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
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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.

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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

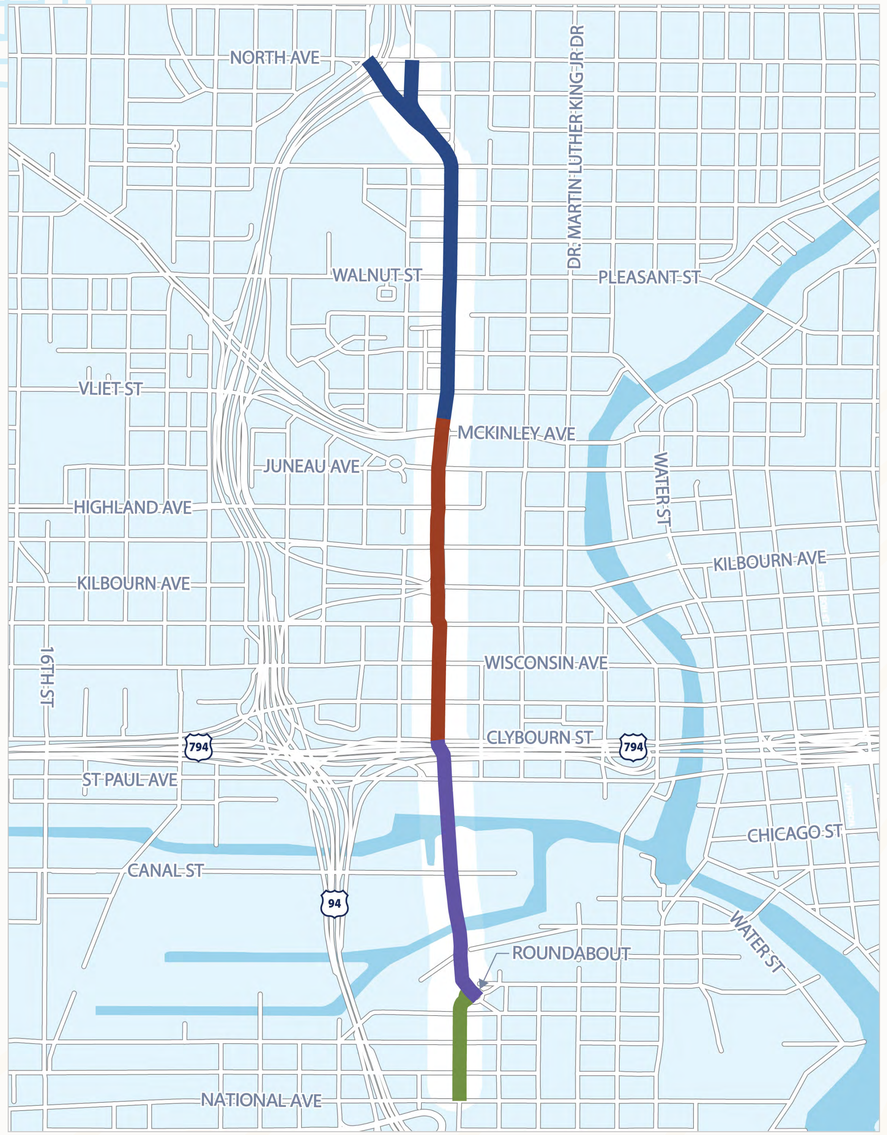
- Improve pedestrian accommodations
- Add new transit lanes and enhanced stops, where feasible
- Fully separate bike lanes, where feasible
- Increase tree canopy, landscaping, and green infrastructure
- Right-size the roadway
- Reconstruct a portion of the corridor

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



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PROJECT OVERVIEW

PART 2

PROJECT FUNDING

While much of the $36.56 million Neighborhood Access and Equity Capital Construction Grant was rescinded by H.R. 1 - One Big Beautiful Bill Act, **the City of Milwaukee has $2.1 million for preliminary design**.

The City of Milwaukee is seeking funding options for final design and construction.

PROJECT TIMELINE

Public Engagement Round 1
Fall 2025: Present corridor alternatives

Public Engagement Round 2
Winter 2025/2026: Present preferred alternative*

Preliminary Design & Environmental Document**
Spring 2026

Final Design & Construction
TBD

**The preferred alternative (the design chosen for the street) will be selected based on community, stakeholder, and City of Milwaukee needs and feedback.*

***The Environmental Document outlines the impacts this project's construction has on the environment and surrounding neighborhoods and the steps to lessen impacts.*

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6TH STREET NEXT

6TH STREET THEN



1963



Today



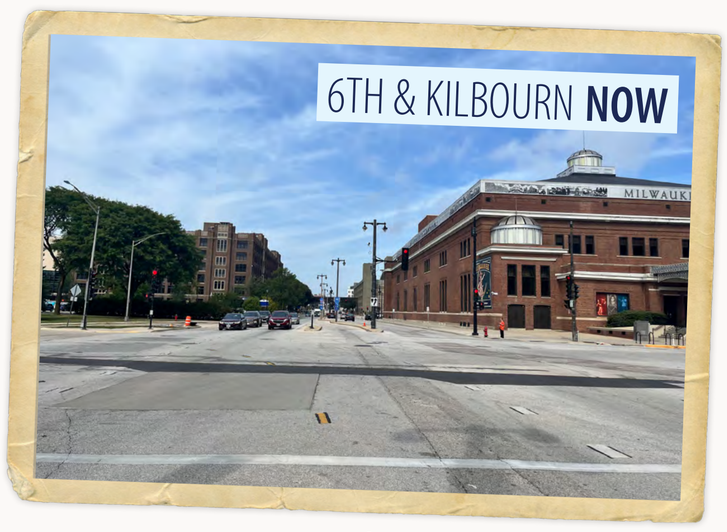
1936



Today



1941



Today



1958



Today



1960



Today

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6TH STREET NEXT

6TH STREET NEXT

WHAT WORKED ABOUT 6TH STREET THEN?

WHAT DO WE WANT TO REPLICATE?

Put sticky notes here

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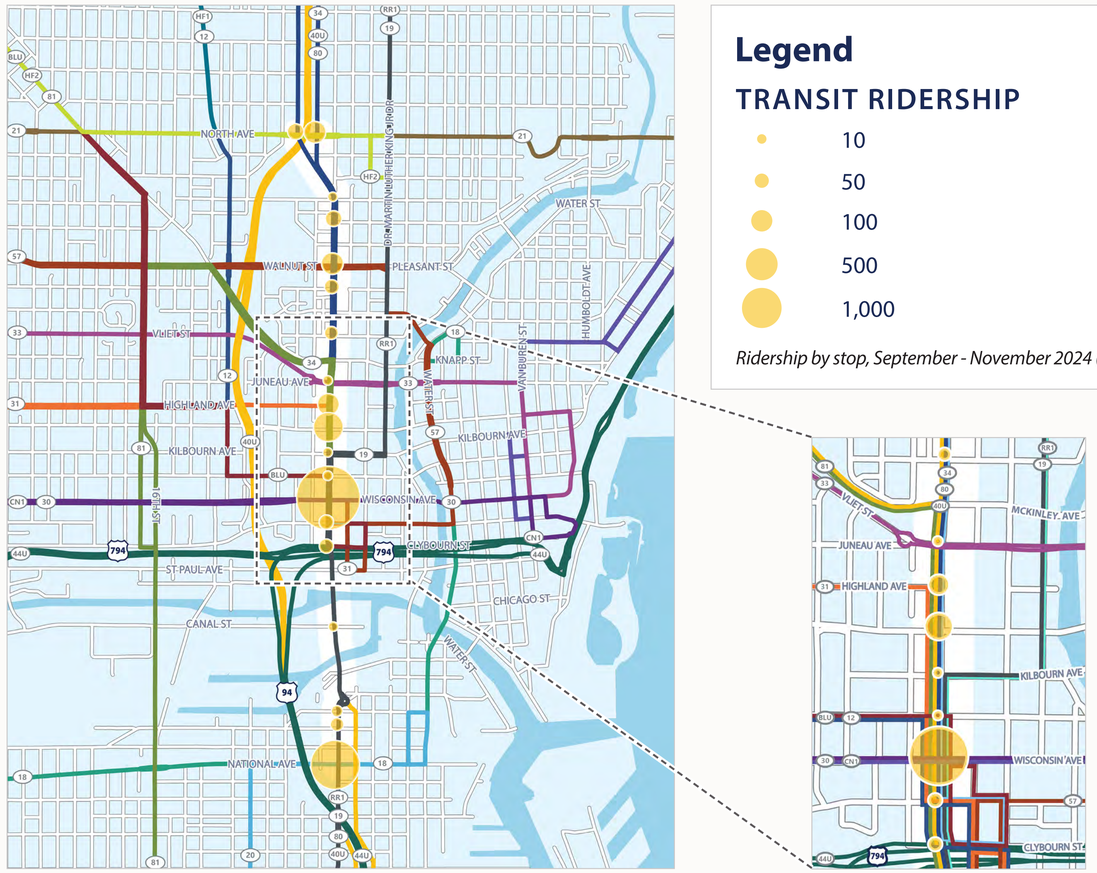
6TH STREET NEXT

