

# Reimagining WIS 175

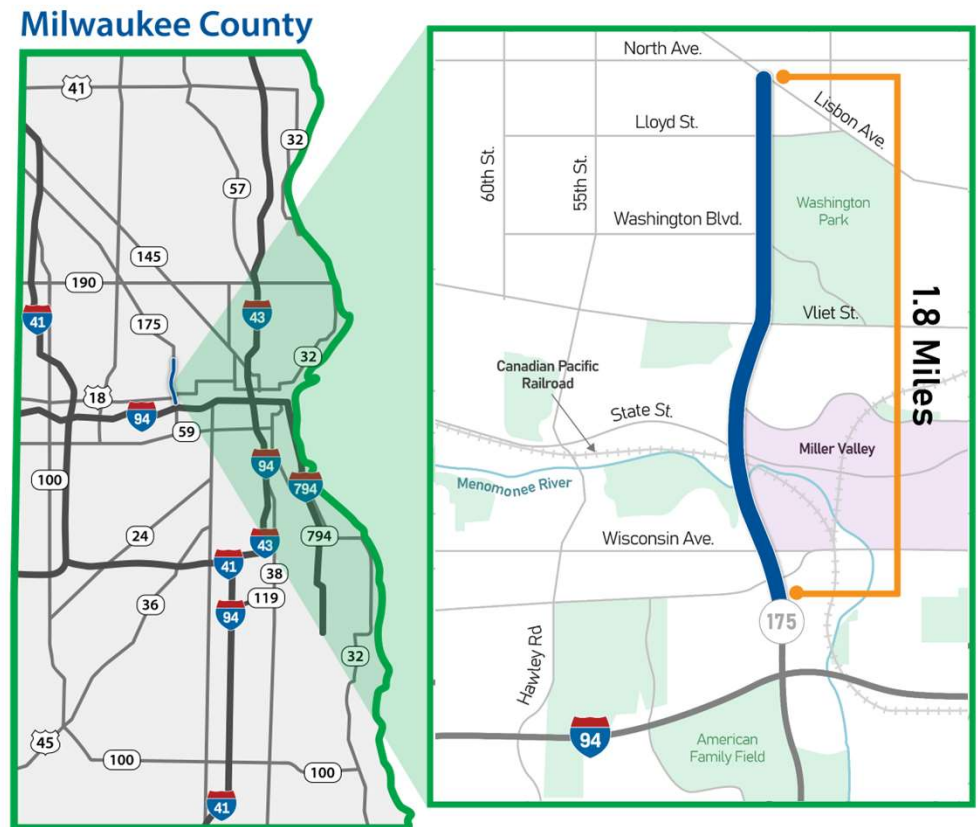
## Milwaukee County Transportation and Transit Committee Update

January 22, 2025



# Study Area

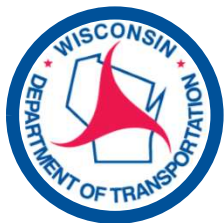
- Stadium Interchange to Lisbon Avenue
- City of Milwaukee, Milwaukee County
- Study Area:
  - 14 Neighborhoods
  - 3 Adjacent Parks
  - 20K-70K vehicles per day
  - Menomonee River
  - Canadian Pacific Railroad



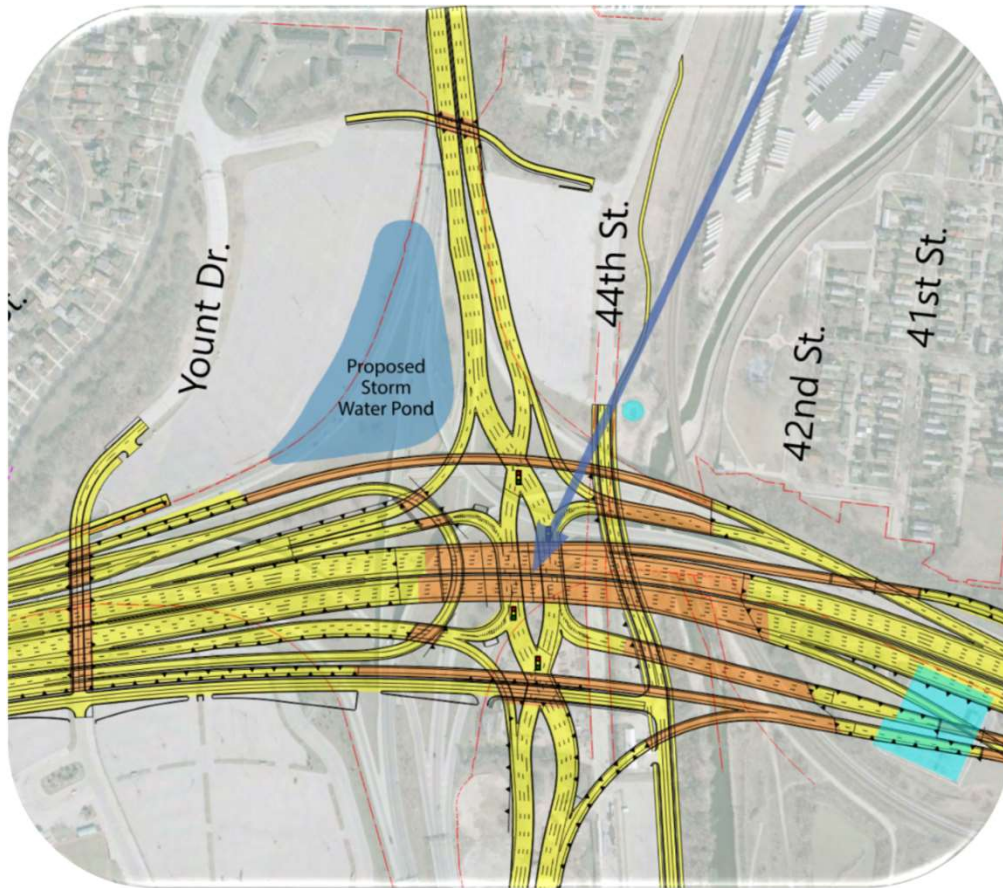
# Study Background

## Reimagining WIS 175 is a Feasibility Study

- Identify viable alternatives of WIS 175 considering safety operations, multimodal, and economic and social opportunities
- WisDOT led Study Partnering with Milwaukee County and City of Milwaukee







