



HISTORIC BREWERS HILL

Traffic and streetscape improvements





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HISTORIC BREWERS HILL

Background and Project Scope

The Historic Brewers Hill neighborhood is located just north of Downtown Milwaukee overlooking the Milwaukee River and city skyline. With expansive views, easy access to Downtown, and bustling industry, Brewers Hill prospered as hundreds of Milwaukeeans moved to the neighborhood between 1860 to 1930. Characterized by its economic diversity, the neighborhood quickly became an important residential district and, to this day, remains as one of two residential areas from the City of Milwaukee's original settlement period.

After the 1930s, businesses and residents left Brewers Hill and the neighborhood suffered a long period of decline until the residential renaissance of the late 1970s. Because of the invaluable architectural diversity of the housing that survived the decline of the post WWII years, many were slowly preserved and rehabilitated over the next several years. In 1981, The residents formed the Historic Brewers Hill neighborhood association (HBHA) and sought to revitalize the neighborhood.

In 1983, portions of the neighborhood were designated a Local and National Historic District. Interest and investment in the neighborhood grew throughout the 1990s and 2000s as new construction occurred on both city-owned and privately-held parcels. Consistent with its century old character, Historic Brewers Hill remains, today, as an integrated neighborhood with a mix of income, life styles, and infrastructure for a variety of transportation modes. With recent improvements and close proximity to major arteries and destinations, the neighborhood is a pleasant experience for cyclists, pedestrians, and vehicular traffic; however, high speed traffic and periodic drug dealing has created safety concerns for the neighborhood.

Community Design Solutions (CDS) proposes a series of improvement strategies that could curb high speed cut-through traffic, promote safe cycling and pedestrian routes, and beautify the streetscape. The strategies focus on the streets between MLK Drive on the West, Holton on the East, North Avenue to the North, and Pleasant Street to the South. The proposed designs include phase I solutions (lower cost safety strategies) and phase II solutions (high cost, highly effective strategies).