6TH STREET NEXT

6TH STREET NOW

MULTIMODAL

TRANSIT NETWORK AND USAGE



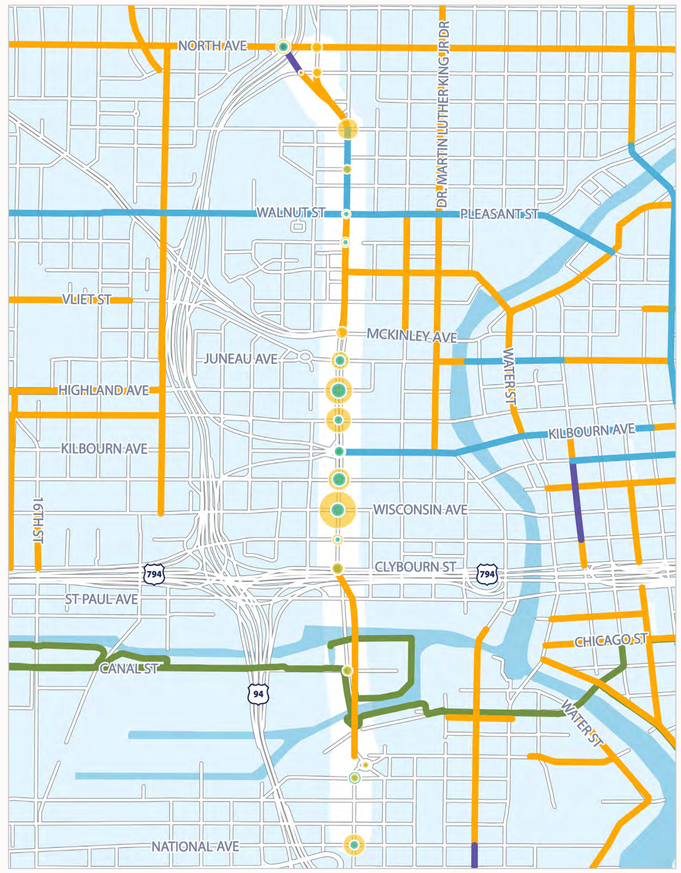
Legend

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

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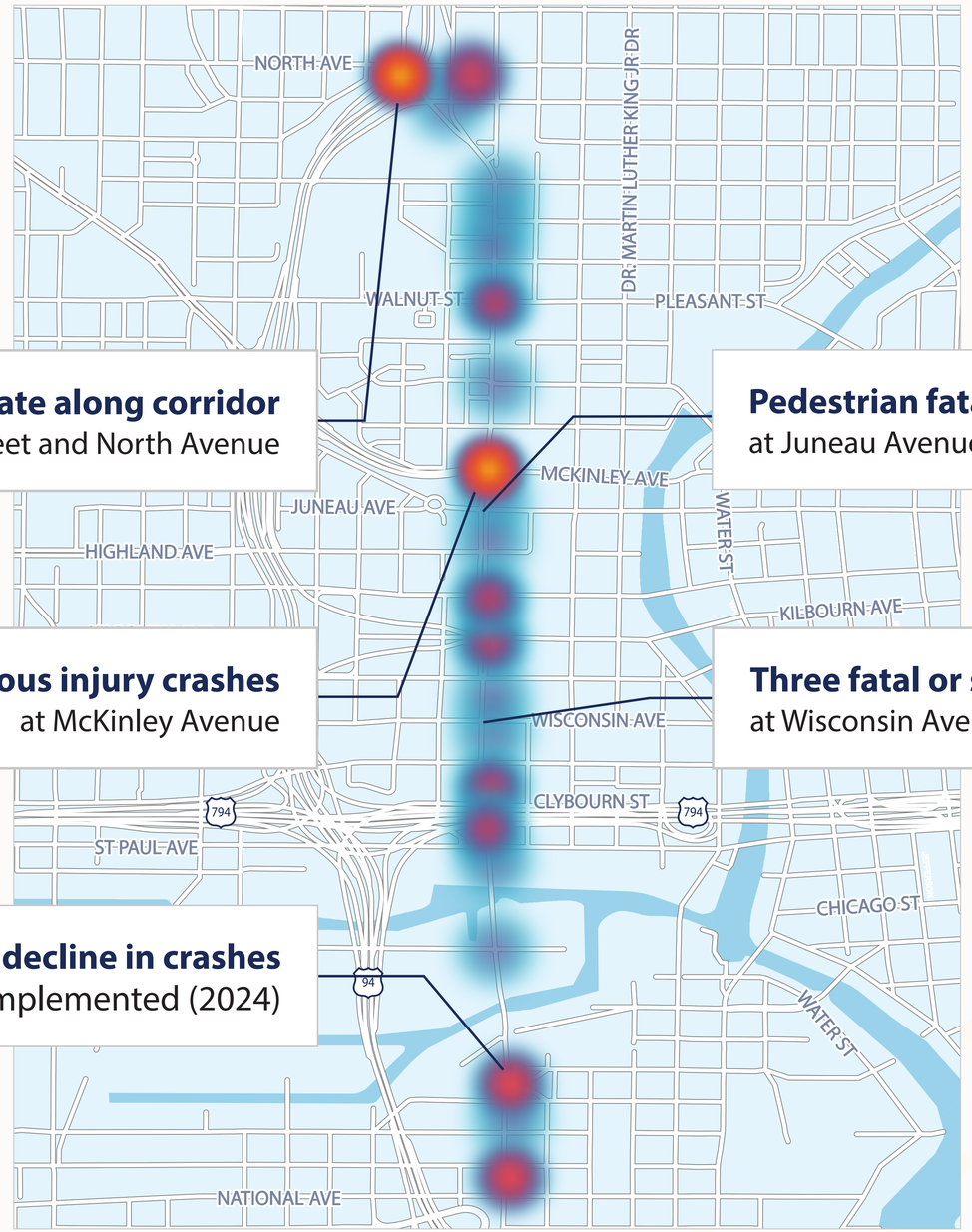
6TH STREET NEXT

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

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6TH STREET NOW

SEGMENT 1: NATIONAL AVE TO ROUNDABOUT (FLORIDA ST)