## Why Now?

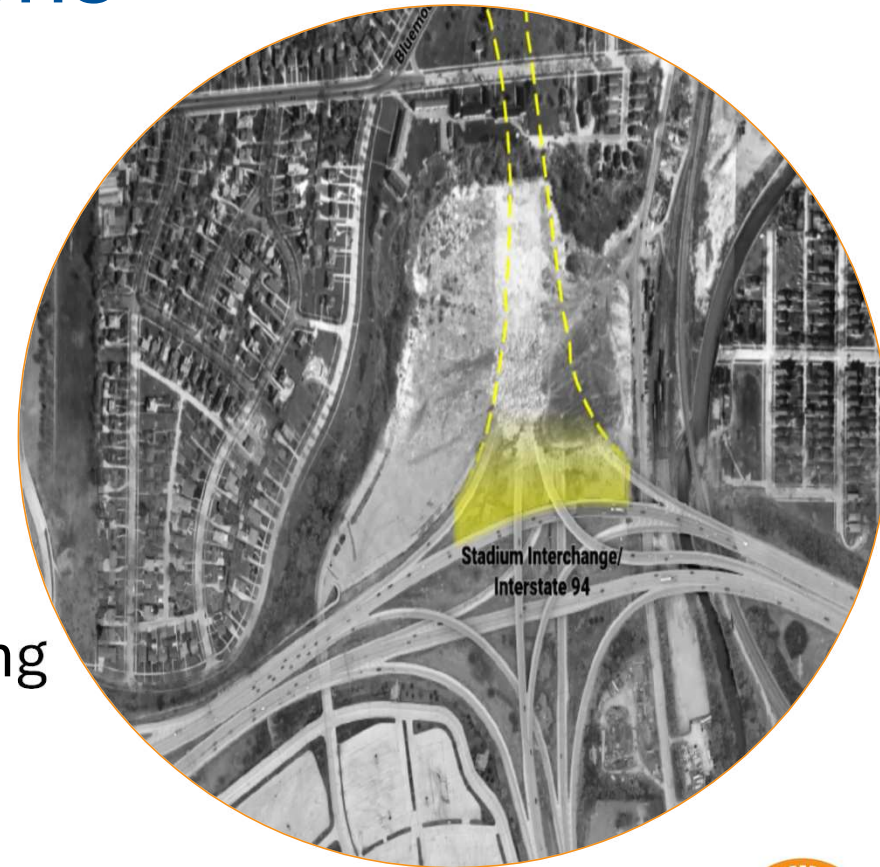
- WIS 175 is towards end of useful life:
  - Typical lifespan is 50-70 years
  - Parts of WIS 175 are nearly 70 years old
- City & County support complete streets for safe and healthy mobility options for all
- Diverging Diamond Interchange (DDI) at the Stadium Interchange as part of I-94 E-W
- Understand how WIS 175 has impacted local communities and how it functions today



# WIS 175 Existing Conditions

- 6-lane highway constructed in 1962
- The highway was built below the existing neighborhoods with grade-separated interchanges
- The highway impacted:
  - Historic Washington Park
    - The first Milwaukee County Zoo
  - Neighborhoods and properties along the corridor

1958



Today



# Study Goals

The Study will analyze a variety of alternatives with opportunities for:



**Safe System Design**



**Multi-modal Mobility**



**Neighborhood Design**



**Transportation Operations**



**Environmental**



**Social Equity**



**Economic Equity**



# Reconnection Opportunities



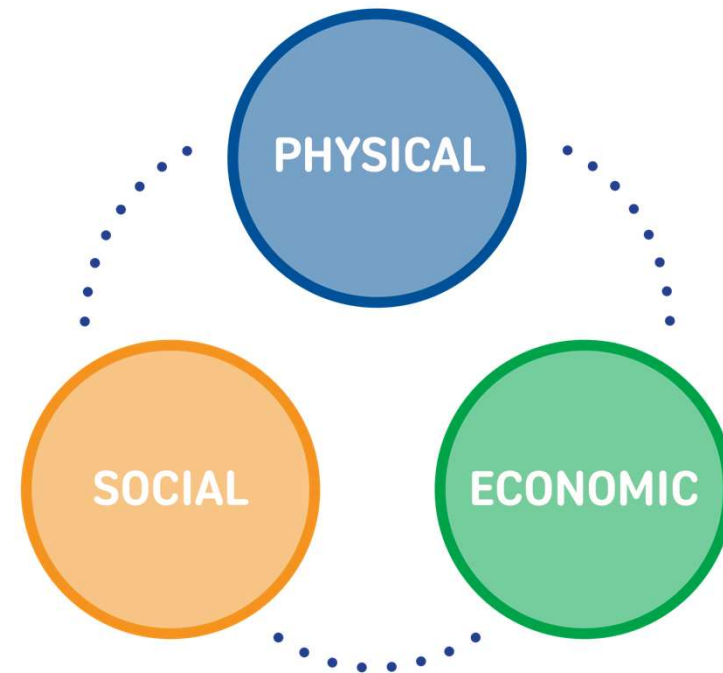
- Lead by Study Partners

## Reconnection factors include:

- Physical & Equity
- Social & Equity
- Economic & Equity

## Providing opportunities for:

- Park
- Open space
- Development
- Housing





# Reconnection Opportunities

Identified five geographic areas of Reconnection:

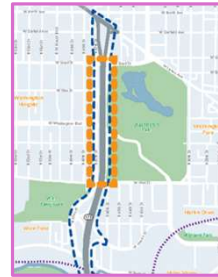
Washington  
Park Interior



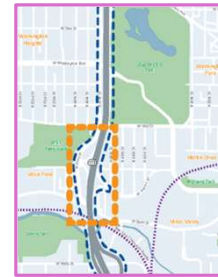
Washington  
Park Edges



West Side of  
the Park



Unused  
Land Areas



Crossroads  
and  
Mainstreets



# Land use Planning

Wis 175 Reconnection Parcel Study  
Proposed Land Use Diagram  
One Way Pair with State at Grade

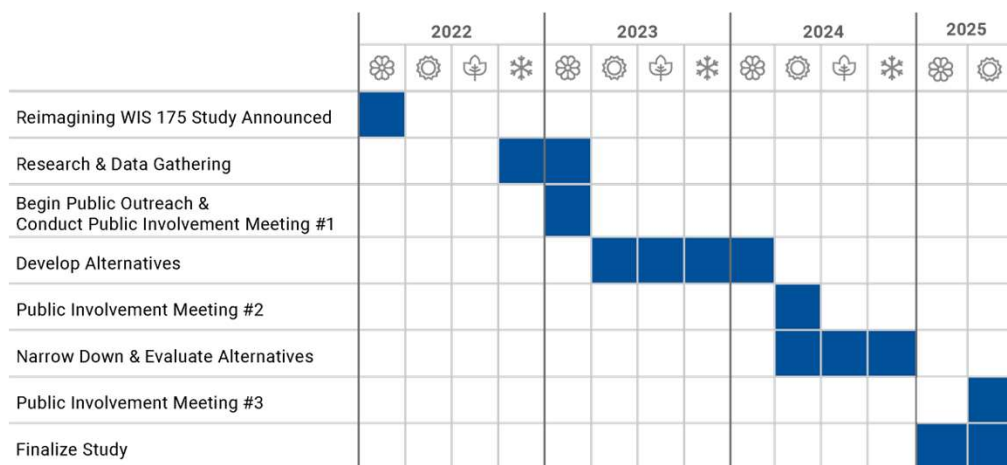
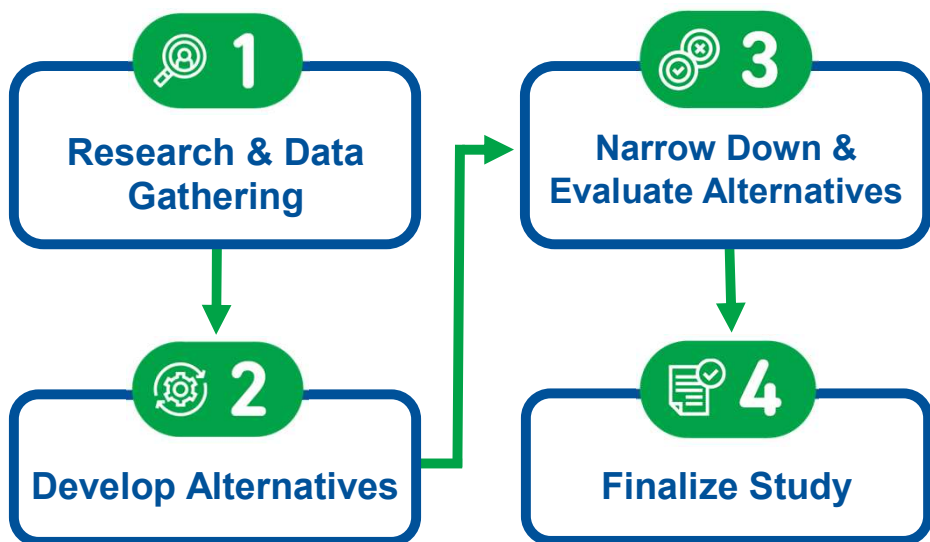
- Lead by City
- Range of density being studied for 3 Alternates:
  - Low-Moderate
  - Moderate-High
- Market Study includes:
  - Bldg SF, # units, parking, etc.
  - Land & building values
  - Tax value estimates & potential TIF revenue
- WIS175 recommendations to be adopted in City Comprehensive or Area Plan(s)



