



# PURPOSE & NEED STUDY GOALS



## DRAFT PURPOSE & NEED

The purpose of the WIS 175 study is to evaluate how the existing corridor functions and identify alternatives that meet the transportation needs in the area, considering all modes of transportation that support reconnecting communities while also looking at social and economic opportunities.

The need for the proposed action is demonstrated through a combination of factors that include corridor history, regional/local transportation and land use planning, transportation demands, safety, linkage, social and economic justice, and environmental aspects.

## STUDY GOALS



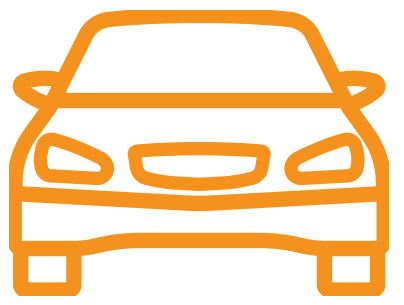
### Safe System Design

- Safe road users
- Safe speeds
- Safe roads



### Neighborhood Design

- Urban form & character
- Public places
- Community meeting places
- Mitigate disconnections



### Transportation Operations

- Vehicle diversion
- System travel time
- Intersection traffic operations



### Social Equity

- Access to goods & services
- Improve quality of life
- New business opportunities



### Multi-modal Mobility

- Local & regional connections
- Safe bike connections
- Safe pedestrian connections
- Connecting public places
- Improved accessibility



### Economic Equity

- Accessible jobs & workforce training
- Equitable home-ownership
- Business development opportunities



### Environmental

- Environmental corridors
- Sustainability
- Historical/Cultural Resources



# STUDY SCHEDULE



	2022				2023				2024				2025
Reimagining WIS 175 Study Announced	■												
Reconnecting Communities Pilot Program Grant Application			■										
Research & Data Gathering				■	■								
Begin Public Outreach & Conduct Public Involvement Meeting #1					■								
Develop Alternatives						■	■						
Public Involvement Meeting #2								■					
Narrow Down & Evaluate Alternatives									■	■			
Public Involvement Meeting #3											■		
Finalize Study											■	■	



\* Subject to change



# THEMES FROM PUBLIC INVOLVEMENT MEETING #1



**180+**  
ATTENDEES

**99**  
SURVEY PARTICIPANTS

**200+**  
SOCIAL PINPOINT COMMENTS

**160+**  
COMMENTS AT MEETING

**20K**  
UNIQUE SOCIAL PINPOINT VISITORS

## WHAT WE HEARD

### STATE STREET TO VLIET STREET

#### Transportation and Circulation Themes

- Make WIS 175 at-grade boulevard
- Improve connectivity
- Implement traffic calming on Highland Blvd.
- Improve truck access and reduce Miller Valley truck traffic in neighborhoods
- Add more bike paths
- More transit/BRT on a north-south route to connect to stores to the south
- Reconnect Juneau Ave.
- Better access to Vliet St.
- No change/leave it alone/maintain existing roads

#### Neighborhood, Social, and Economic Conditions

- Incentivize business along Vliet St.
- Reconnect neighborhoods
- Create more greenspace or expand Wick Field Park

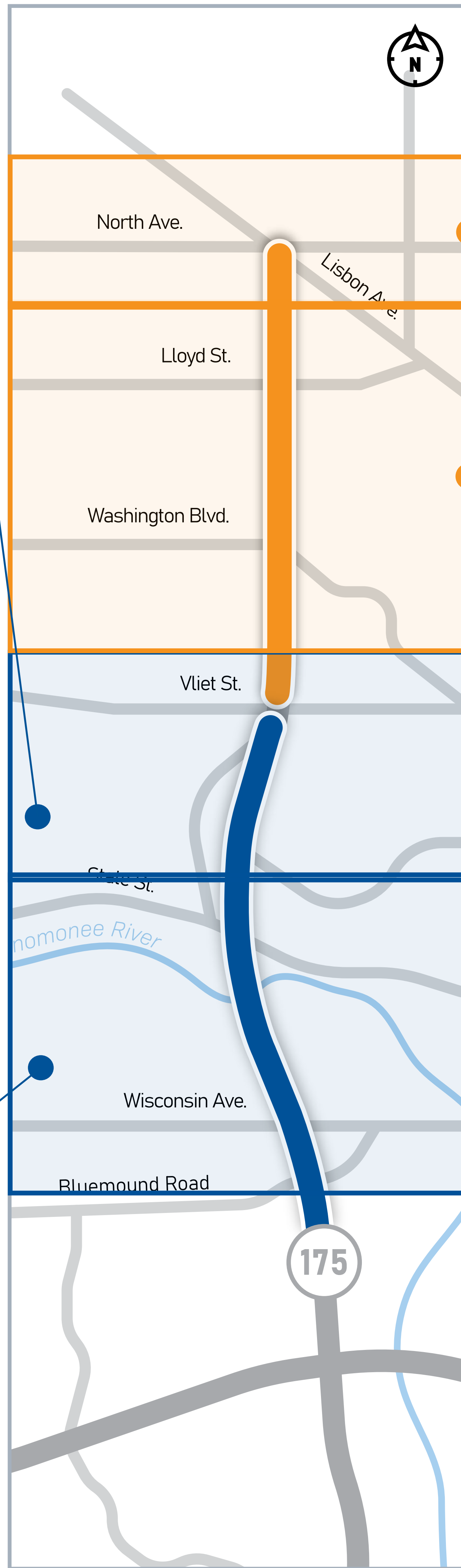
### WISCONSIN AVENUE TO STATE STREET

#### Transportation and Circulation Themes

- Make WIS 175 at-grade boulevard
- Improve bike accessibility
- No change/leave it alone/maintain existing roads

#### Neighborhood, Social, and Economic Conditions

- Reactivate Doyne Park
- Better use of Menomonee River with access or a walking trail



### LLOYD STREET TO NORTH AVENUE

#### Transportation and Circulation Themes

- Fix Lisbon Ave.
- Improve connectivity
- Eliminate dangerous intersections
- Add mixed-use development
- Create more housing
- Keep freeway its good access to I-94 East-West on the north and south side, and stores near National Ave.
- No change/leave it alone/maintain existing roads