Existing Conditions

AVERAGE DAILY TRAFFIC (ADT): 9,400

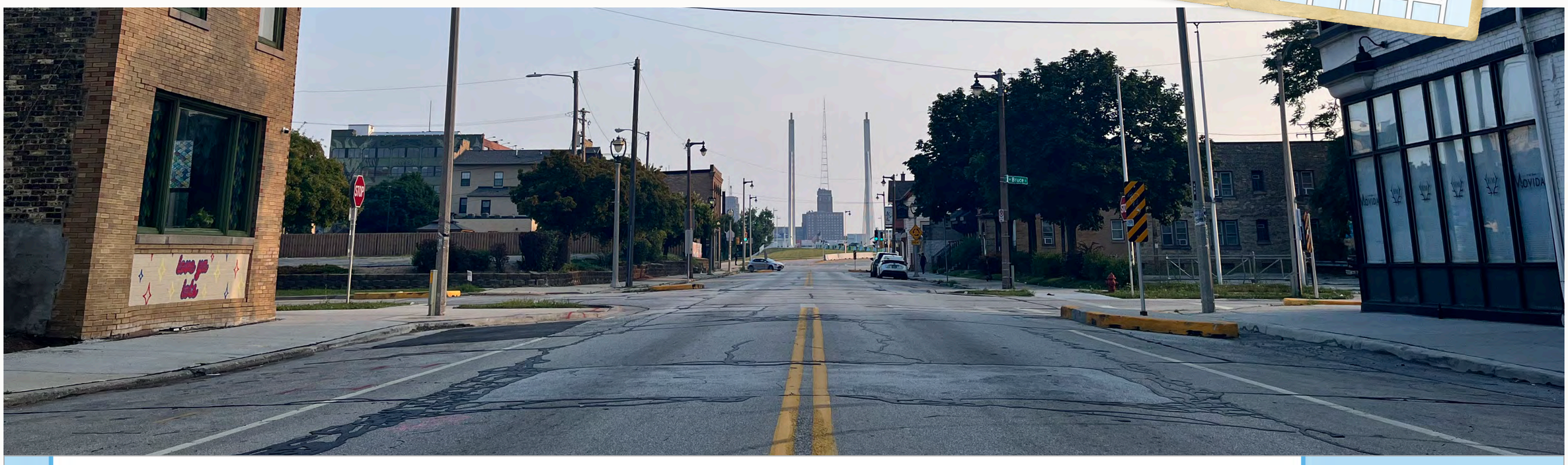
POSTED SPEED LIMIT: 30 MPH

- **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

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City of Milwaukee

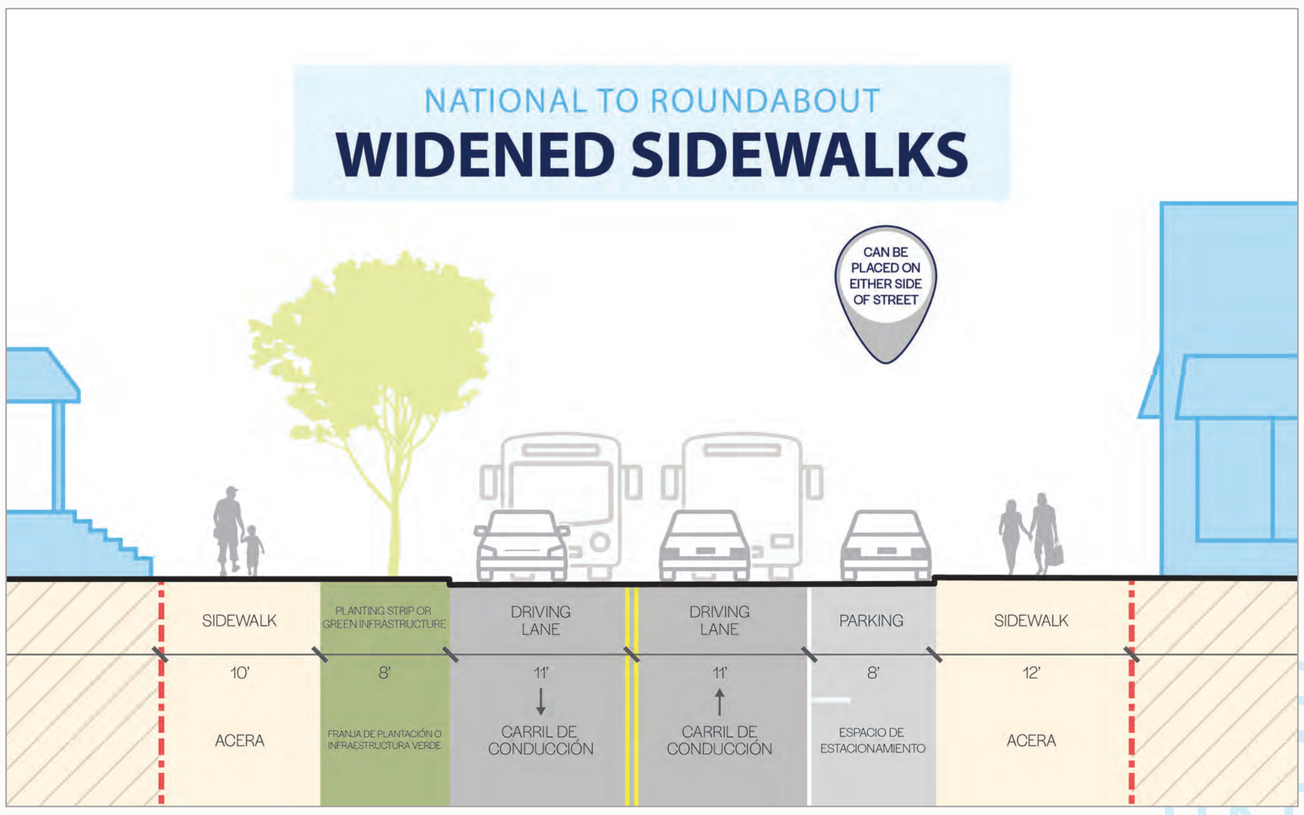
6TH STREET NEXT

6TH STREET NEXT

SEGMENT 1: NATIONAL AVE TO ROUNDABOUT (FLORIDA ST)