KEY		INSIDE 175 Right-of-Way	OUTSIDE 175 Right-of-Way
		<ul style="list-style-type: none"> <li>Urban Traditional Neighborhood                             <ul style="list-style-type: none"> <li>• Lower density, smaller scale townhouses and multi-family buildings with modest densities</li> </ul> </li> <li>Urban Traditional Neighborhood                             <ul style="list-style-type: none"> <li>• Moderate scale apartment buildings (3-5 stories)</li> </ul> </li> <li>Urban Neighborhood Activity Centers - Mixed uses, taller buildings                             <ul style="list-style-type: none"> <li>• Buildings which can also serve as landmarks emphasizing the reconnection initiative</li> <li>• Key locations for transit and multi-modal circulation intensity to promote social and economic activity</li> <li>• Key locations for unique uses in a neighborhood activity center</li> </ul> </li> <li>Public Places (HARDSCAPE) - For active social gatherings at high traffic pedestrian locations</li> <li>Public Parks &amp; Environmental Areas*</li> <li>Reconnection Garden Walk                             <ul style="list-style-type: none"> <li>• Continuous tree-lined 'promenade' style walk with garden elements, artwork, benches for all users.</li> </ul> </li> <li>Hank-Aaron State Trail Extension*</li> </ul>	<ul style="list-style-type: none"> <li>Public Parks (Washington Park, Wick Field, Dooye Park)*</li> <li>Hank-Aaron State Trail Extension*</li> <li>County Park: Wider, improved sidewalks and multipurpose trails, improved visual appear of the park.</li> <li>City and State Right-of-Way: Improved streetscape with appealing street lighting, street parking, and garden elements.</li> <li>Private Land:                             <ul style="list-style-type: none"> <li>• Grants for building rehab and or new buildings with street level uses facing the park and park views that add value.</li> <li>• Grants for new residential uses, smaller scale commercial uses, and civic/institutional uses.</li> <li>• Minimize or prohibit overly-wide buildings.</li> </ul> </li> <li>Additional Park, Recreational &amp; Cultural Places (based on public input, as noted on diagram)                             <ol style="list-style-type: none"> <li>1. Revitalized County Pool</li> <li>2. Upgraded and Expanded Urban Ecology Center</li> <li>3. Farmers Market and Improved Senior Center</li> <li>4. Observation Tower</li> <li>5. Revitalized Amphitheater</li> <li>6. Mountain Bike Area</li> <li>7. New Bicycle Pump Track</li> <li>8. New Adventure Playground</li> <li>9. Climbing Tower</li> </ol> </li> </ul>
* Some categories appear both within and outside of the Wis 175 Right-of-Way			

# Study Schedule and Stages

The Reimagining WIS 175 Study will be completed in four stages:



\* Schedule subject to change



# Outreach Efforts

- **May 11, 2023 -Public Involvement Meeting (PIM) #1**
  - Listen and Learn
- **September/October 2023 -Community Advisory Committee (CAC) #1 and Technical Advisory Committee (TAC) #1**
  - What's important to the community and stakeholders
- **October 2, 2023 -Walking Tours**
- **December 4, 2023 -CAC#2 and TAC#2**
  - Review Initial 10 Concepts
- **January 11, 2024 -Workshop**
  - Review the Level 1 Screening Matrix to Reduce to 6 Alternatives for PIM #2
  - Review Material for Public Involvement Meeting #2 for clarity and accuracy
- **April 30, 2024 -Public Involvement Meeting #2**
  - Present 6 Alternatives North and 6 Alternatives South for Comment
- **September/October 2024 -CAC#3 and TAC#3**
  - Review PIM #2 Themes and Level 2 Screening Matrix to Reduce to 3 Alternatives for More Detailed Analysis
- **January 2025 -CAC#4 and TAC#4**
  - Review Alternative Analysis and Findings
  - Review PIM #3 Material
- **March 2025 -Public Involvement Meeting #3**
  - Present 3 Alternatives and Analysis for Comment
- **April 2025 -Final Report**
  - Document the Alternative Analysis and Public Comments for the 3 Alternatives



# Recap Public Involvement Meeting #2

April 30, 2024







- 350+ attendees
- 250 comment forms
- 196 online surveys

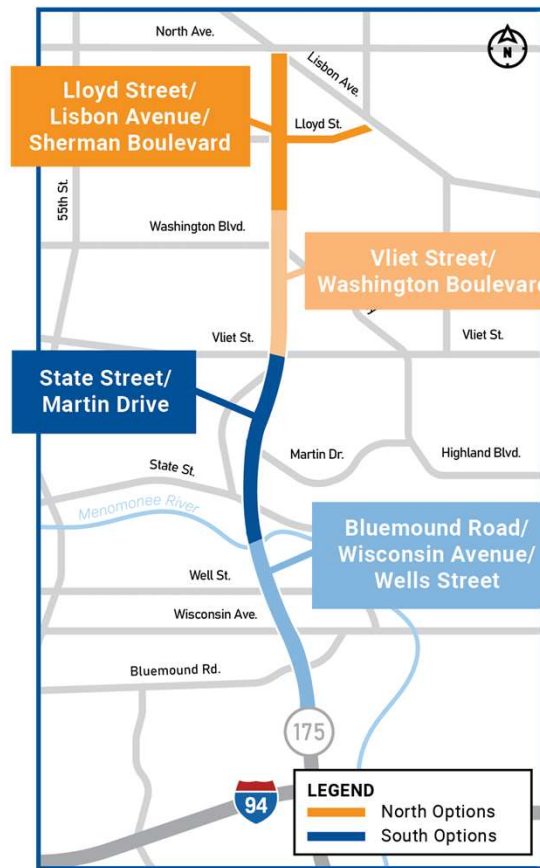


# Stage 2 – Range of Alternatives







- Six alternatives developed by Study team with the advisory committees

**SOUTH OPTIONS**

-  **S1** – Existing  
(Existing speed limit = 50 mph)
-  **S2** – Improved highway interchanges at Wisconsin Ave. and State St./Martin Dr.
-  **S3** – Improved highway with tunnel from Vliet St. to Washington Blvd.
-  **S4** – Improved highway interchanges at Wisconsin Ave. and Vliet St.  
(Speeds could range from 35-45 mph)
-  **S5** – End highway at State St.
-  **S6** – Well St. and Martin Dr. at-grade  
(Speeds could range from 25-35 mph)



