

Reimagining WIS 175 Study Wisconsin Avenue to Lisbon Avenue

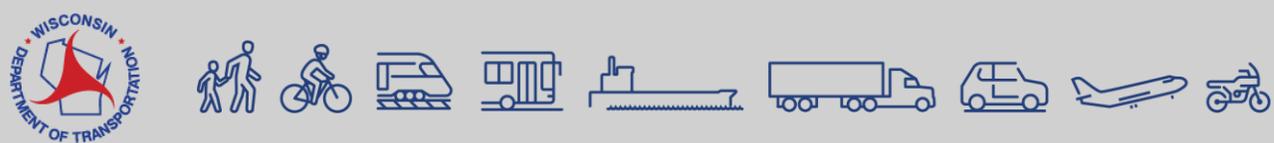
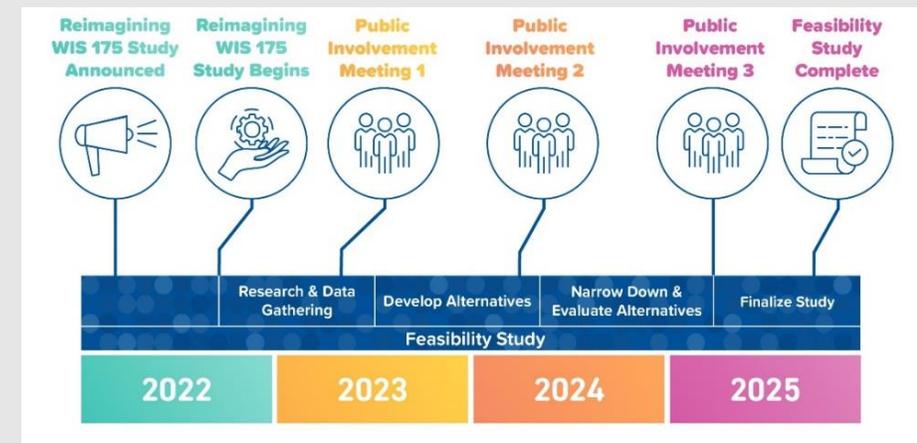
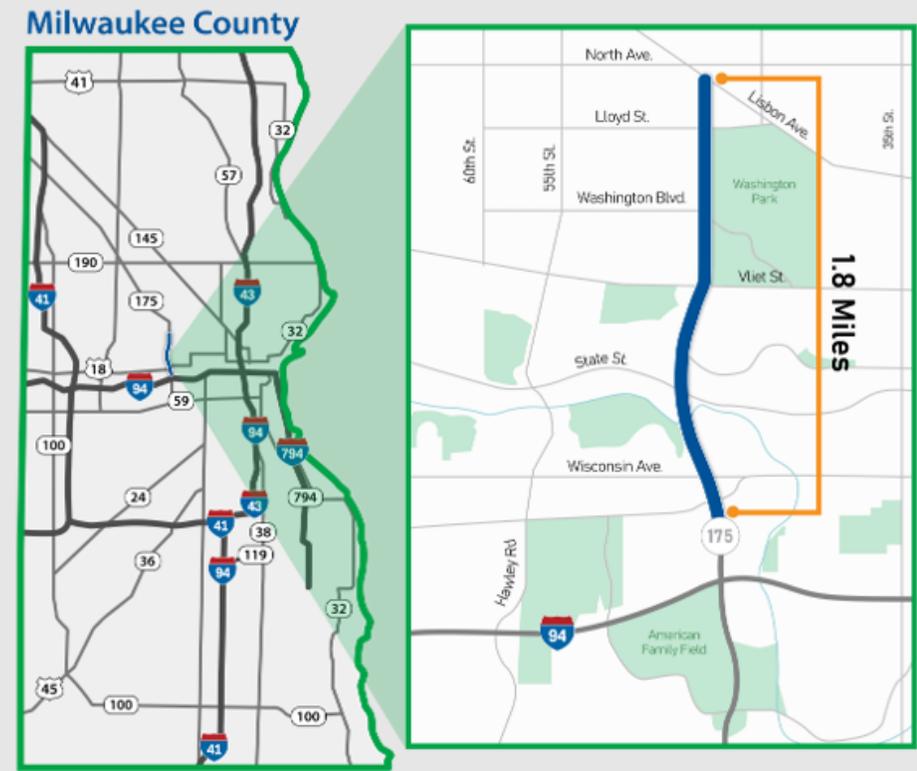
City of Milwaukee– Final Report Rollout