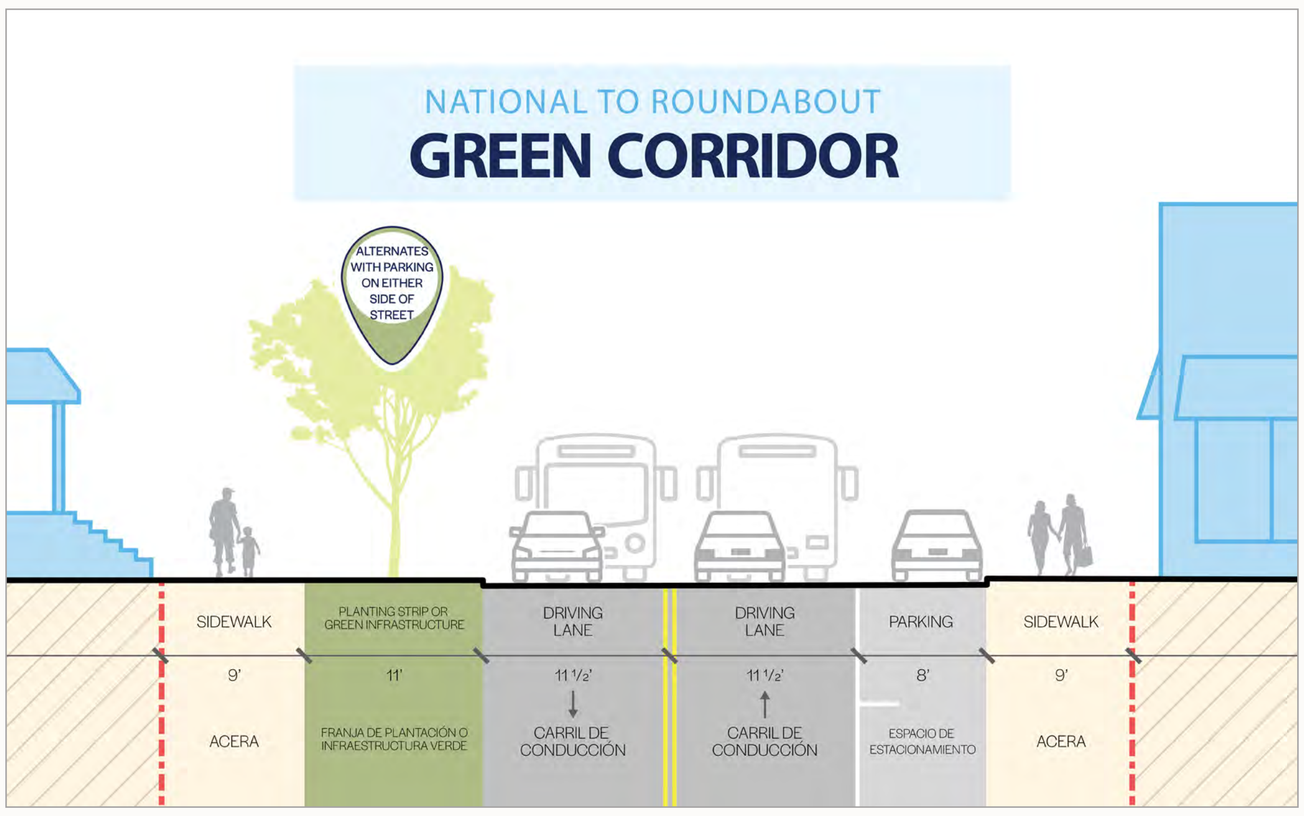
Design Alternatives

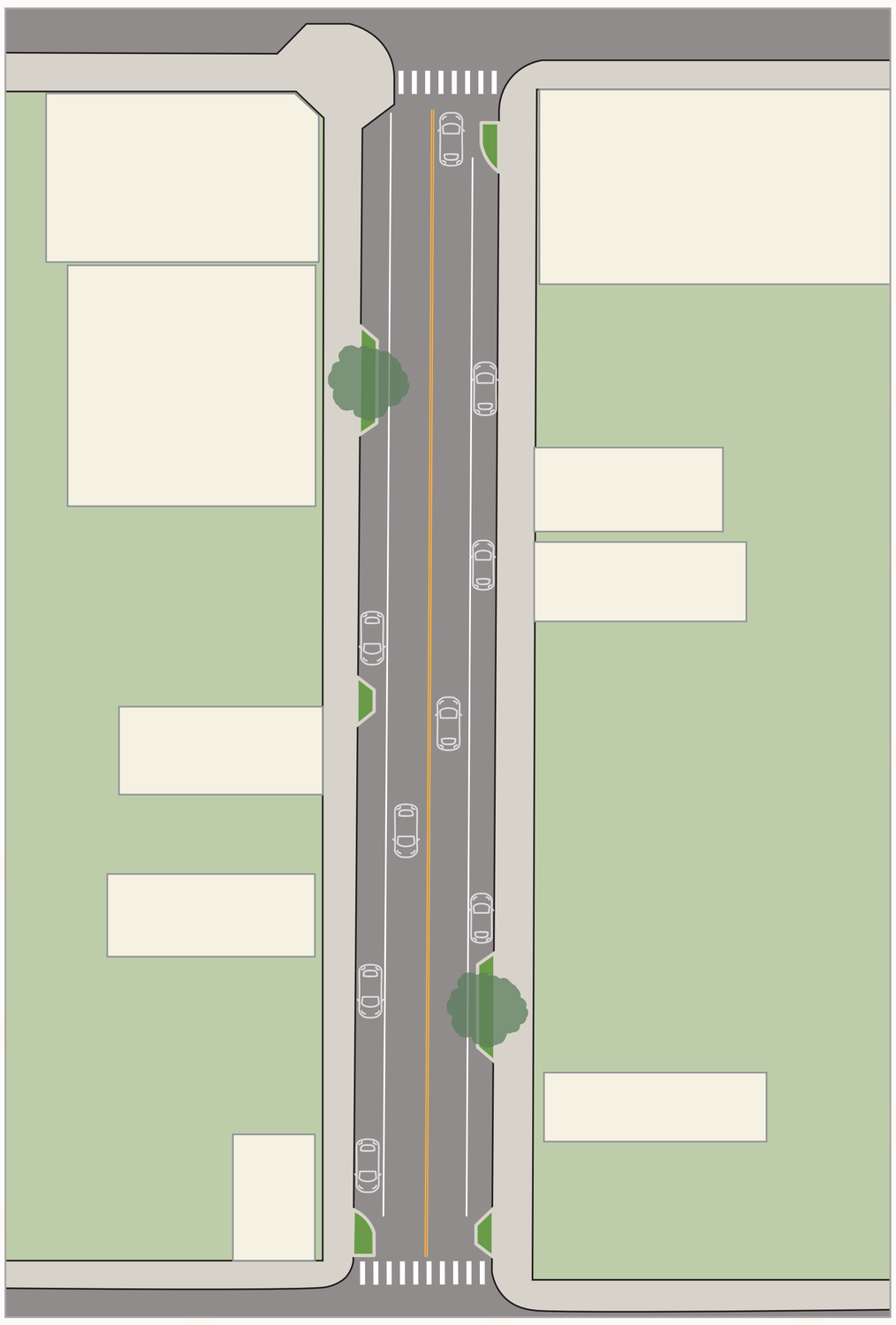
Ask staff for a comment form to provide feedback on this and other alternatives



KEY ELEMENTS

- Opportunities for trees or green infrastructure
- Repurposes parking on one side of the street; parking could shift from either side by block





KEY ELEMENTS

- Opportunities for trees or green infrastructure
- Retains parking on both sides of the street, repurposing select parking spots for curb extensions and greenery

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WE WANT TO HEAR FROM YOU

This project presents many opportunities to incorporate green infrastructure to ease the load on the City's combined sewer system. ***Place a dot next to the methods you want to see.***



STORMWATER STREET TREES IN SOIL CELLS



NATIVE PLANTS



BIO-RETENTION / FILTRATION BASINS AND SWALES



PERMEABLE PAVEMENT

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6TH STREET NEXT

6TH STREET NOW

SEGMENT 2: ROUNDABOUT (FLORIDA ST) TO CLYBOURN ST

Existing Conditions







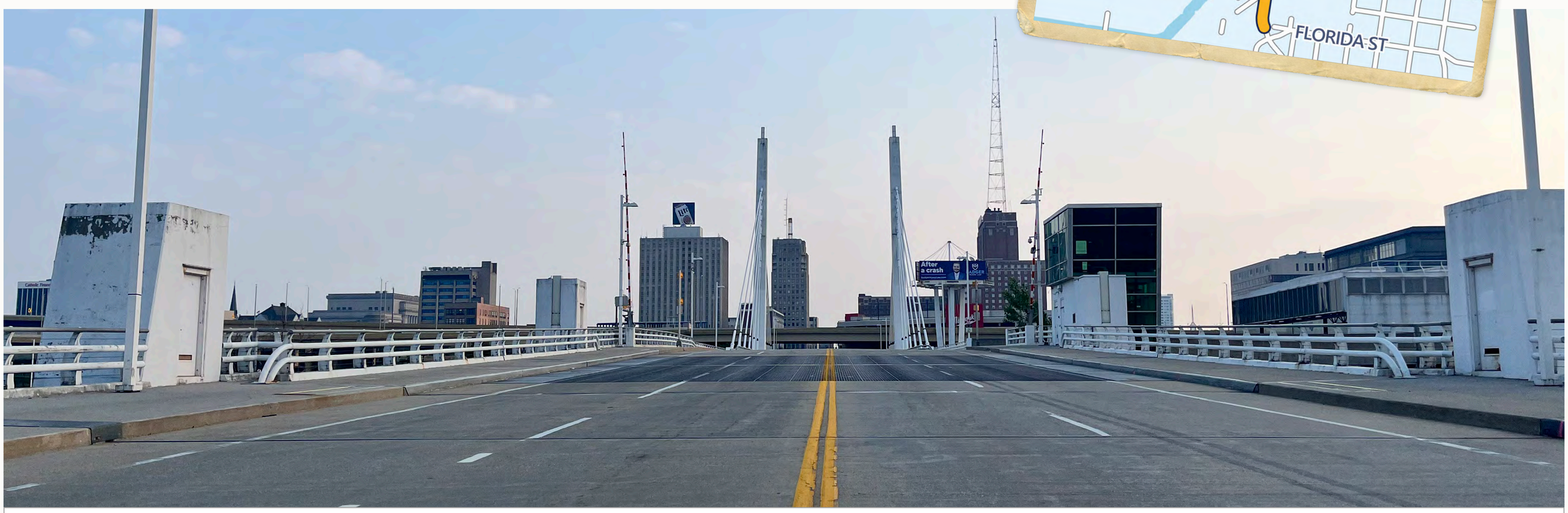
AVERAGE DAILY TRAFFIC (ADT): 14,300

POSTED SPEED LIMIT: 30 MPH

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

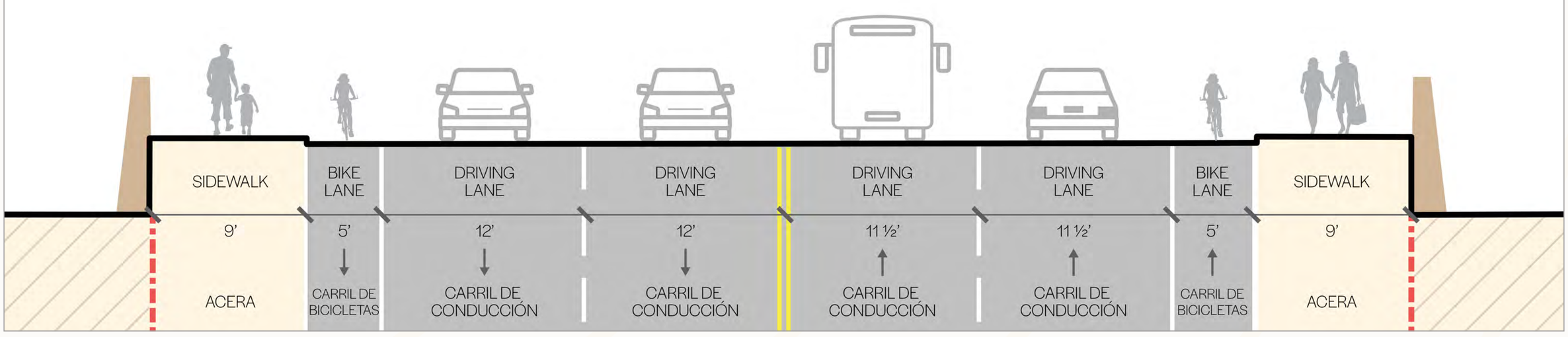
CRASHES (2020-2024)

- 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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6TH STREET NEXT