**NORTH OPTIONS**

-  **N1** – Existing  
(Existing speed limit = 50 mph)
-  **N2** – End highway at Lloyd St.
-  **N3** – Improved highway with tunnel from Vliet St. to Washinton Blvd.  
(Speeds could range from 35-45 mph)
-  **N4** – Shift east
-  **N5** – Shift west
-  **N6** – One-way pair  
(Speeds could range from 25-35 mph)

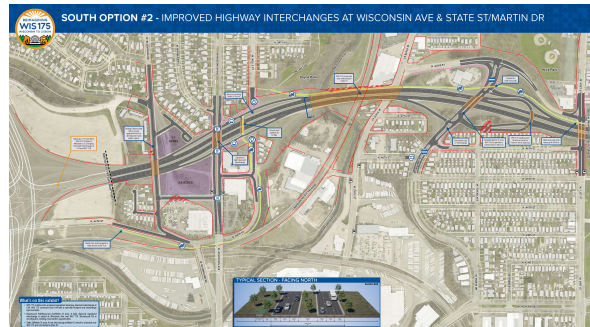


# South Options

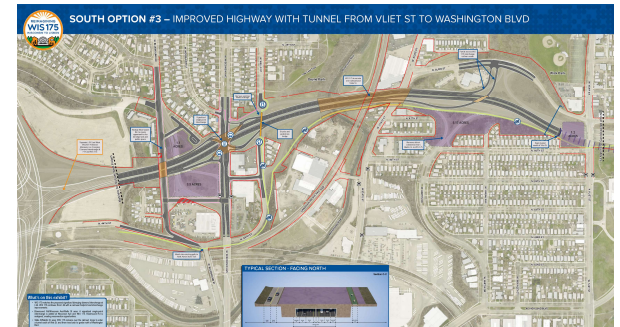
## Existing



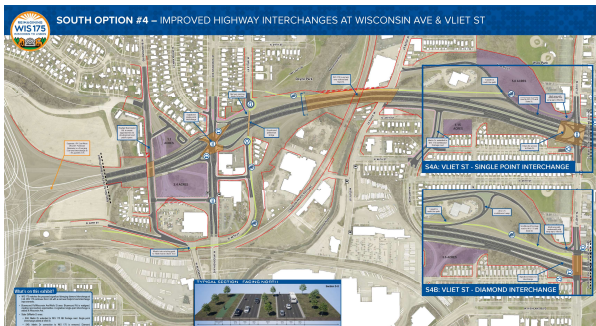
## Improved Highway Interchanges at Wisconsin Ave & State St/Martin Dr



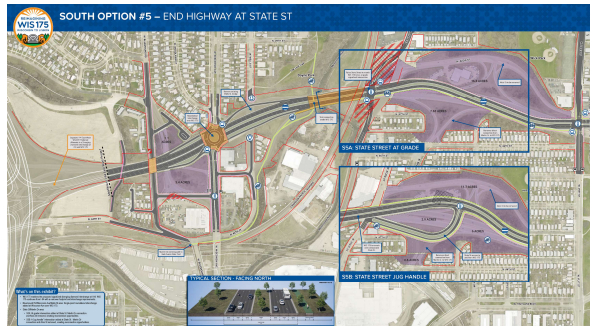
## Improved Highway with Tunnel from Vliet St to Washington Blvd



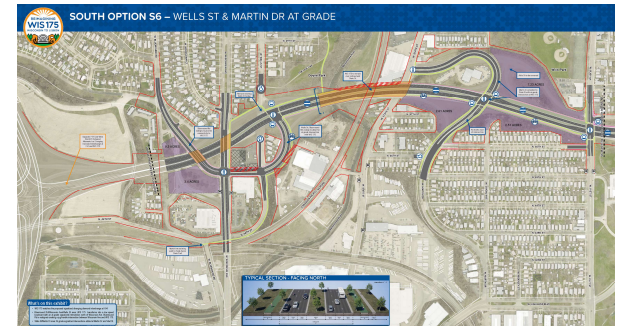
## Improved Highway Interchanges at Wisconsin Ave & Vliet St



## End Highway at State St



## Wells St & Martin Dr at Grade



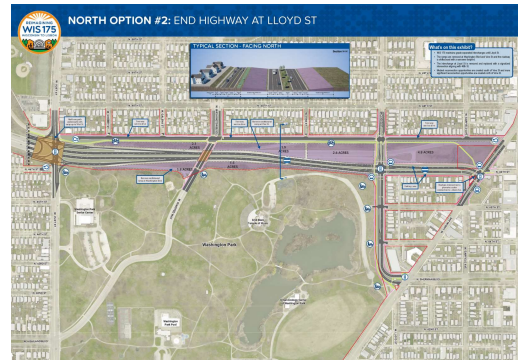


# North Options

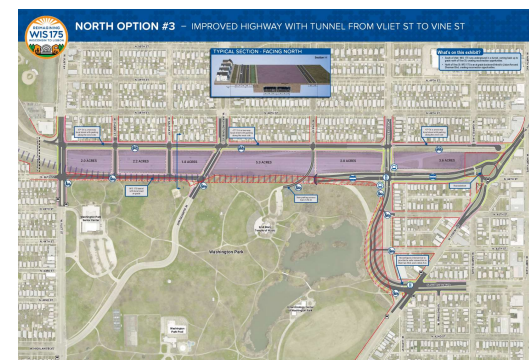
Existing



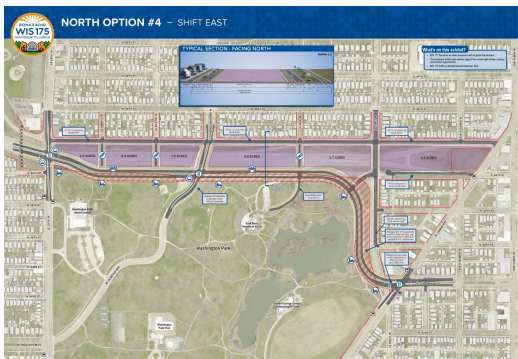
End Highway at Lloyd St



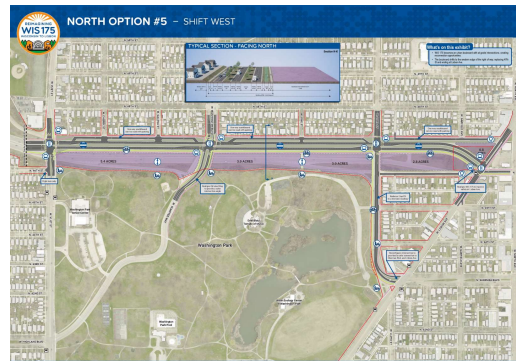
Improved Highway with Tunnel from Vliet St to Vine St