#### Neighborhood, Social, and Economic Conditions

- Add mixed-use development at WIS 175 and Lisbon Ave.
- Reconnect neighborhoods

### VLIET STREET TO LLOYD STREET

#### Transportation and Circulation Themes

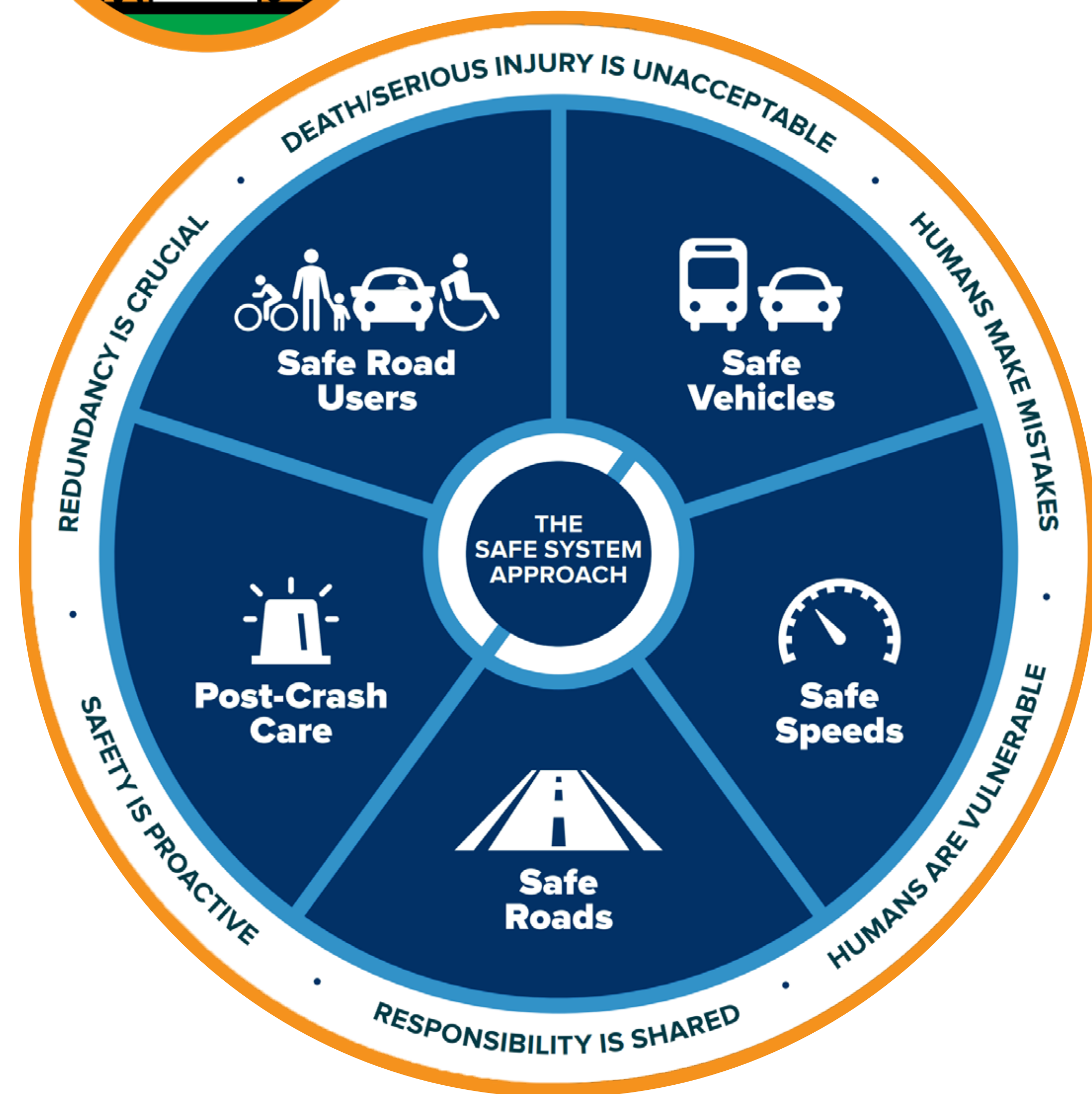
- Make WIS 175 at-grade boulevard
- Implement traffic calming
- Improve connectivity
- Improve access to the Washington Park across Lloyd St.
- Improved transit
- Restore Washington Park land
- No change/leave it alone/maintain existing roads/good north-south route

#### Neighborhood, Social, and Economic Conditions

- Reactivate Washington Park
- Reconnect neighborhoods via new business and housing



# VISION ZERO & SAFE SYSTEMS



US DOT Federal Highway Administration

Safety is a priority for the US DOT, WisDOT, Milwaukee County, and the City of Milwaukee. Death's and serious injuries are unacceptable. All agency's have Vision Zero policies working towards Zero Deaths on all roadways. A Safety Systems approach is how we get to Vision Zero.

A Safe Systems design for WIS 175 will prioritize safety for vulnerable users including people walking, biking, and taking the bus. Corridor design elements that align with a Safe Systems approach include reducing speeds and separating modes of transportation to create designated spaces for all users. Additional safety elements will be incorporated at various locations along the corridor as the alternatives are further developed.

There are 5 elements of a Safe System, and these layers of protection and shared responsibility work together to reduce death and serious injuries.



### Safe Road Users:

Safety Systems addresses the safety of all users, including those who walk, bike, drive, take transit, and use other modes.



### Safe Vehicles:

Newer vehicles are equipped with safety features designed to minimize the occurrence and severity of collisions.



### Safe Speeds:

Because people are less likely to survive high-speed crashes, reducing speeds can reduce serious injury crashes for vulnerable users.



### Safe Roads:

Roads that accommodate human mistakes may include creating designated spaces for each mode and user, and alerting users to others on the road.



### Post-Crash Care:

To minimize the long-term impacts and severity of a crash, first responders need to provide care quickly and safely, and transport people to medical facilities efficiently.

## THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

### TRADITIONAL

### SAFE SYSTEMS

- Prevent crashes → Prevent deaths and serious injuries
- Improve human behavior → Design for human mistakes/limitations
- Control speeding → Reduce system kinetic energy
- Individuals are responsible → Share responsibility
- React based on crash history → Proactively identify and address risks

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the **Safe System** approach focuses on transportation system design and operation, anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.