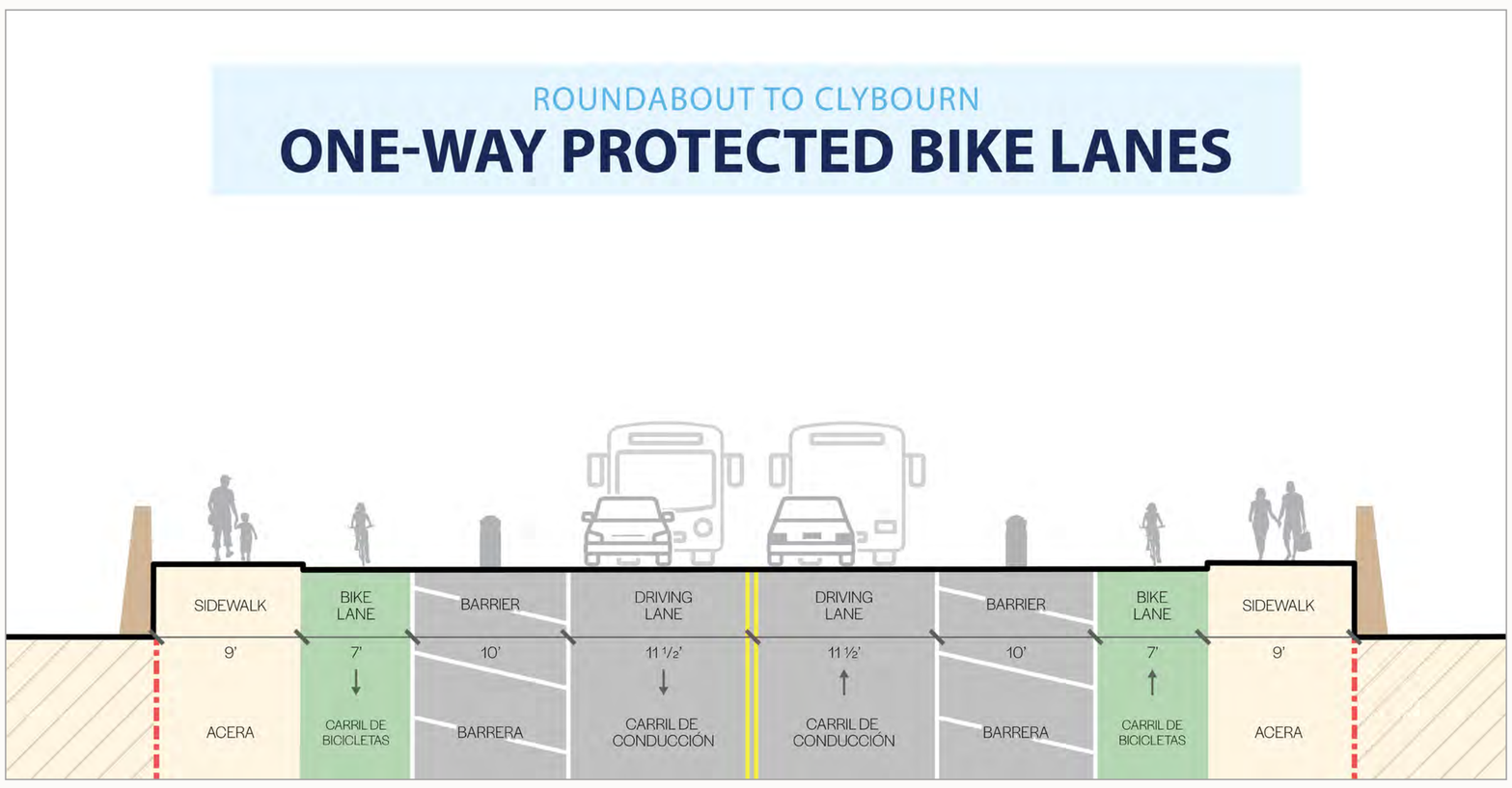
6TH STREET NEXT

SEGMENT 2: ROUNDABOUT (FLORIDA ST) TO CLYBOURN ST

Design Alternatives

ROUNDABOUT TO CLYBOURN

ONE-WAY PROTECTED BIKE LANES

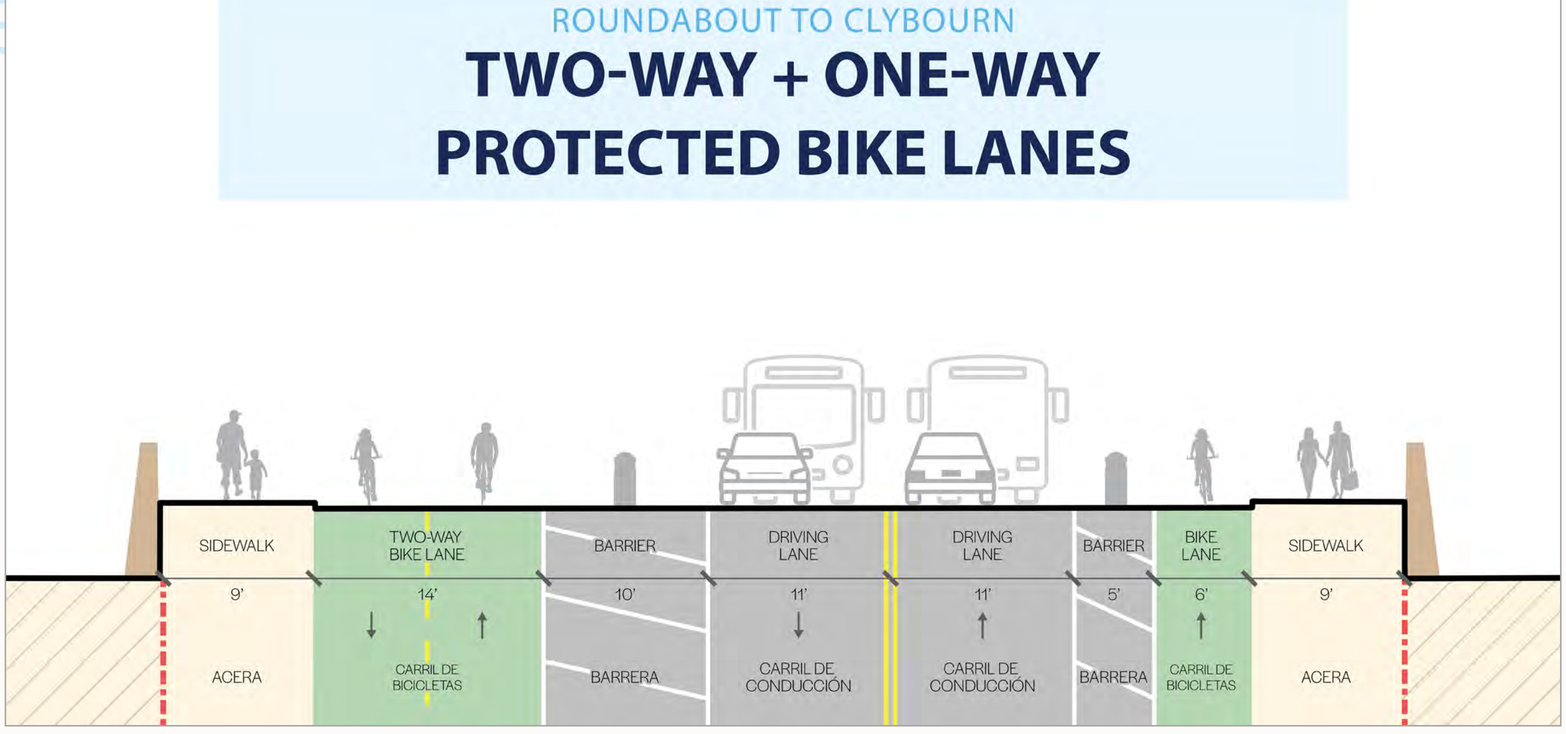


KEY ELEMENTS

- Bike lane protected with wide buffer and barrier
- Continuation of protected bike lane south of Canal Street

ROUNDABOUT TO CLYBOURN

TWO-WAY + ONE-WAY PROTECTED BIKE LANES



KEY ELEMENTS

- Two-way protected bike lane provides connection to Hank Aaron State Trail
- One-way northbound protected bike lane provides seamless connections north and south of the segment

ROUNDABOUT TO CLYBOURN

TWO-WAY PROTECTED BIKE LANE + STRIPED MEDIAN

KEY ELEMENTS

- Two-way protected bike lane provides connection to Hank Aaron State Trail
- Striped median could be landscaped in between bridge structures

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6TH STREET NEXT

6TH STREET NEXT

WE WANT TO HEAR FROM YOU

Throughout the project corridor, either one-way protected bike lanes or two-way protected bike lanes can be used. ***Using the post-it notes, let us know your thoughts on either element.***

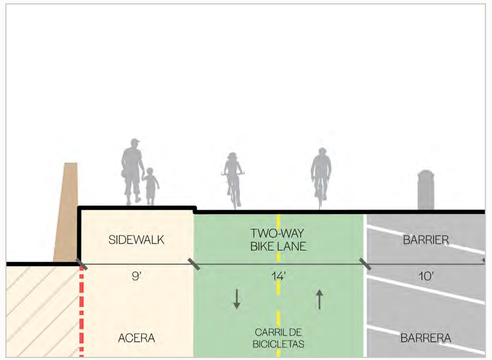
TWO-WAY

BENEFITS

- Requires less space
- More space for people biking to navigate around others

CONSIDERATIONS

- Cycling against motor vehicle traffic
- Can be complicated to integrate into existing infrastructure
- Motorists less familiar with cyclist movements at intersection