March 20, 2026



Reimagining WIS 175 Study

- Completed as a partnership with Milwaukee County and City of Milwaukee
- Stadium Interchange to Lisbon Avenue
- 1.8 miles
- **Study was a 3-step process to narrow alternatives + 3 public meetings** guided alternative development



Purpose and Need

Evaluate alternatives for the future of WIS 175 Corridor that:

-  Address aging infrastructure and outdated design
-  Improve safety and traffic operations for all modes
-  Support transit, biking and walking
-  Reconnect neighborhoods & promote economic vitality
-  Transition where the freeway ends to the local street network

Study Report Highlights

- Public input shaped alternatives
- Study Report compared four alternatives, no preferred option selected
- PIM #3 held on April 2, 2025 shared the results and gathered comments
 - High level traffic analysis identified potential delays and diversion
 - Safety review evaluated current corridor conditions
 - Environmental scan flagged no major concerns
 - Reconnection Evaluation for all alternatives including physical, economic and social factors
- Study Report sets the stage for future PEL / NEPA, where alternatives will be reviewed, further evaluated, refined and reduced
- Final Report to be published in early 2026 on WisDOT website: wisconsindot.gov/reimagine175



PIM #3 Take Aways

- Support for slower speeds and safer roadways for all users
- Support for multi-modal facilitates on WIS 175 (ped, bike and transit)
 - Connecting existing regional trails (Oak Leaf Trail and Hank Aaron)
 - Better mobility connecting parks and services
- Washington Park access should be improved for all modes
- The replace-in-kind alternative did not meet the study's goals and received the least positive feedback
- Public feedback preferred WIS 175 alternatives that included at-grade intersections from Vliet Street to Lisbon Avenue
- Support for development of potential surplus land
- New development should maintain neighborhood character



Opportunities of Reimagining WIS 175



User Safety

- Safe road users
- Safe speeds
- Safe roads



Transportation Operations

- Acceptable vehicle diversion
- Acceptable system travel time
- Acceptable intersection traffic operations



Multi-modal Mobility

- Local & regional connections
- Safe bike and pedestrian connections
- Improved transit connections



Neighborhood Design

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



Social Reconnection

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

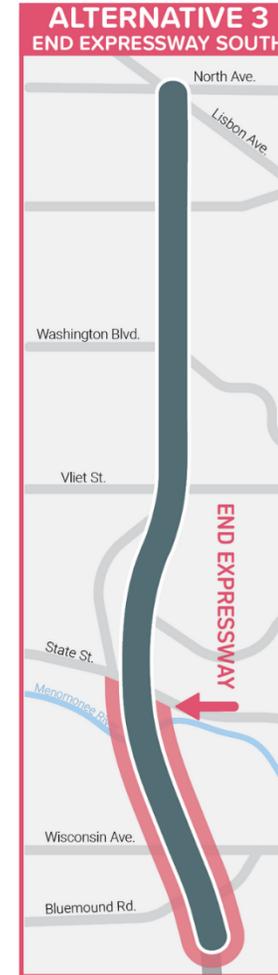
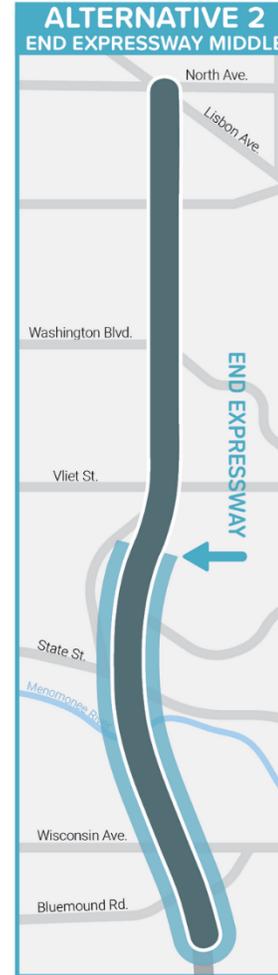
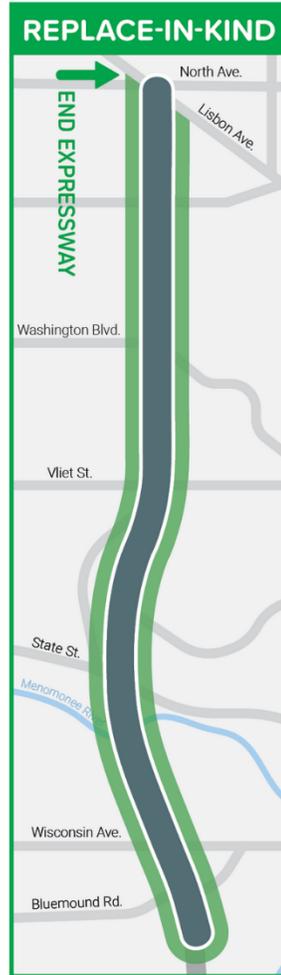