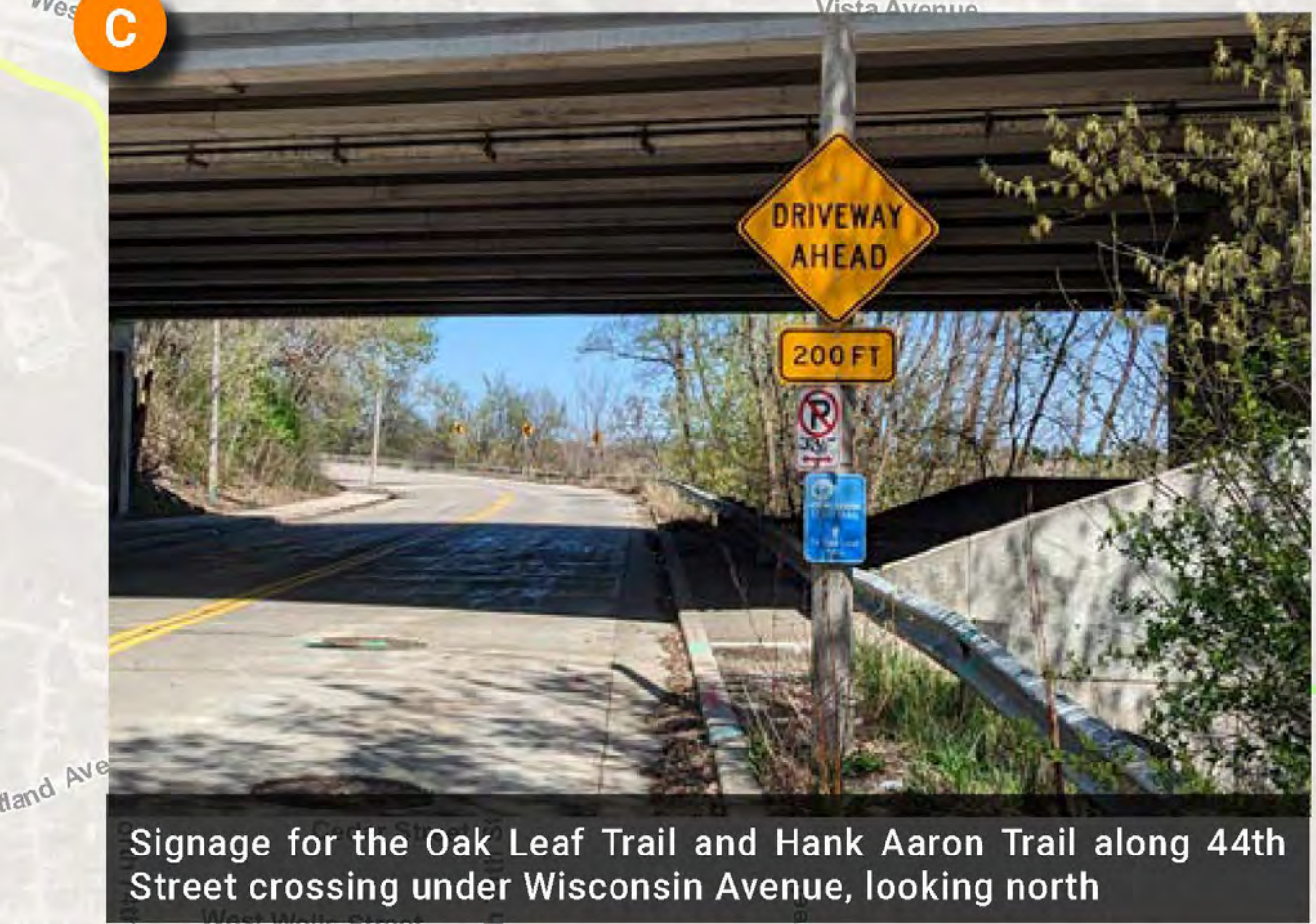
The road system is an investment towards a new safety culture. Scan the QR code to the left with your smartphone or visit [highways.dot.gov/safety/zero-deaths](https://highways.dot.gov/safety/zero-deaths) to learn more.



Painted bike lanes crossing the WIS 175 off-ramp at the intersection of Lloyd Street and 46th Street, looking west



A stairway on Juneau Avenue connecting to the trails on the south edge of Wick Field, looking north



Signage for the Oak Leaf Trail and Hank Aaron Trail along 44th Street crossing under Wisconsin Avenue, looking north