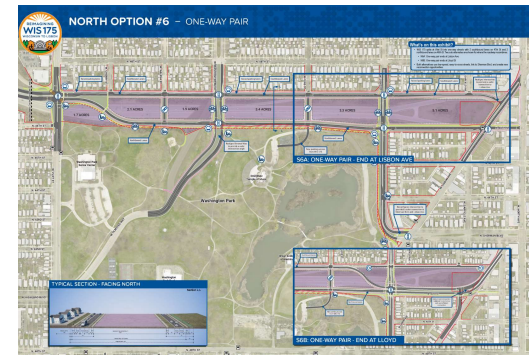
Shift East



Shift West



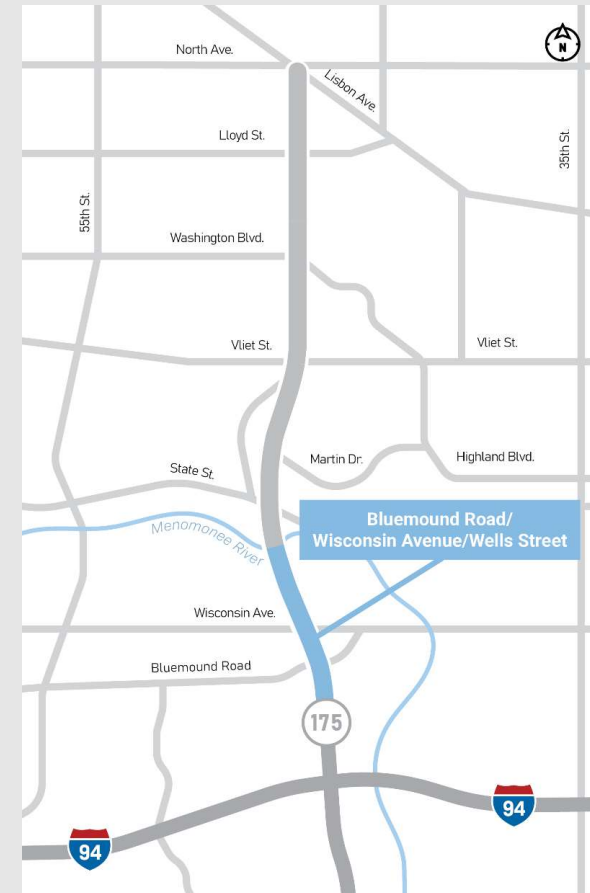
One-Way Pair



# Bluemound Rd. / Wisconsin Ave. / Wells St.

## Most Important

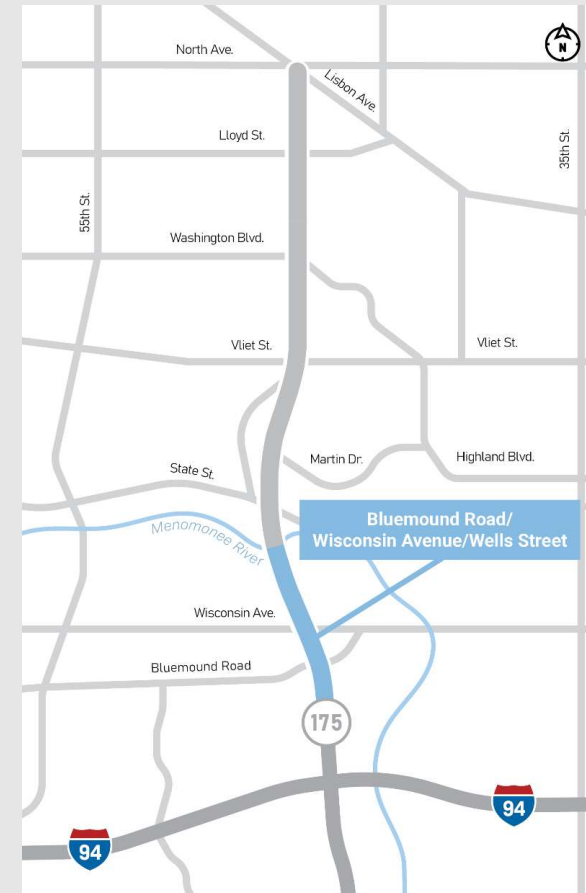
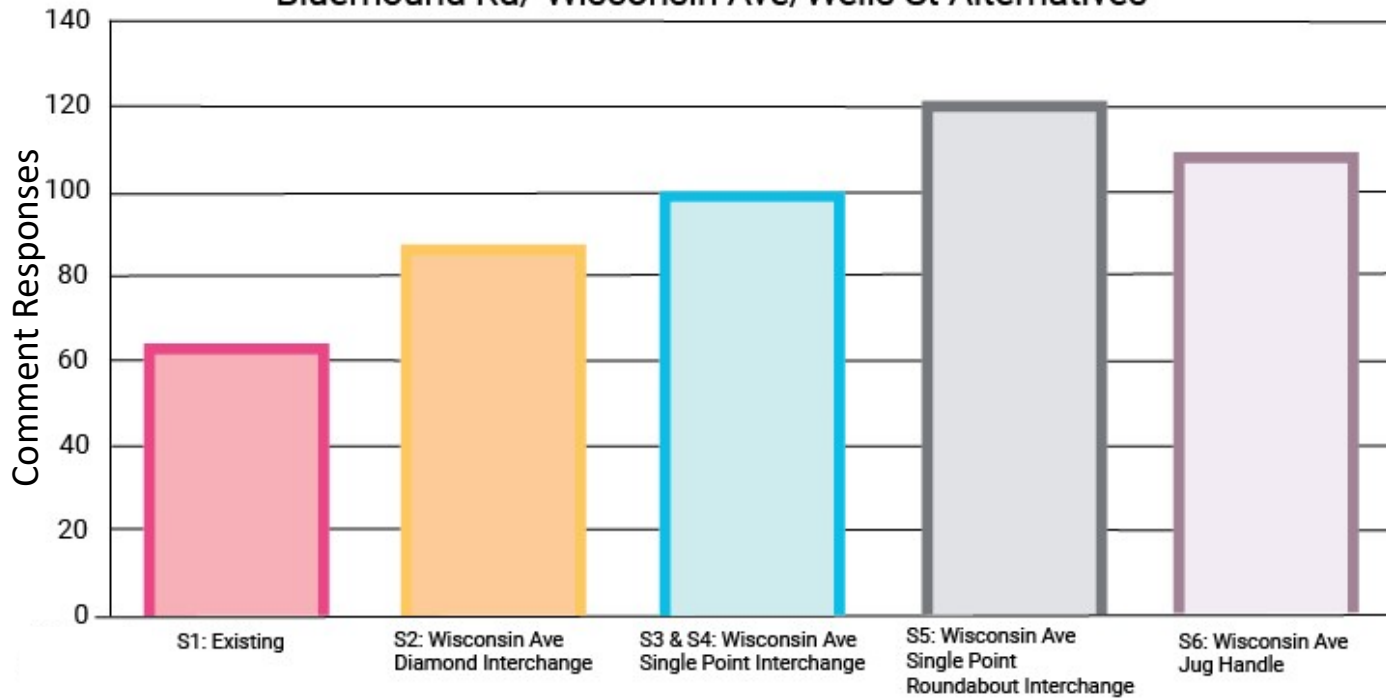
- Provide safe trail connection to Oak Leaf and Hank Aaron Trails (162)
- Provide safe options for people biking and walking on WIS 175 (145)
- Provide opportunities for new development (120)
- Provide bus services on WIS 175 (97)
- Improve confusing ramp configuration (83)