Economic Reconnection

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

Study Alternatives focused on **where the expressway ends**

WE STARTED WITH 27 DIFFERENT ALTERNATIVES. WE NOW HAVE FOUR TO SHARE.



Existing / Replace-In-Kind



WHAT'S ON THIS EXHIBIT?

This exhibit shows the Replace-In-Kind Alternative:

- The top row shows existing aerial imagery of key areas along the project corridor.
- The middle row shows the plan view of the Replace-In-Kind Alternative.
- The bottom row shows typical sections at key locations along the corridor.
- A summary of the criteria evaluation for the Replace-In-Kind Alternative is shown below.

ESTIMATED ROADWAY CONSTRUCTION COST

\$102 - 126 Million

*2025 dollars

RECONNECTION

Land Available for Future Uses 0 Acres	New Residential 0 Acres	New Activity Places 0 Acres
New Non-Residential 0 Sq. Ft.	Potential Relocations 0	

ENVIRONMENTAL

- Potential Relocations: 0
- Park Impacts: 0.0 Acres
- Wetland Impacts: No substantial impacts anticipated
- Traffic Noise Impacts: No substantial impacts anticipated
- Stormwater Quality Impacts: No impacts anticipated
- Cultural Resources Impacts: No impacts anticipated

TRANSPORTATION

TRAVEL TIME: WIS 175

Replace-In-Kind: 2.0-2.5 Minutes

Designed using traditional road safety practices

EXISTING / REPLACE-IN-KIND
APRIL 2025



Alternative 1: End Expressway North



ESTIMATED ROADWAY CONSTRUCTION COST

\$185 - 227 Million

*2025 dollars

WHAT'S ON THIS EXHIBIT?

This exhibit shows Alternative 1:

- The top row shows 3D imagery of what Alternative 1 would look like at key areas.
- The middle row shows the plan view of Alternative 1 with notes indicating important changes from the existing conditions.
- The bottom row shows typical sections at key locations along the corridor.
- A summary of the criteria evaluation for Alternative 1 is shown below.

ESTIMATED ROADWAY CONSTRUCTION COST

\$185 - 227 Million

*2025 dollars

RECONNECTION

- Land Available for Future Uses: 20 Acres
- New Residential: +11 Acres
- New Activity Places: 3-4 Acres
- New Non-Residential: 10-20K Sq. Ft.
- Potential Relocations: 1

ENVIRONMENTAL IMPACT

- Potential Relocations: 1
- Park Impacts: + 0.2 Acres
- Wetland Impacts: No substantial impacts anticipated
- Traffic Noise Impacts: No substantial impacts anticipated
- Stormwater Quality Impacts: No substantial impacts anticipated
- Cultural Resources Impacts: No impacts anticipated

TRANSPORTATION

TRAVEL TIME: WIS 175

Replace-in-Kind	2:0-2:5 Minutes
Alternative 1	2:0-3:5 Minutes

Safe System approach used to reduce crash severity and save lives through safe roads and speeds.