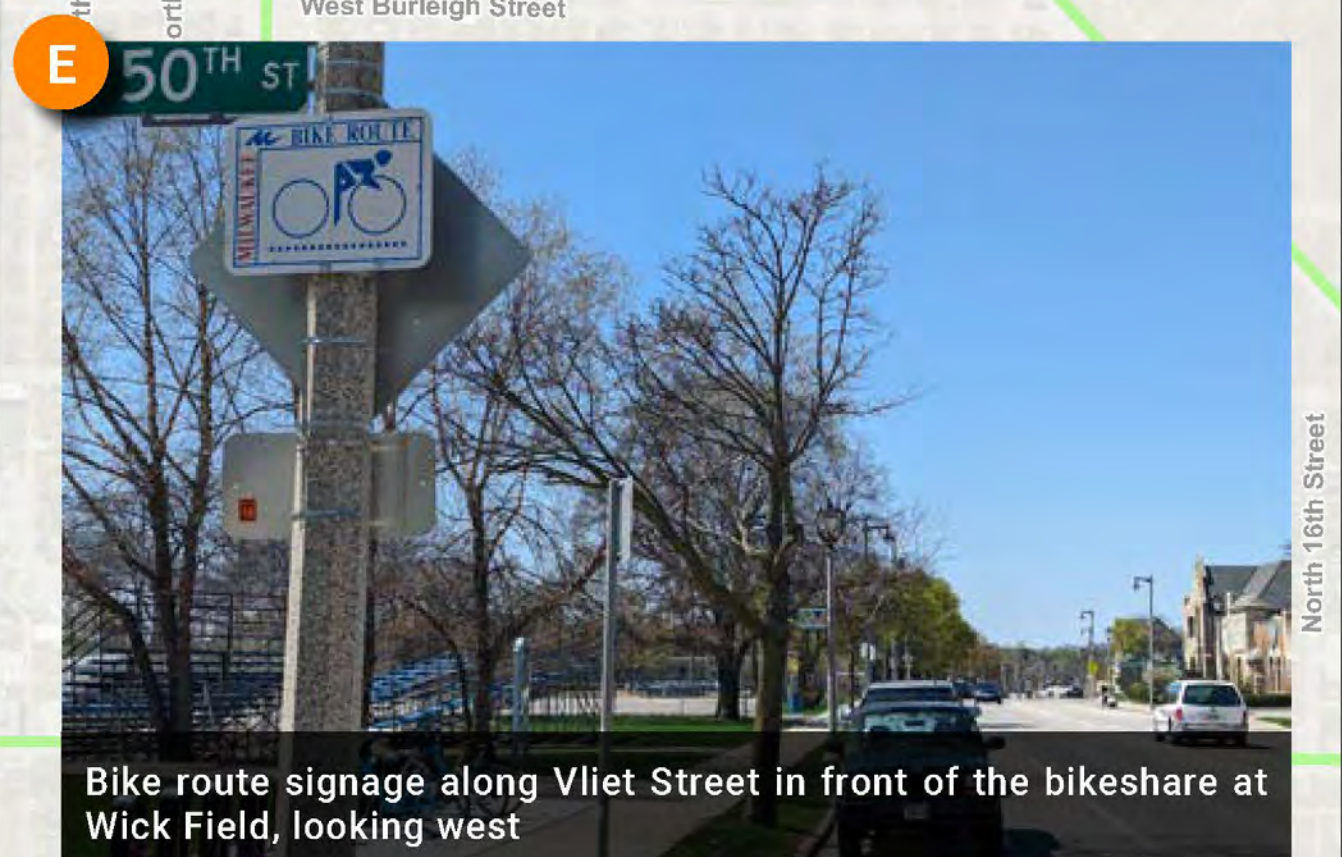
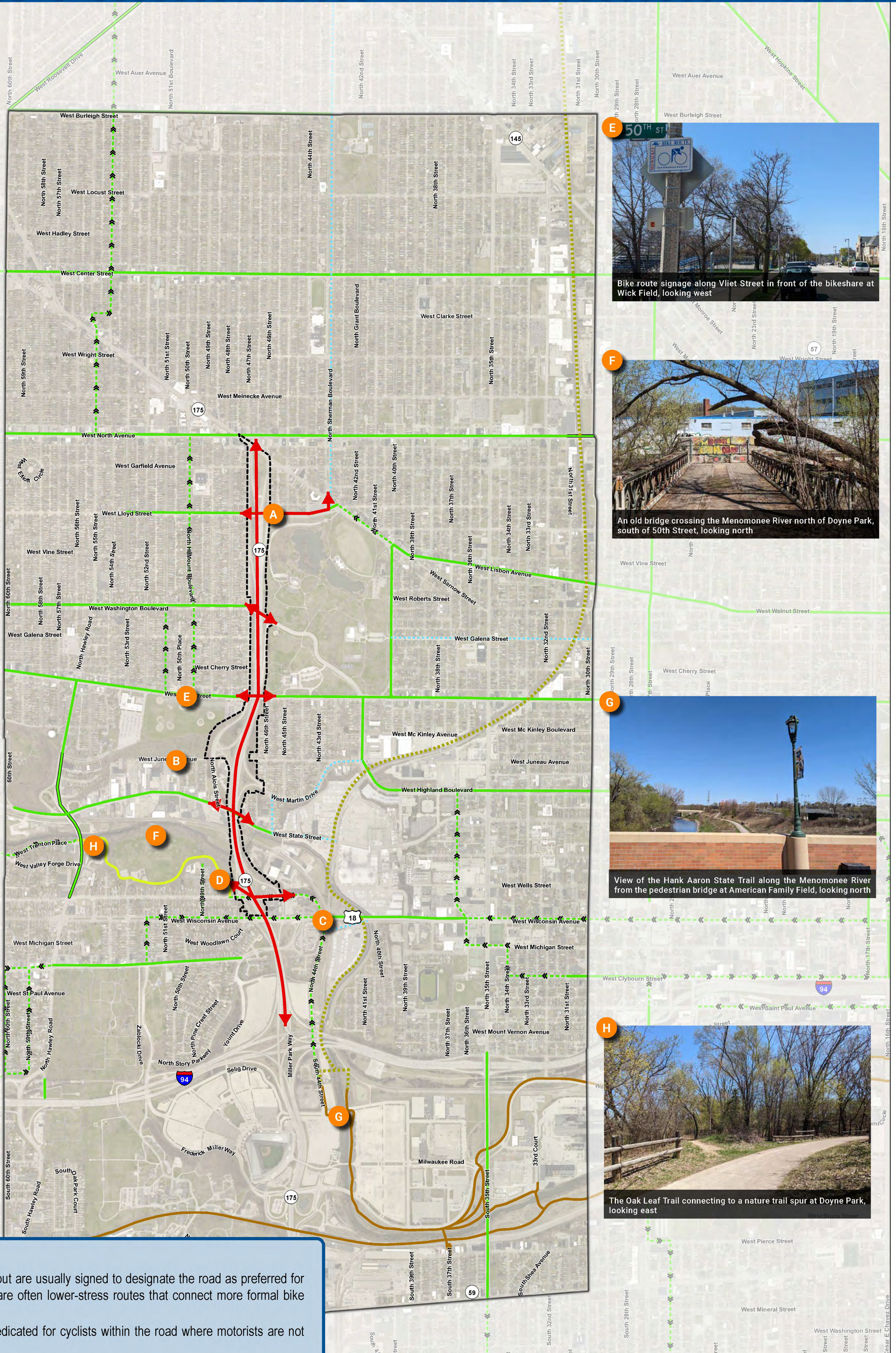