# Bluemound Rd. / Wisconsin Ave. / Wells St.

Bluemound Rd/ Wisconsin Ave/Wells St Alternatives



# State St. / Martin Dr.

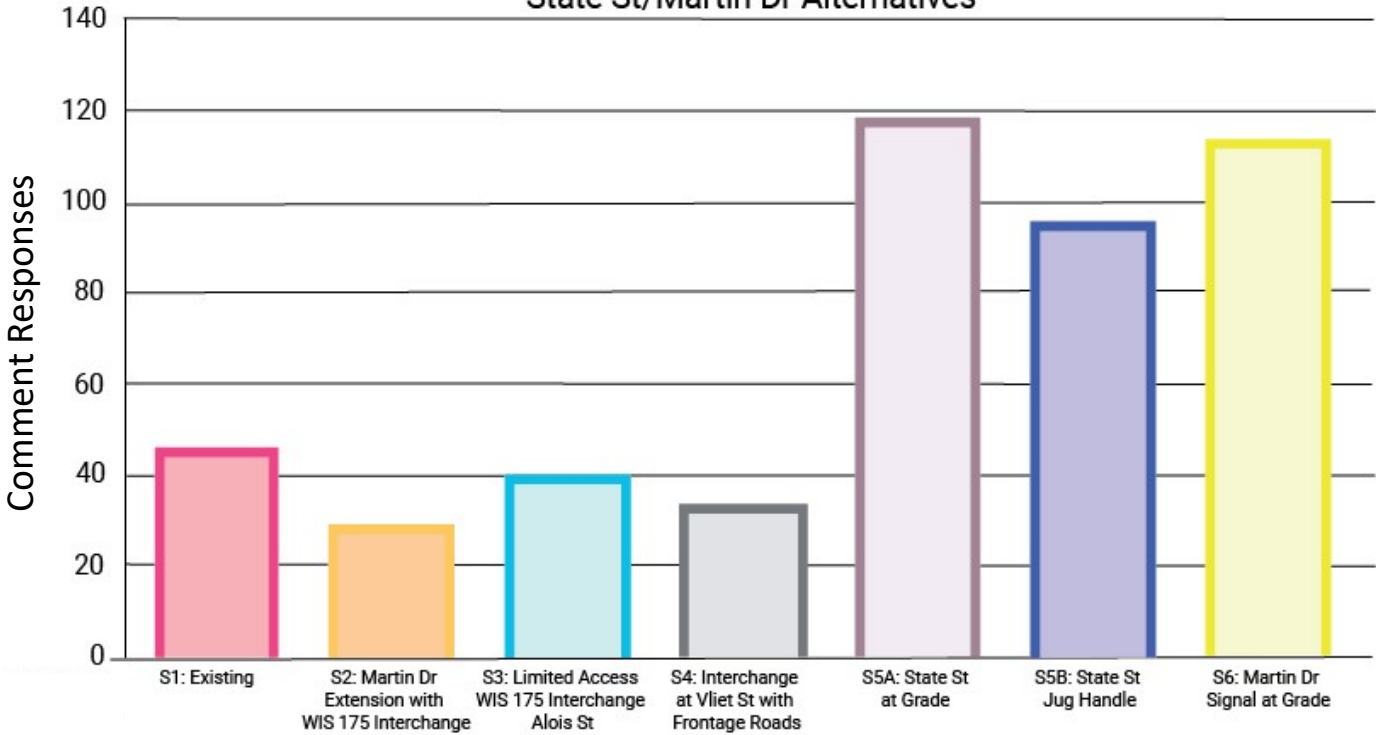
## Most Important

- Provide safe options for people biking and walking on WIS 175 to cross the railroad and Menomonee River (152)
- Provide opportunities for new development (120)
- Provide bus services on WIS 175 (92)
- Improve confusing ramp configuration (84)