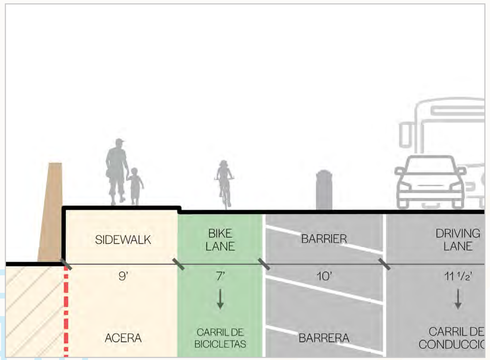
ONE-WAY

BENEFITS

- Expected by other road users
- Simpler to integrate into existing transportation network

CONSIDERATIONS

- Requires more space
- Less space for people biking to pass others



USE THE POST-IT NOTES TO PROVIDE FEEDBACK ON THESE DESIGNS

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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%

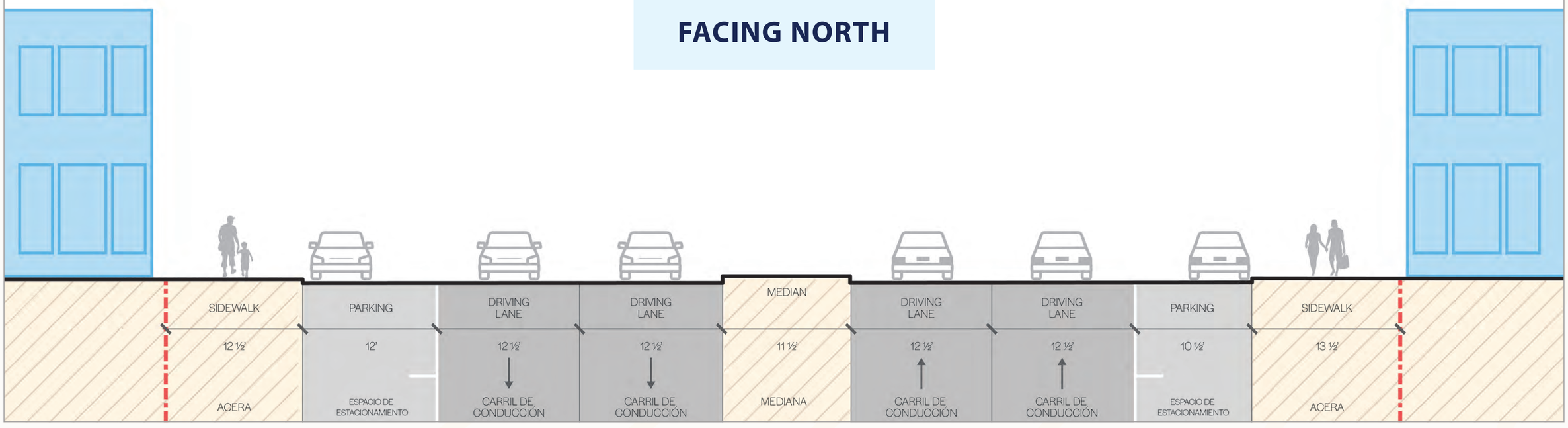
CRASHES (2020-2024)

- 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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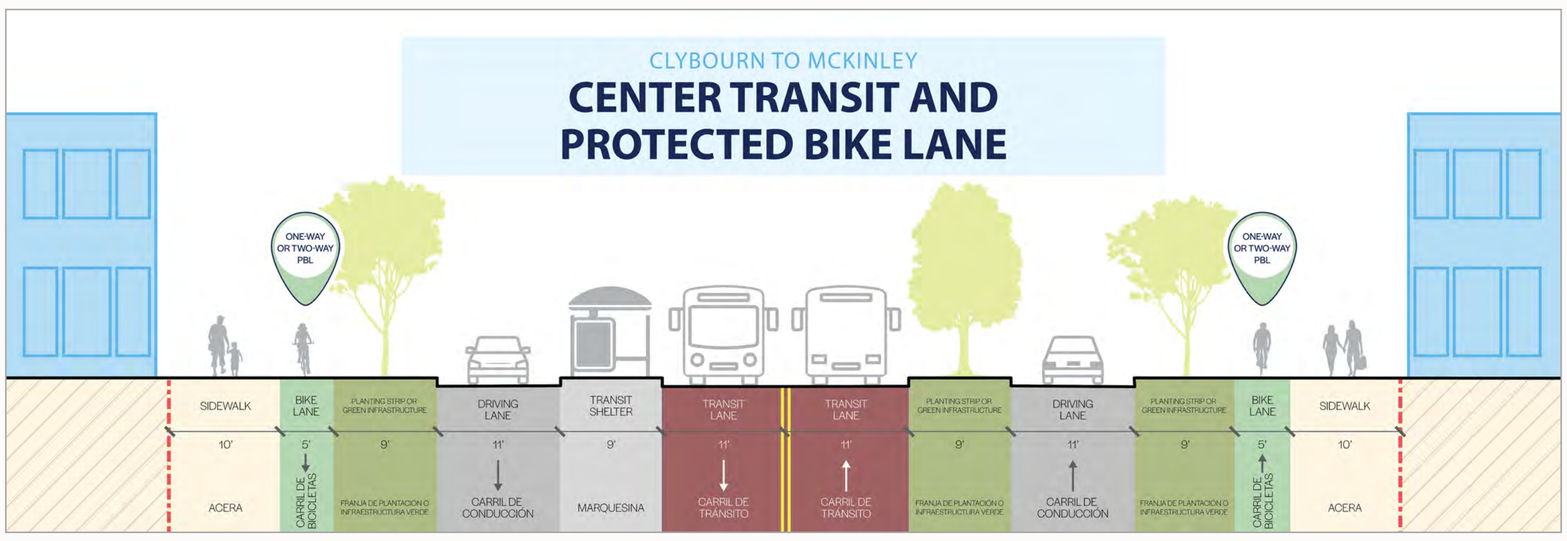
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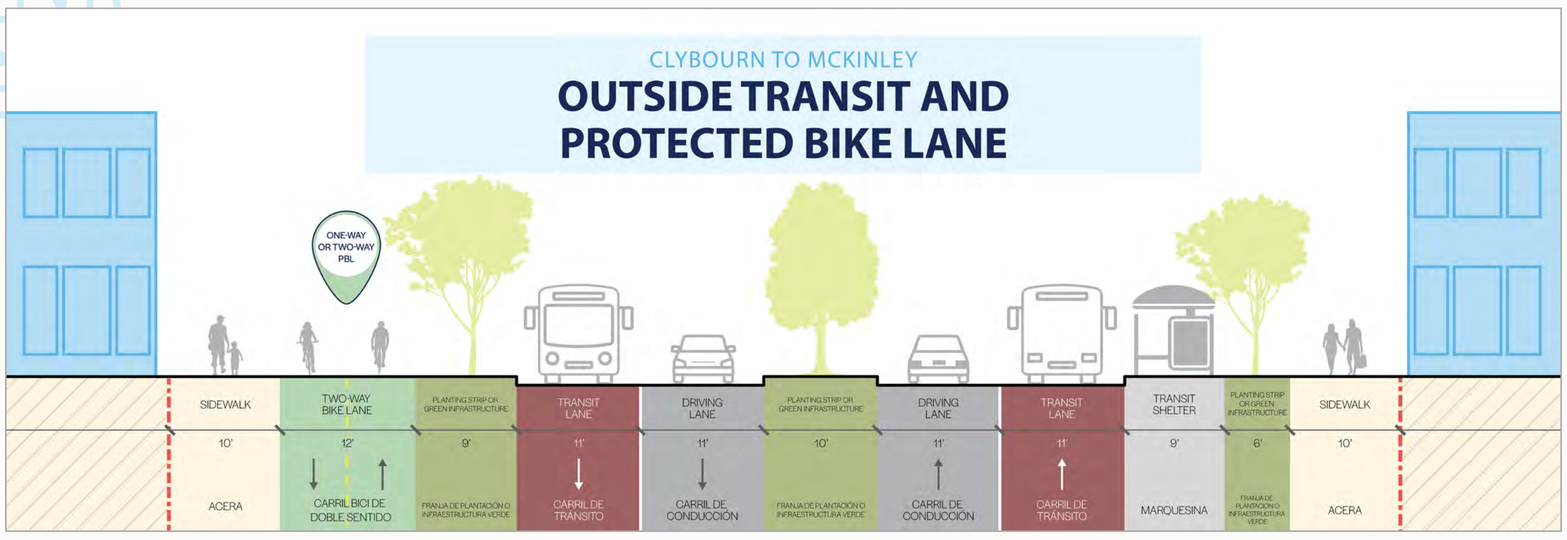
SEGMENT 3: CLYBOURN STREET TO MCKINLEY AVENUE