The Oak Leaf Trail as it travels through Doyne Park

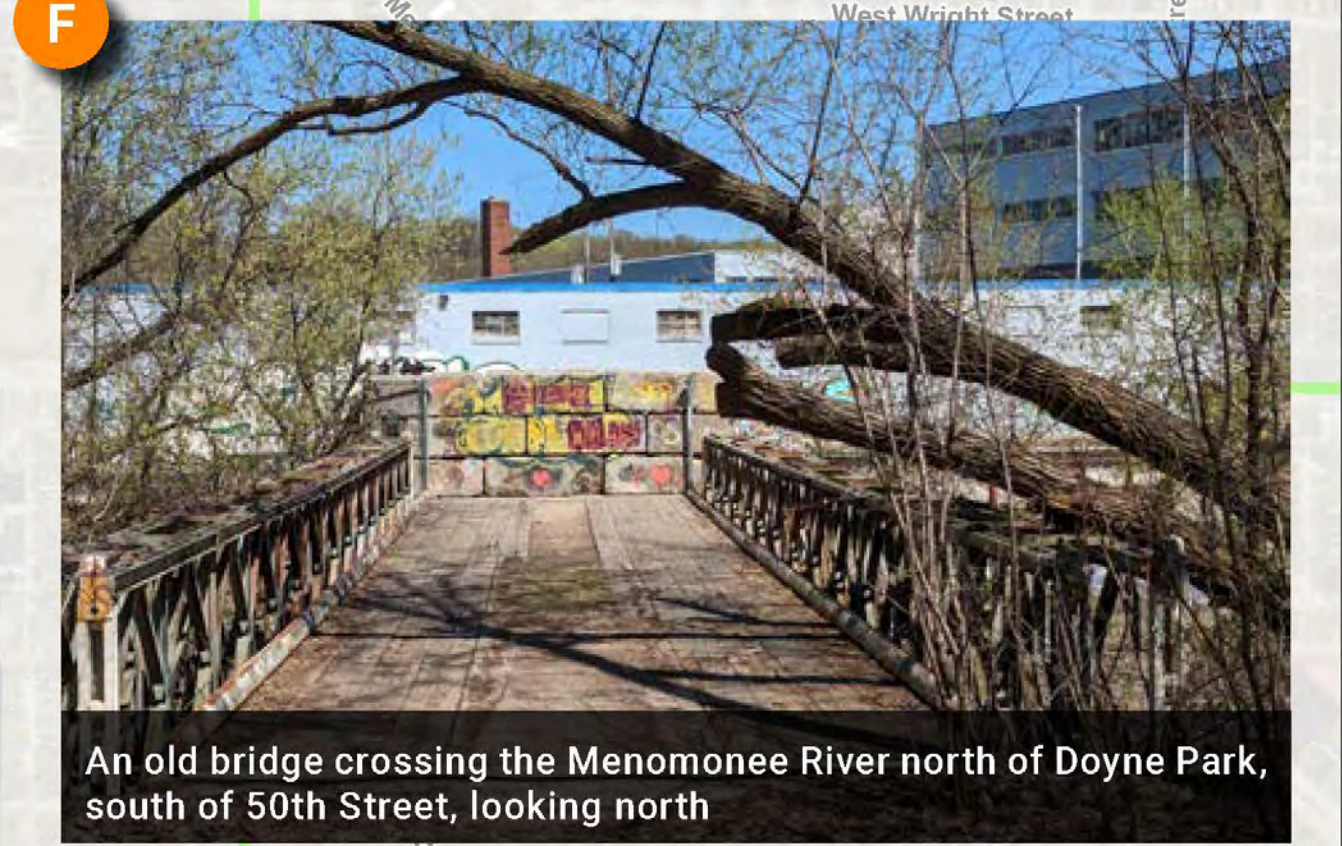
## What's on this exhibit?

### Bike Route Types:

- **Bike Routes:** Bike routes contain no bike facilities but are usually signed to designate the road as preferred for shared use between cyclists and motorists. They are often lower-stress routes that connect more formal bike facilities.
- **Bike Lanes:** Bike lanes are a solid painted lane dedicated for cyclists within the road where motorists are not permitted to drive.
- **Protected Bike Lanes:** Protected bike lanes include physical barriers to protect cyclists from motorists for additional safety and comfortability.
- **Off-street Facilities:** Off-street facilities are not directly connected to roadways. They may be adjacent to roadways, or they may travel through parks, natural areas, and other public places without nearby streets. These include trails which are also used by pedestrians.
- **WIS 175 Potential Bike Lanes & Connections:** Potential connections for bicyclists between existing and planned bike facilities that could be implemented as a part of Reimagining WIS 175.
- Having a safe network of bike routes can not only increase physical connectivity, but they can also improve socio-economic and health outcomes for residents. The Reimagining WIS 175 Study can generate recommendations to improve and expand biking assets, and it can also examine policies that regulate cycling.



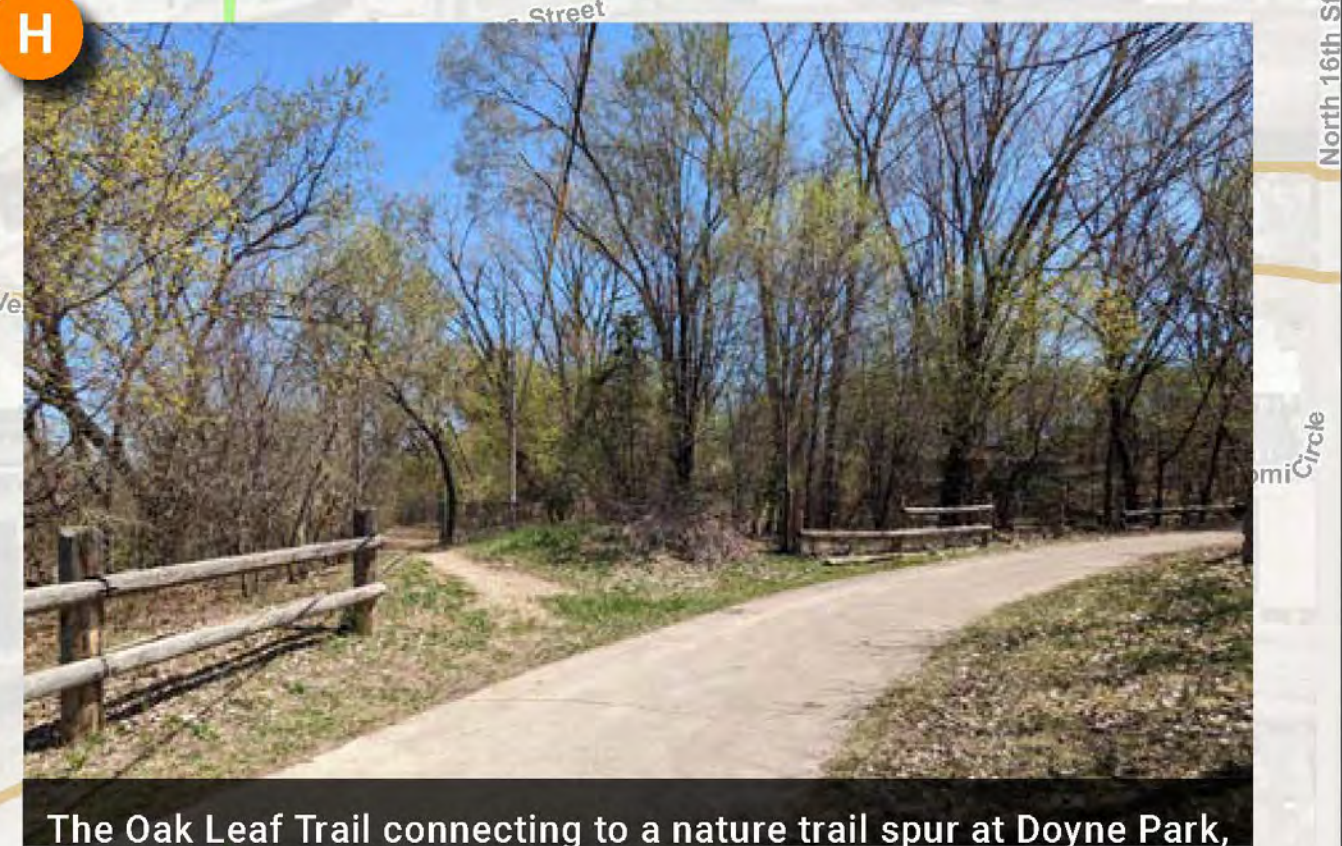
Bike route signage along Vliet Street in front of the bikeshare at Wick Field, looking west