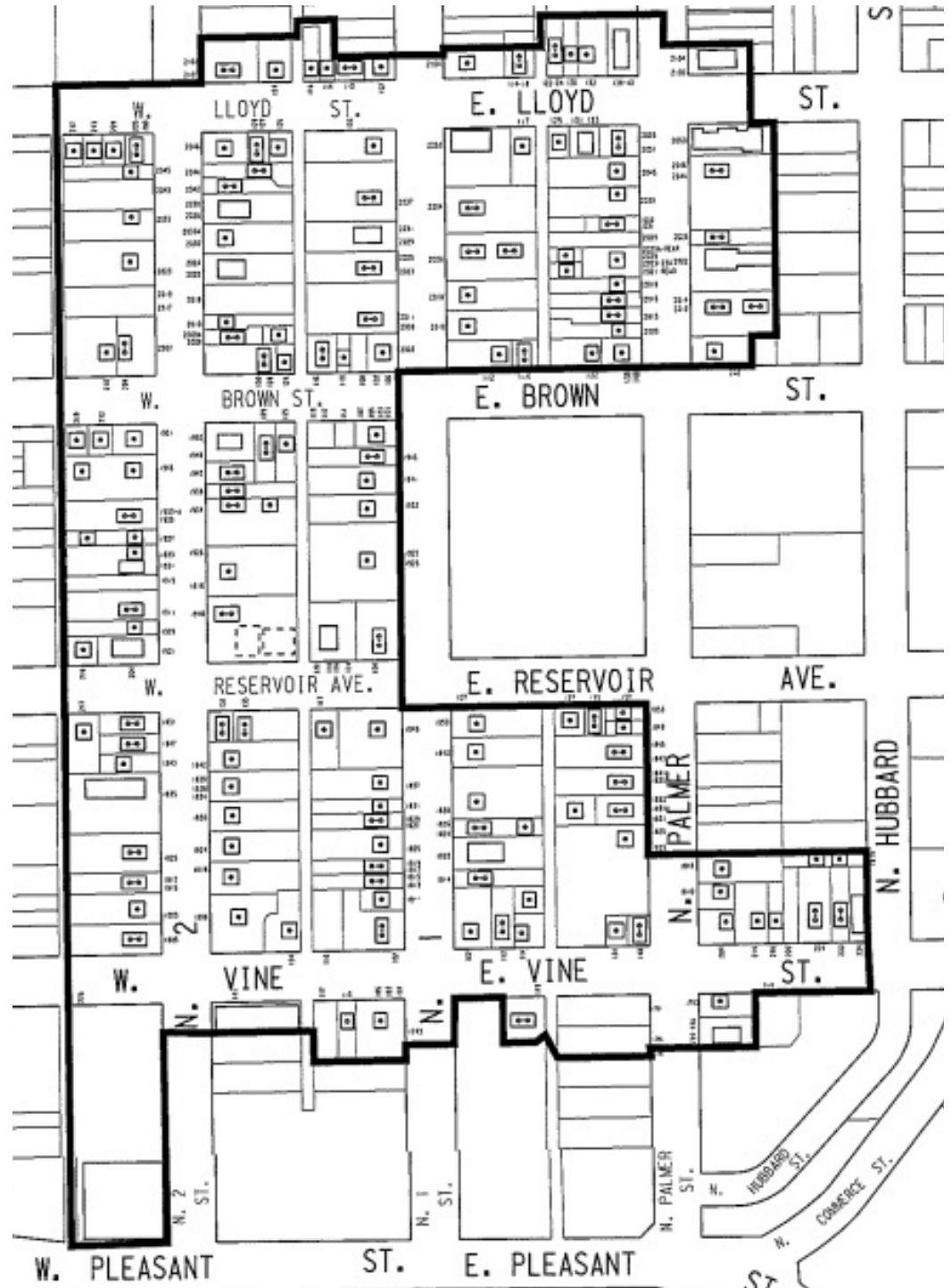


Brewer's Hill

HISTORIC BREWERS HILL

Existing Conditions and Implemented Strategies

Brewers Hill is both nationally and locally designated a historic district (1983). The neighborhood boasts a historic assemblage of architecture from Milwaukee's early years. Although still recovering from the 2008 economic crisis, many of these historic homes are being renovated, bringing back the vibrancy of the neighborhood. This designation means that interventions should be in line with the historic nature of the place.





SCHOOLS

With two schools located in the Brewers Hill Neighborhood, speeding cut-through traffic and congestion from school buses and drop-off zones surrounding the schools is a safety concern.



SPEED HUMPS

Two speed humps are located in the southwest corner of the neighborhood. With current and future high density developments, traffic has increased and the speed humps affectively prevent fast-paced cut through traffic.



CURBING

The original stone slab curbing that was put into place a hundred years ago does not allow a controlled means of draining rainwater and has created potholes from standing water near the curbs.



TRAFFIC CIRCLES

Two roundabouts were installed by a developer as part of a new construction project. These roundabouts, located on Hubbard Street at Brown and Reservoir Streets, help deter high speed traffic for the intersections.



STREET WIDTH

Due to the wide streets, there is opportunity for creating areas of narrower arterials that will slow traffic, promote safer pedestrian and cycling traffic, and provide unique spaces for water mitigation and beautification.