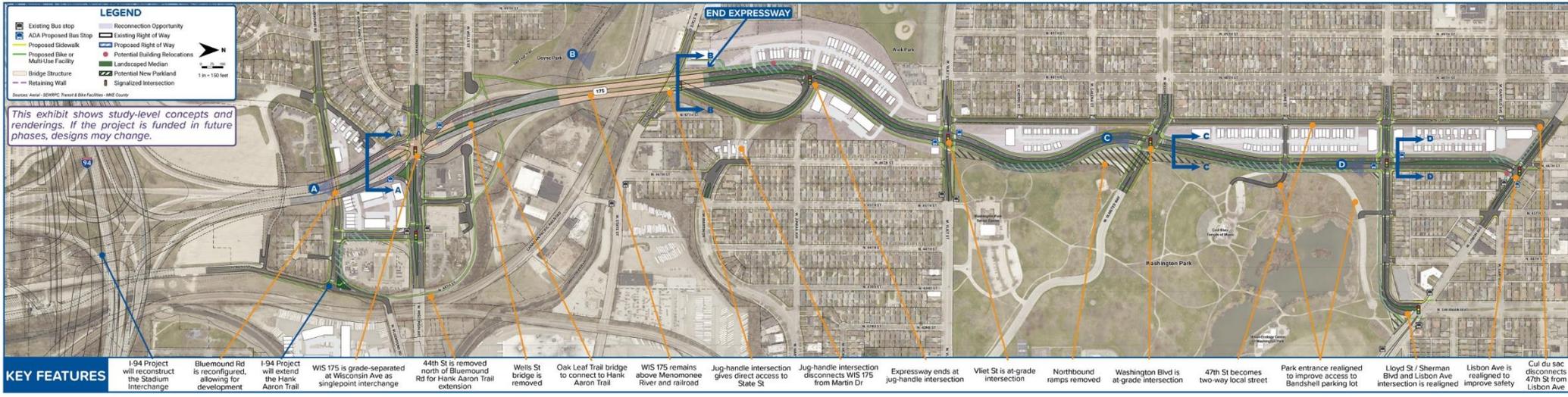


ALTERNATIVE 1: END EXPRESSWAY NORTH
APRIL 2025

Alternative 2: End Expressway Middle



ALTERNATIVE 2: END EXPRESSWAY MIDDLE
APRIL 2025



WHAT'S ON THIS EXHIBIT?

This exhibit shows Alternative 2:

- The top row shows 3D imagery of what Alternative 2 would look like at key areas.
- The middle row shows the plan view of Alternative 2 with notes indicating important changes from the existing conditions.
- The bottom row shows typical sections at key locations along the corridor.
- A summary of the criteria evaluation for Alternative 2 is shown below.

ESTIMATED ROADWAY CONSTRUCTION COST

\$128 - 155 Million

*2025 dollars

RECONNECTION

- Land Available for Future Uses: 30 Acres
- New Residential: ~16 Acres
- New Activity Places: 7-8 Acres
- New Non-Residential: 40-60K Sq. Ft.
- Potential Relocations: 2

ENVIRONMENTAL IMPACT

- Potential Relocations: 2
- Park Impacts: + 0.2 Acres
- Wetland Impacts: No substantial impacts anticipated
- Traffic Noise Impacts: Potential impacts for at-grade area
- Stormwater Quality Impacts: Opportunities to improve quality
- Cultural Resources Impacts: No impacts anticipated

TRANSPORTATION

TRAVEL TIME: WIS 175

Replace-In-Kind	2.0-2.5 Minutes
Alternative 2	2.5-4.0 Minutes

Safe System approach used to reduce crash severity and save lives through safe roads and speeds.



Alternative 3: End Expressway South



WHAT'S ON THIS EXHIBIT?

This exhibit shows Alternative 3:

- The top row shows 3D imagery of what Alternative 3 would look like at key areas.
- The middle row shows the plan view of Alternative 3 with notes indicating important changes from the existing conditions.
- The bottom row shows typical sections at key locations along the corridor.
- A summary of the criteria evaluation for Alternative 3 is shown below.