An old bridge crossing the Menomonee River north of Doyne Park, south of 50th Street, looking north



View of the Hank Aaron State Trail along the Menomonee River from the pedestrian bridge at American Family Field, looking north



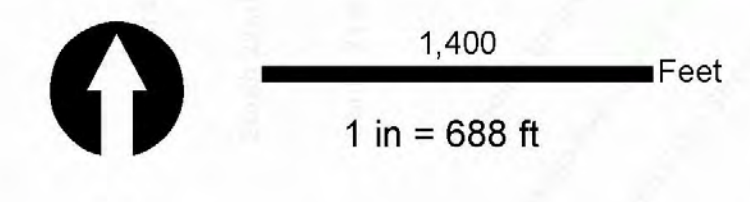
The Oak Leaf Trail connecting to a nature trail spur at Doyne Park, looking east

### Legend

- Bike Route
- Bike Lane
- Protected/Buffered Bike Lane
- Oak Leaf Trail
- Hank Aaron Trail
- Planned Bike Enhancements
- Planned/Potential Bike Trail

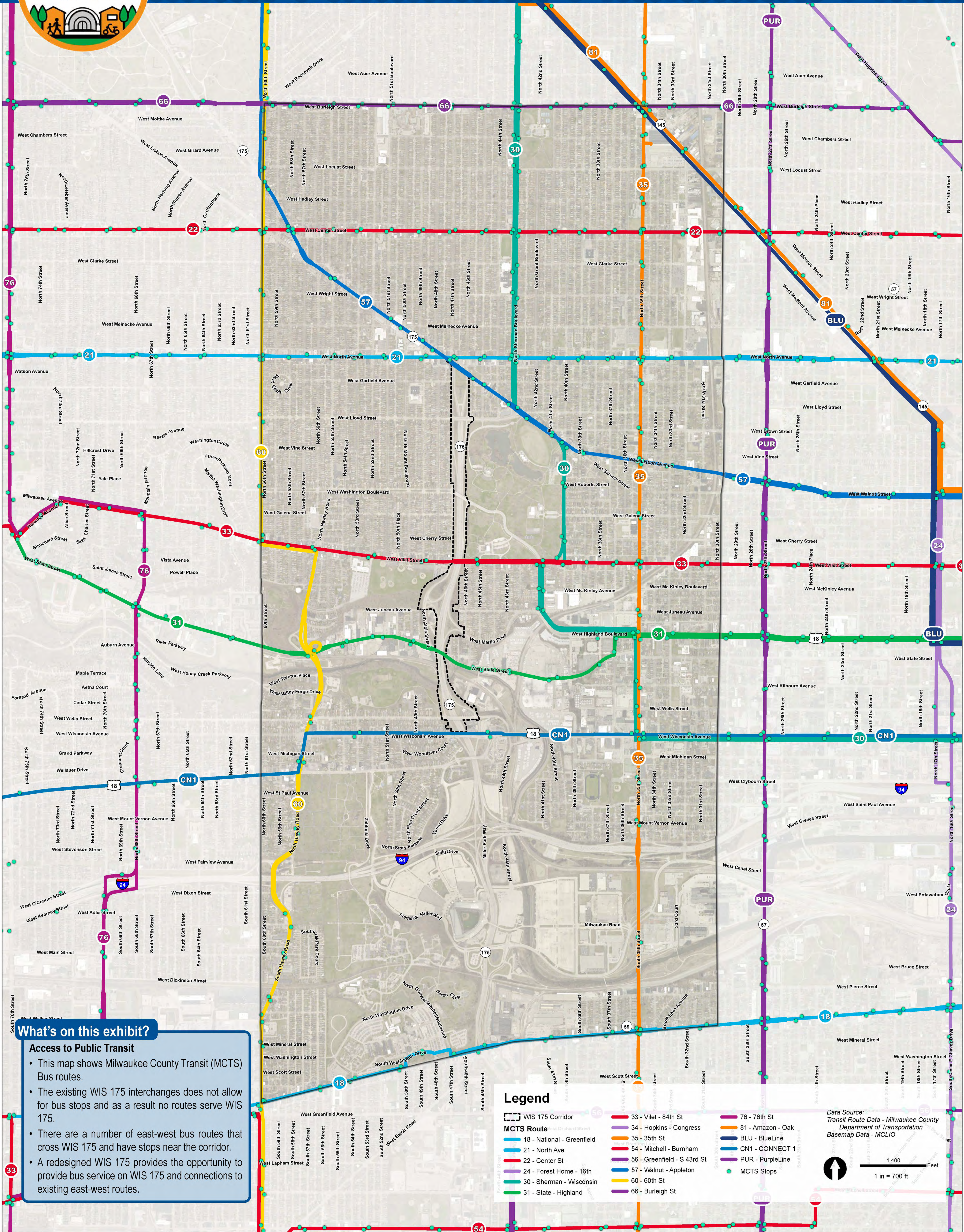
- WIS 175 Corridor
- WIS 175 Potential Bike Lanes & Connections