Design Alternatives



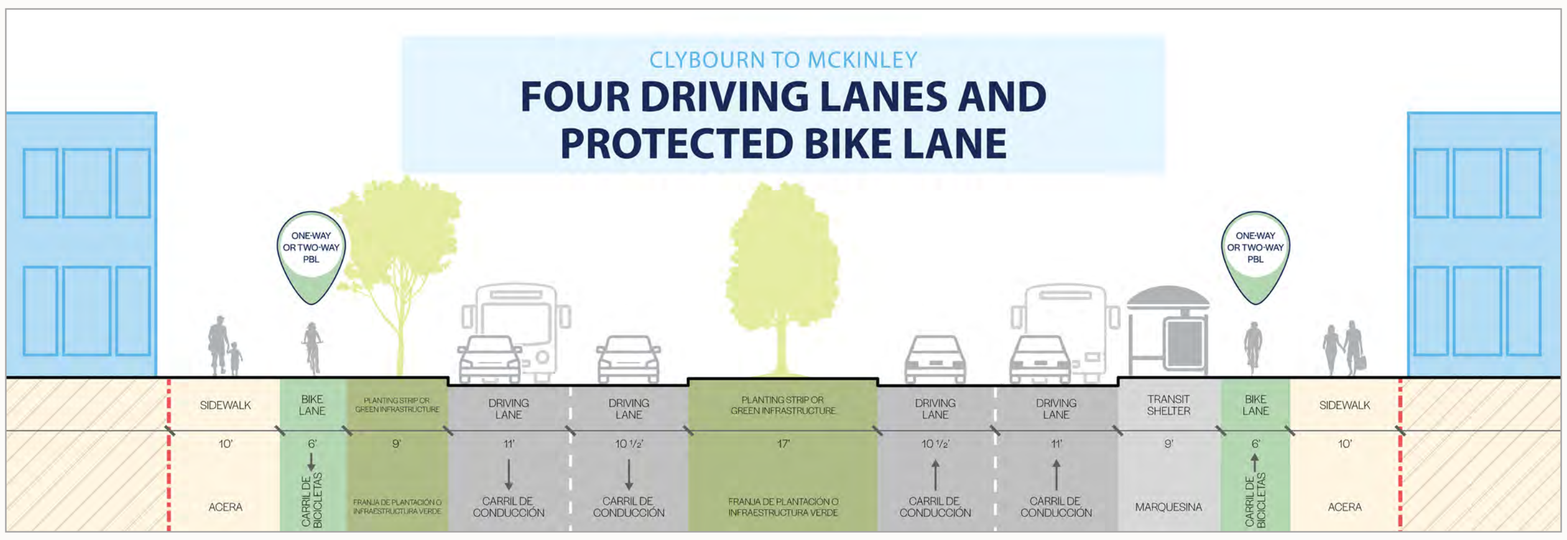
KEY ELEMENTS

- Raised protected bike lanes
- Dedicated center-running transit lanes
- Space for planting strip can also be parking
- Opportunities for green infrastructure or trees



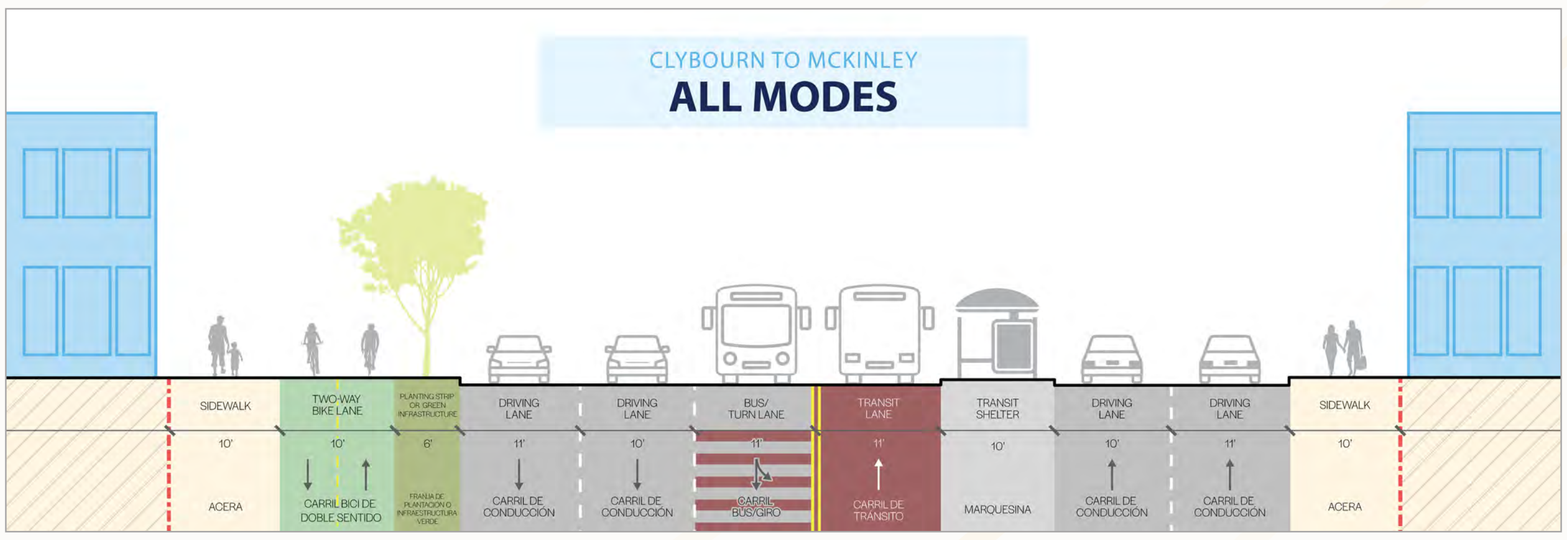
KEY ELEMENTS

- Raised protected bike lanes
- Curb-running, dedicated transit lanes
- Opportunities for green infrastructure or trees
- Space for transit shelter or planting strip can also be parking



KEY ELEMENTS

- Raised protected bike lanes
- In-lane bus boarding
- Retention of four driving lanes
- Opportunities for green infrastructure or trees
- Space for transit shelter or planting strip can also be parking



KEY ELEMENTS

- Raised protected bike lanes
- Retention of four driving lanes
- Center-running, dedicated transit lanes

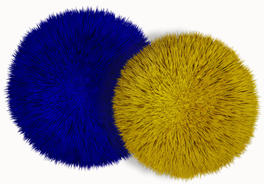
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6TH STREET NEXT

6TH STREET NEXT

WE WANT TO HEAR FROM YOU



The Clybourn Street to McKinley Avenue segment has limited space and many transportation demands. Help us prioritize space by ***placing a pompom in the jars that represent the two transportation modes or use of street space that are most important to you.***



WALKING



BIKING



TRANSIT



DRIVING



CURBSIDE USES

Parking, loading zones, pick-up/drop-off zones, etc.

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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)

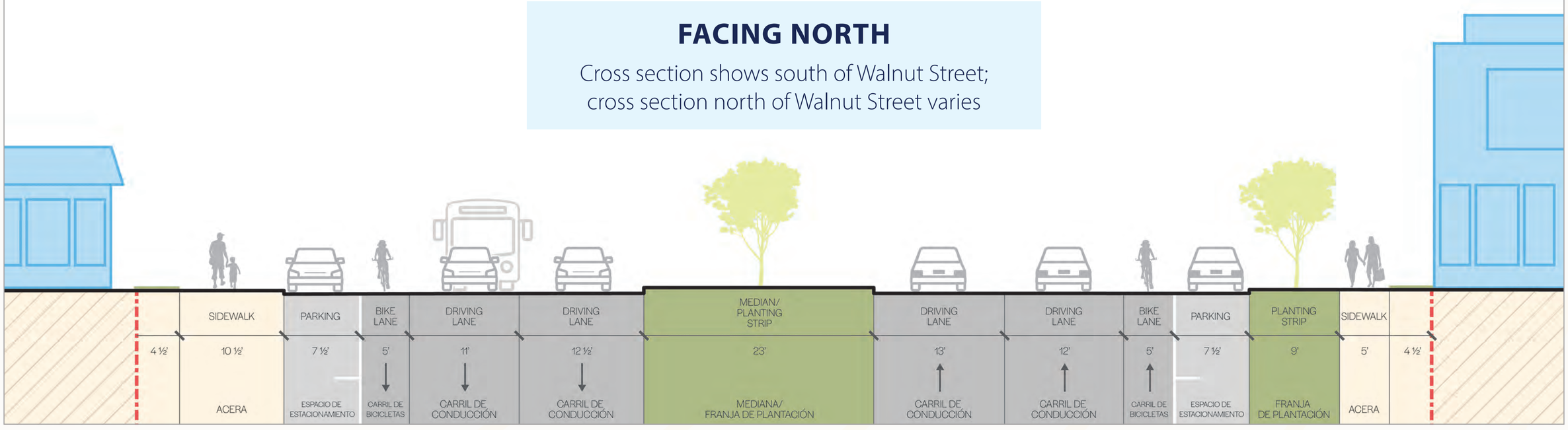
- High density of crashes along North Avenue at 7th and 8th Streets
- Four serious injury crashes along this segment
- Slight decrease in crashes after construction of protected bike lane





