Intersection





Sidewalk
Roadway
Raised Intersection/Raised Crosswalk
Bike Lane
Flex Space: Parking/Green Infrastructure
B Bus Stop
Existing Trees
Proposed Trees

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

TO VISIT WEBSITE
USE CAMERA TO SCAN QR CODE
ENGAGE.MILWAUKEE.GOV/6TH-STREET

City of Milwaukee

6TH STREET NEXT