Data Source:  
Bike Facility Data - MCLIO (2023)  
& City of Milwaukee (2023)  
Basemap Data - MCLIO





# MILWAUKEE COUNTY TRANSIT SYSTEM ROUTES



**What's on this exhibit?**

**Access to Public Transit**

- This map shows Milwaukee County Transit (MCTS) Bus routes.
- The existing WIS 175 interchanges does not allow for bus stops and as a result no routes serve WIS 175.
- There are a number of east-west bus routes that cross WIS 175 and have stops near the corridor.
- A redesigned WIS 175 provides the opportunity to provide bus service on WIS 175 and connections to existing east-west routes.

**Legend**

- WIS 175 Corridor
- MCTS Route
  - 18 - National - Greenfield
  - 21 - North Ave
  - 22 - Center St
  - 24 - Forest Home - 16th
  - 30 - Sherman - Wisconsin
  - 31 - State - Highland
  - 33 - Vilet - 84th St
  - 34 - Hopkins - Congress
  - 35 - 35th St
  - 54 - Mitchell - Burnham
  - 56 - Greenfield - S 43rd St
  - 57 - Walnut - Appleton
  - 60 - 60th St
  - 66 - Burleigh St
  - 76 - 76th St
  - 81 - Amazon - Oak
  - BLU - BlueLine
  - CN1 - CONNECT 1
  - PUR - PurpleLine
  - MCTS Stops

Data Source: Transit Route Data - Milwaukee County Department of Transportation  
Basemap Data - MCLIO

1,400 Feet  
1 in = 700 ft



# CRASH HISTORY



## Crash History 5-Year (2018 - 2022)

Crash Location	Crashes	Serious Injuries	Deaths
Entire Study Area	4,525	621	25
WIS 175	295	34	0
Adjacent Arterials	4,230	587	25

### Vulnerable User Crashes

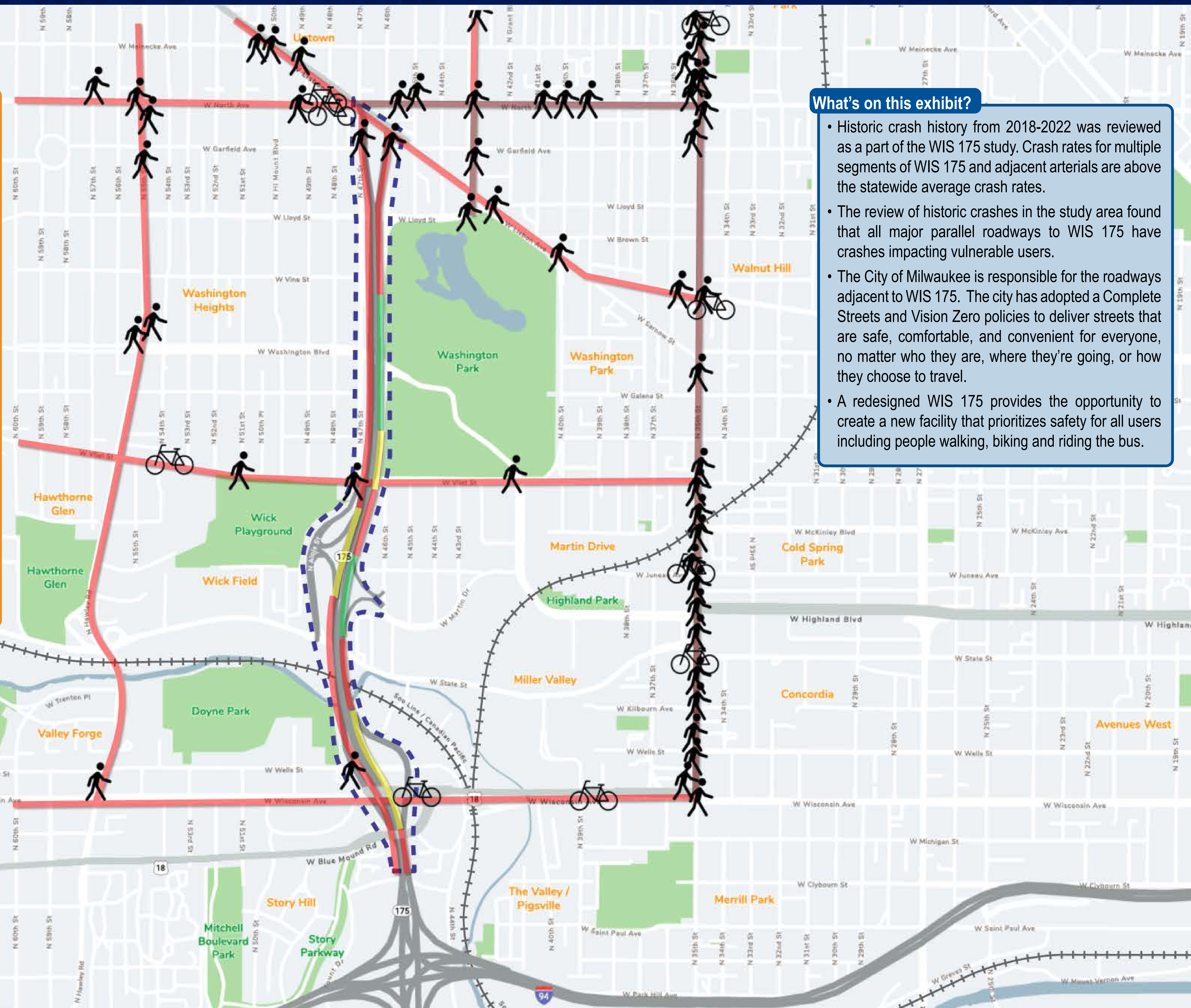
- 102 Crashes of the 4,525 crashes involved vulnerable users:
- 58 (of the total 102) vulnerable user crashes resulted in serious injuries
- 8 (of the total 102) vulnerable user crashes resulted in death