FACING NORTH

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



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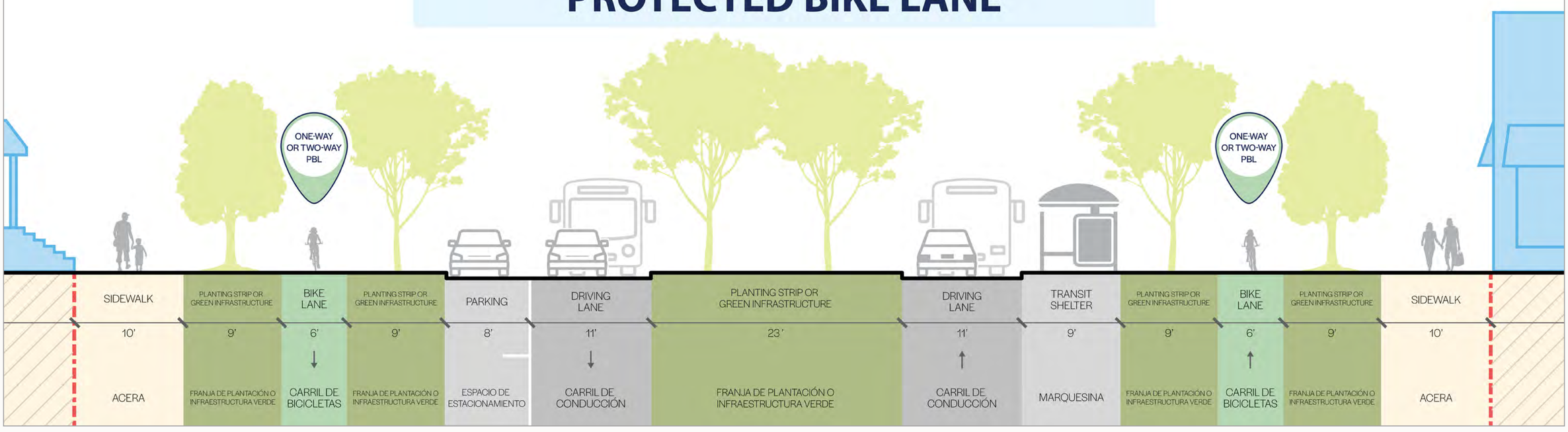
6TH STREET NEXT

SEGMENT 4: MCKINLEY AVENUE TO NORTH AVENUE

Design Alternatives

MCKINLEY TO NORTH

PROTECTED BIKE LANE

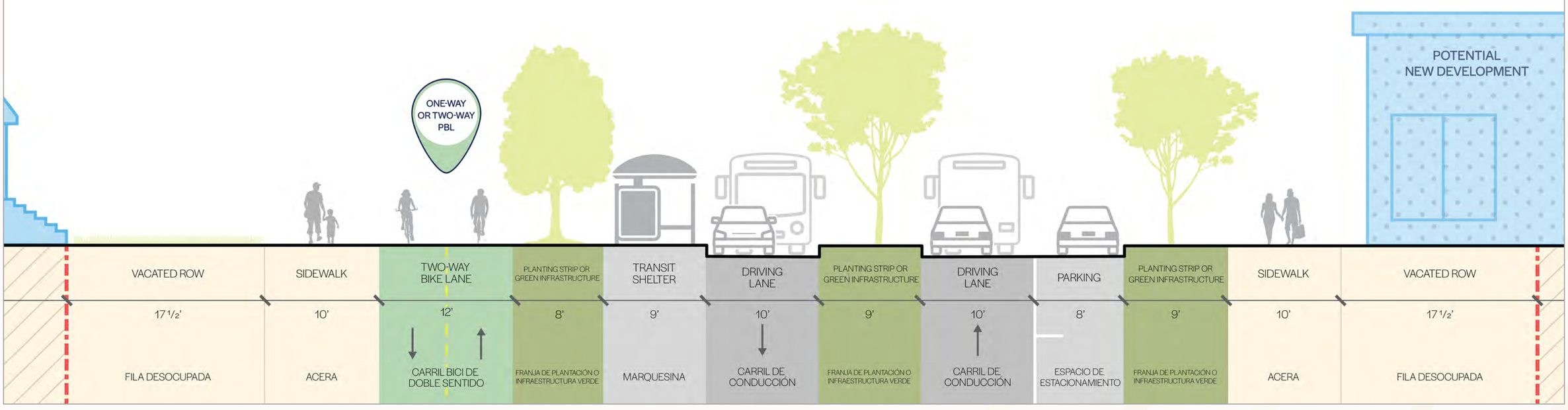


KEY ELEMENTS

- Raised protected bike lanes
- In-lane bus boarding
- Opportunities for green infrastructure and additional trees in median
- Space for transit shelter can also be parking

MCKINLEY TO NORTH

VACATED RIGHT OF WAY (ROW)



KEY ELEMENTS

- Raised protected bike lanes
- In-lane bus boarding
- Space for transit shelter can also be parking
- Opportunities for green infrastructure and trees
- Vacated ROW could allow for additional space for existing property owners or potential new development
- Vacated ROW could be evenly distributed or on one side of the street

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WE WANT TO HEAR FROM YOU

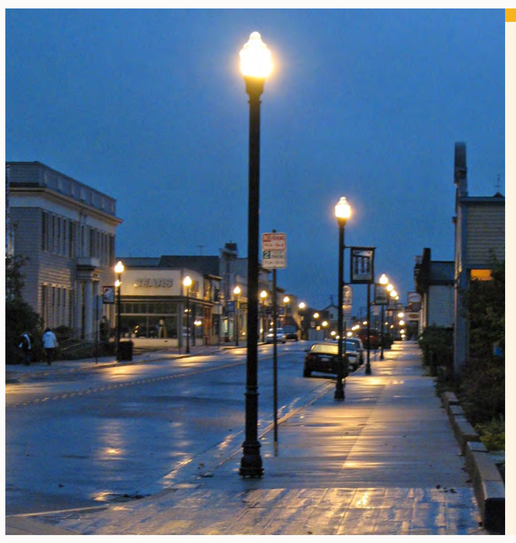
What other elements would you like to see on a redesigned 6th Street?
Place a dot next to the elements you want to see.



SHORTER CROSSING DISTANCES



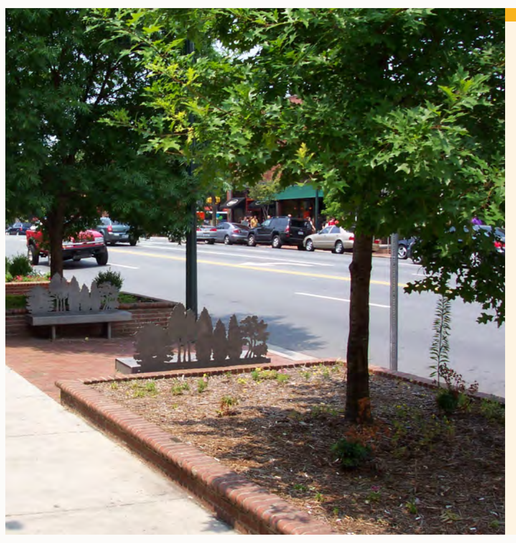
ENHANCED TRANSIT STOPS



PEDESTRIAN-ORIENTED LIGHTING



PLACES TO LINGER



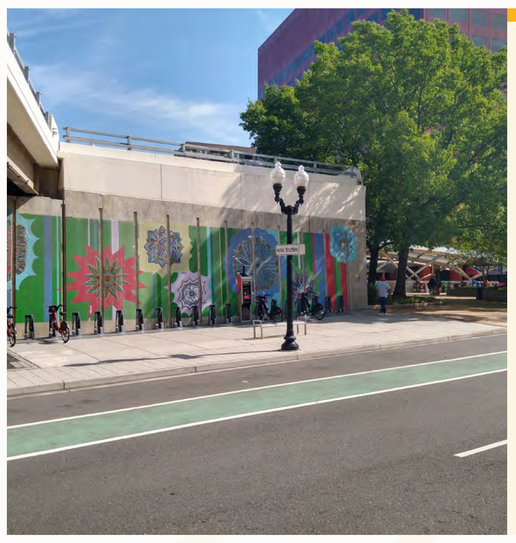
STREET TREES



WAYFINDING AND IDENTITY SIGNAGE



GREEN INFRASTRUCTURE



PUBLIC ART

ANYTHING ELSE? USE THE POST-IT NOTES TO SHARE YOUR THOUGHTS

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