# State St. / Martin Dr.

State St/Martin Dr Alternatives

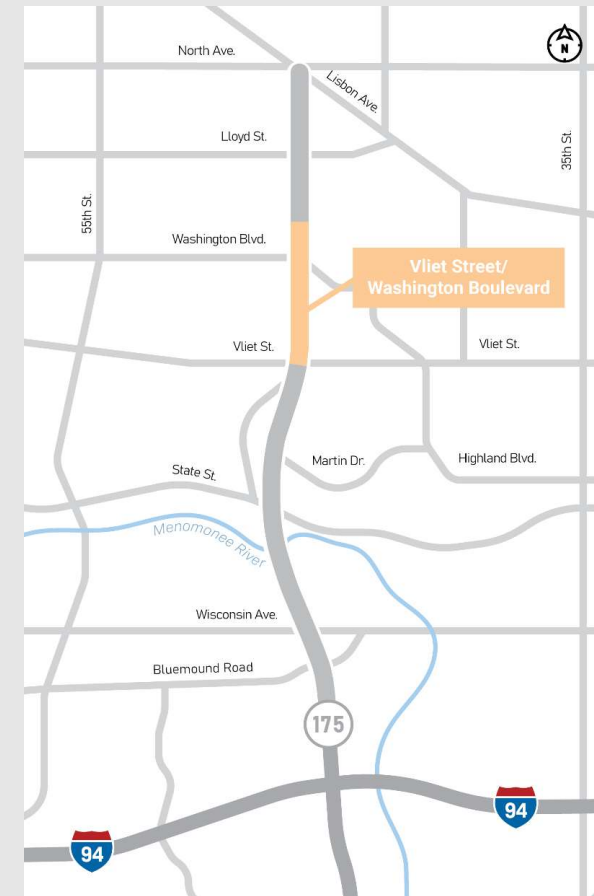




# Vliet St. / Washington Blvd.

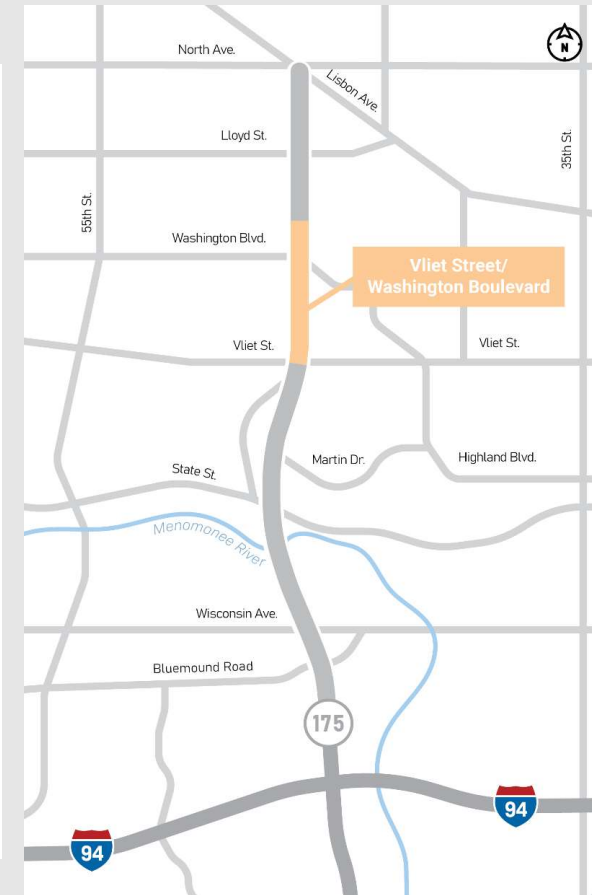
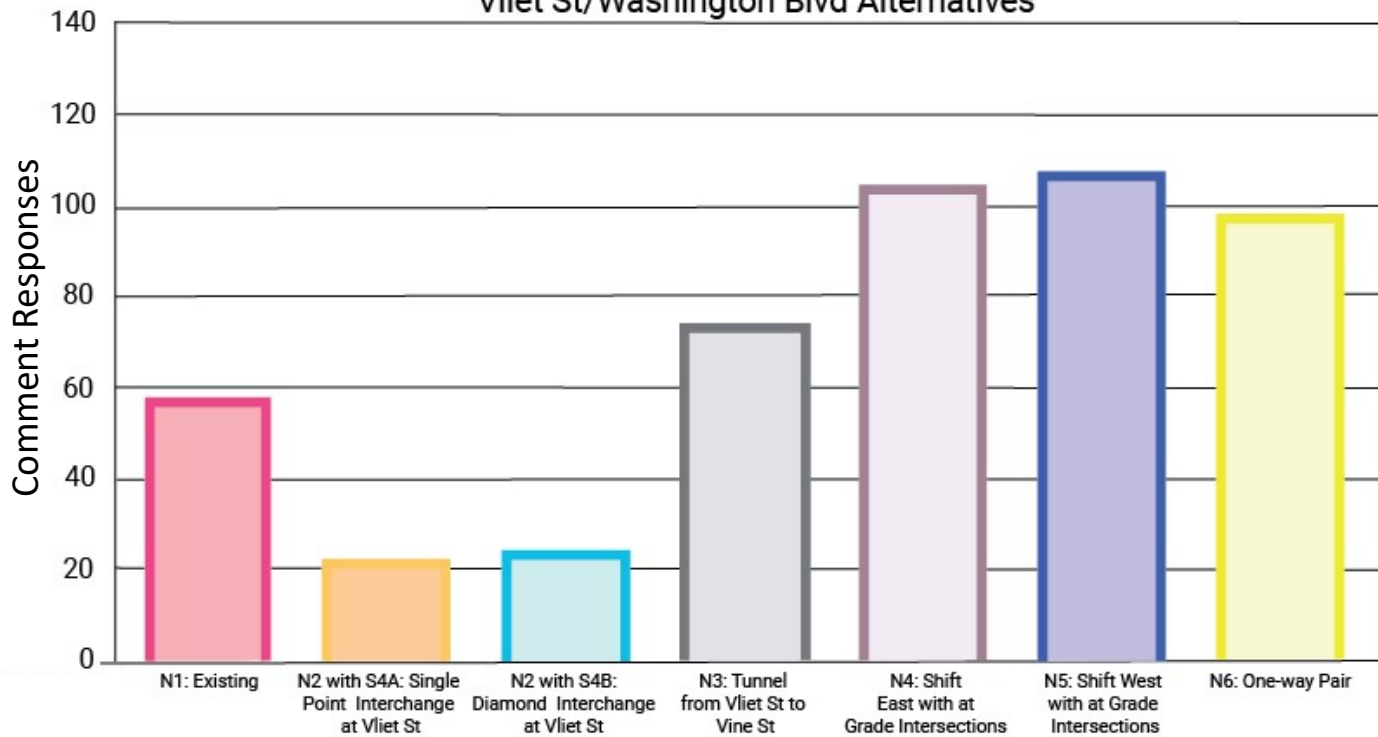
## Most Important

- Provide safe options for people biking and walking to access Washington Park (190)
- Expand Washington Park or create new parks and open spaces (150)
- Provide opportunities for new housing development (141)
- Provide opportunities for new commercial development at Vliet St (124)
- Provide safe options for people biking and walking on WIS 175 (105)
- Provide bus services on WIS 175 (91)