ESTIMATED ROADWAY CONSTRUCTION COST

\$123 - 150 Million

*2025 dollars

RECONNECTION

Land Available for Future Uses 35 Acres	New Residential ~18 Acres	New Activity Places 10-11 Acres
	New Non-Residential 45-65K Sq. Ft.	Potential Relocations 10

ENVIRONMENTAL IMPACT

- Potential Relocations:** 10
- Park Impacts:** + 0.5 Acres
- Wetland Impacts:** No substantial impacts anticipated
- Traffic Noise Impacts:** Potential impacts for at-grade area
- Stormwater Quality Impacts:** Opportunities to improve quality
- Cultural Resources Impacts:** No impacts anticipated

TRANSPORTATION

TRAVEL TIME: WIS 175

Replace-in-Kind:	2.0-2.5 Minutes
Alternative 3:	4.0-5.0 Minutes

Safe System approach used to reduce crash severity and save lives through safe roads and speeds.

ALTERNATIVE 3: END EXPRESSWAY SOUTH
APRIL 2025



Report Alternatives Highlights

Additional information on PIM #3 and the Study Alternatives can be found at: bit.ly/wis175

or using QR code:



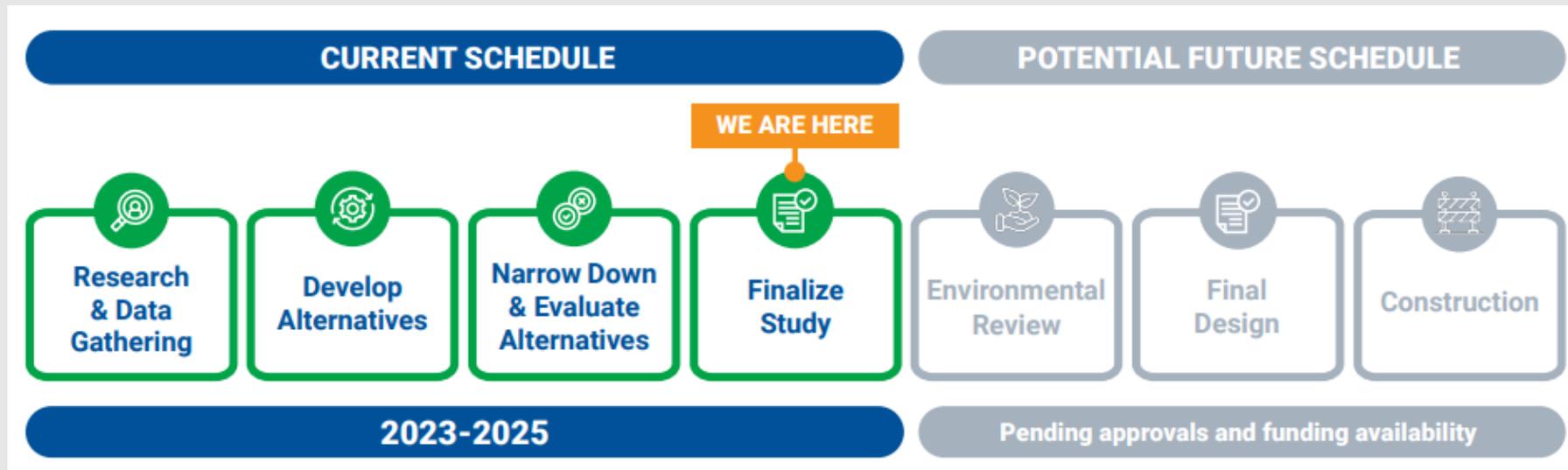
Alternative	Construction Cost (2025 Dollars)	Relocations	Potential Surplus Land (Acres)	Miles of expressway converted
Replace-In-Kind	\$102 - \$126	0	0.0	0.0
Alternative 1 – End Expressway North	\$185 - \$227	1	19.6	0.2
Alternative 2 – End Expressway Middle	\$128 - \$155	2	31.0	0.8
Alternative 3 – End Expressway South	\$123 - \$150	9	37.0	1.3



Next Steps

WisDOT is evaluating funding opportunities to continue the project engineering in partnership with Milwaukee County and the City of Milwaukee.

Timing of construction will be dependent on funding.



Questions?

CONTACTS

Doug Cain, P.E.

WisDOT Project Manager

Douglas.cain@dot.wi.gov

Bunmi Olapo, P.E.

WisDOT Project Development Section Chief

Olubunmi.olapo@dot.wi.gov

Scan the QR
code to see the
study website



[Wisconsindot.gov/reimagine175](https://wisconsindot.gov/reimagine175)



Reimagining175@gmail.com