- 89 pedestrian crashes
- 13 bike crashes

### Crash Rates\*



\* Statewide average crash rate for roadway of same type

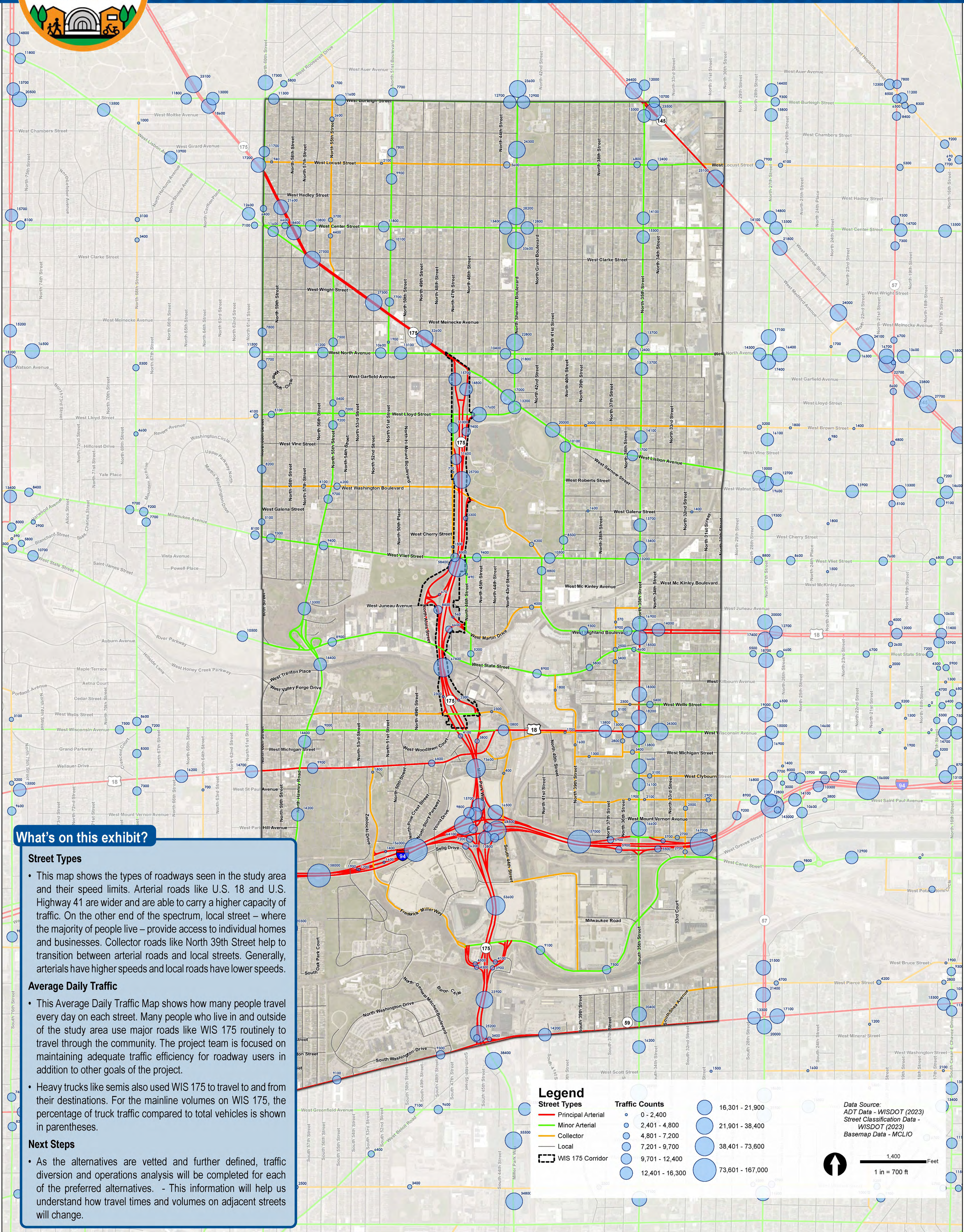


### What's on this exhibit?

- Historic crash history from 2018-2022 was reviewed as a part of the WIS 175 study. Crash rates for multiple segments of WIS 175 and adjacent arterials are above the statewide average crash rates.
- The review of historic crashes in the study area found that all major parallel roadways to WIS 175 have crashes impacting vulnerable users.
- The City of Milwaukee is responsible for the roadways adjacent to WIS 175. The city has adopted a Complete Streets and Vision Zero policies to deliver streets that are safe, comfortable, and convenient for everyone, no matter who they are, where they're going, or how they choose to travel.
- A redesigned WIS 175 provides the opportunity to create a new facility that prioritizes safety for all users including people walking, biking and riding the bus.



# AVERAGE DAILY TRAFFIC & STREET TYPES



## What's on this exhibit?

### Street Types

This map shows the types of roadways seen in the study area and their speed limits. Arterial roads like U.S. 18 and U.S. Highway 41 are wider and are able to carry a higher capacity of traffic. On the other end of the spectrum, local street – where the majority of people live – provide access to individual homes and businesses. Collector roads like North 39th Street help to transition between arterial roads and local streets. Generally, arterials have higher speeds and local roads have lower speeds.

### Average Daily Traffic

This Average Daily Traffic Map shows how many people travel every day on each street. Many people who live in and outside of the study area use major roads like WIS 175 routinely to travel through the community. The project team is focused on maintaining adequate traffic efficiency for roadway users in addition to other goals of the project.

Heavy trucks like semis also used WIS 175 to travel to and from their destinations. For the mainline volumes on WIS 175, the percentage of truck traffic compared to total vehicles is shown in parentheses.

### Next Steps

As the alternatives are vetted and further defined, traffic diversion and operations analysis will be completed for each of the preferred alternatives. - This information will help us understand how travel times and volumes on adjacent streets will change.

### Legend

- Principal Arterial
- Minor Arterial
- Collector
- Local
- WIS 175 Corridor

### Traffic Counts

- 0 - 2,400
- 2,401 - 4,800
- 4,801 - 7,200
- 7,201 - 9,700
- 9,701 - 12,400
- 12,401 - 16,300
- 16,301 - 21,900
- 21,901 - 38,400
- 38,401 - 73,600
- 73,601 - 167,000

Data Source:  
ADT Data - WISDOT (2023)  
Street Classification Data - WISDOT (2023)  
Basemap Data - MCLIO