# Vliet St. / Washington Blvd.

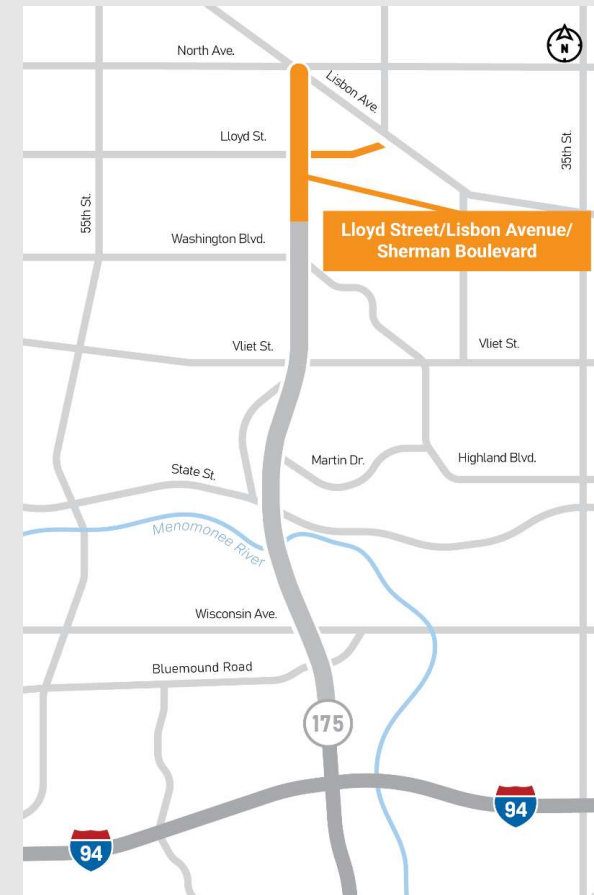
Vliet St/Washington Blvd Alternatives



# Lloyd St. / Lisbon Ave. / Sherman Blvd.

## Most Important

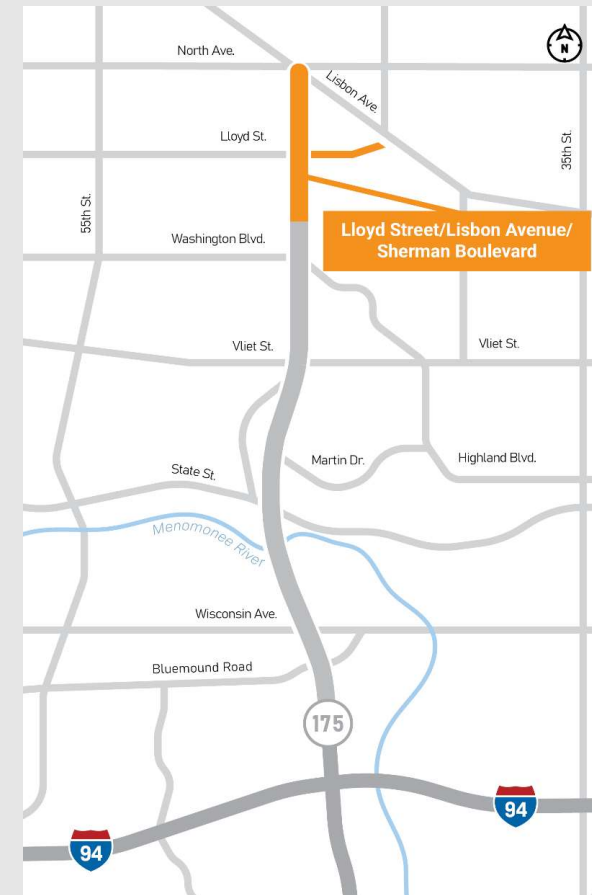
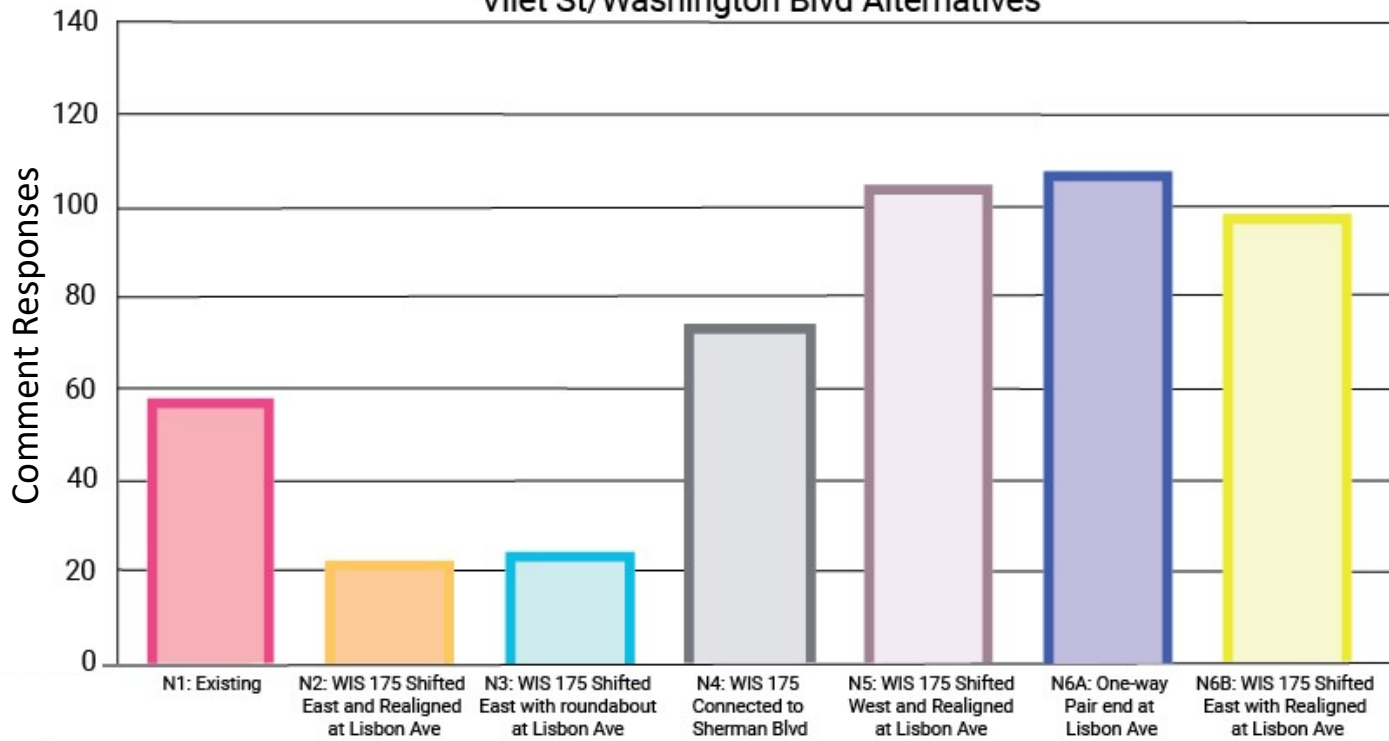
- Provide safe options for people biking and walking to cross WIS 175 and access Washington Park (169)
- Improve Lisbon Ave intersection (152)
- Provide safe options for people biking and walking on WIS 175 (140)
- Provide opportunities for new housing development (135)
- Expand Washington Park or create new park and open spaces (128)
- Improve Sherman Blvd intersection (115)
- Provide opportunities for new commercial development (111)





# Lloyd St. / Lisbon Ave. / Sherman Blvd.

Vliet St/Washington Blvd Alternatives



# Narrowing Down Alternates:

- Use Level 2 Matrix and PIM #2 feedback - strengths & weaknesses
- Desire to keep a range of different alternates
- Impacts to Washington Park have a net positive effect on parkland. Milwaukee County Parks not looking for new land.
- Want new alternates to “combine” well
- Themes for Combined Build Alternates
  - End highway north
  - End highway middle
  - End highway south
- “No Build / Reconstruct” is still an option and will serve as a baseline for the other alternates
- A “Preferred Alternate” will NOT be selected at the end of the planning study
- Alternates can change in a future NEPA/ preliminary design effort based on the study findings and public involvement

# Next Steps





# Looking Ahead

## Funding

- WisDOT requesting funding for the next phase  
NEPA/Preliminary Design
- Construction -High Cost Major (>\$128 M +/-)
- May need Transportation Projects Commission (TPC) approval
- TPC application is submitted when draft environmental document complete
- Review grant opportunities when construction funding approved (final design and construction)

## Deed Restrictions at Washington Park

- There were deed restrictions between the city and county from transfers in 1936.
- These restrictions can likely be revised or released through action by the city or county
- 1958 city resolution transferred “parklands to street and/or highway purposes” for 175
- More research is needed to review any deed restrictions when the park was formed and land provided to the city in 1890



# Questions?

## CONTACTS

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