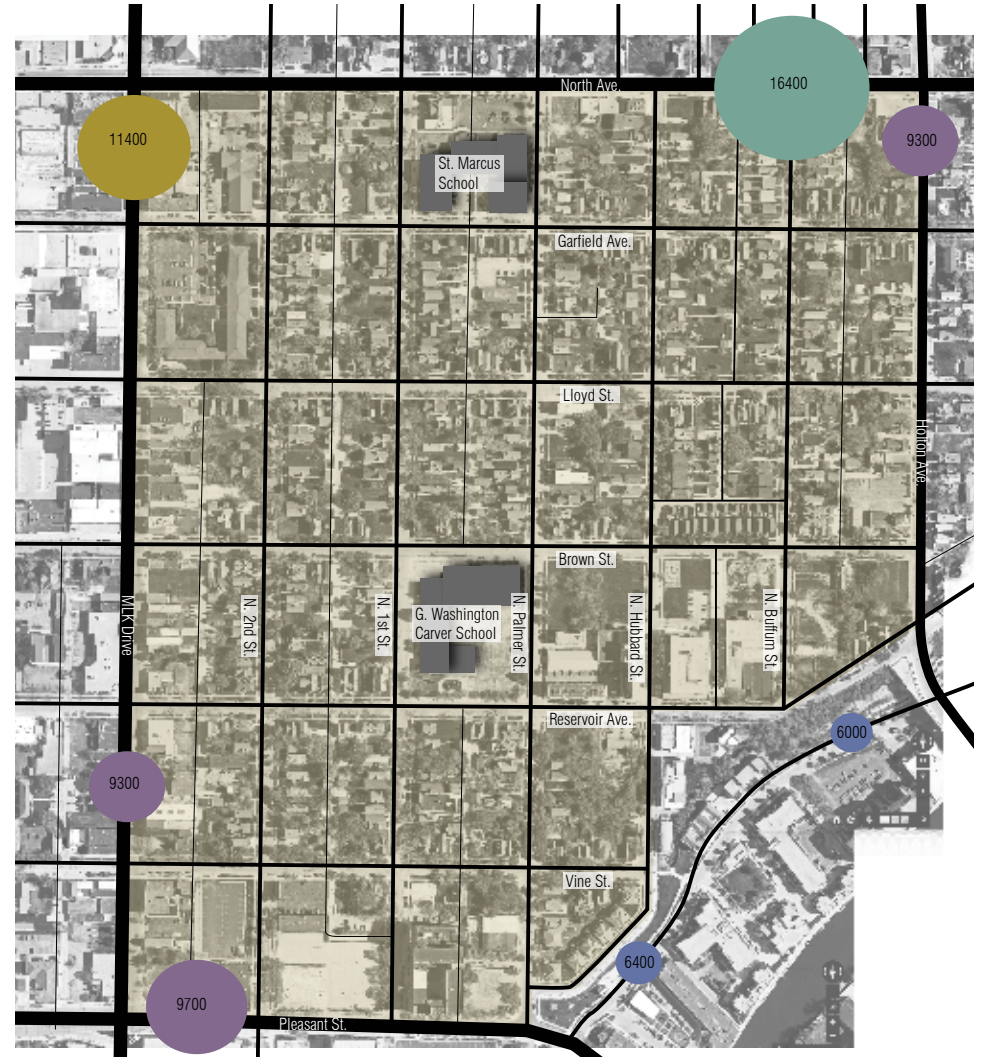
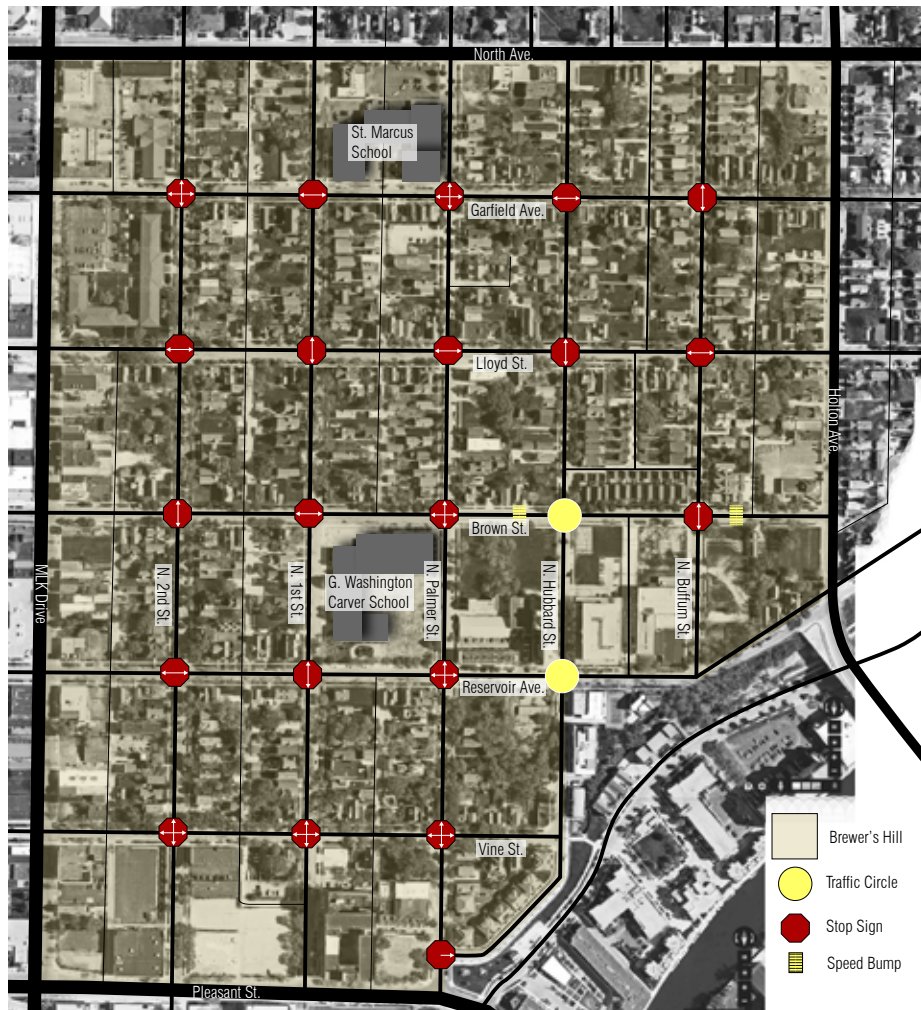
STOP SIGNS:

Although the neighborhood has a stop sign on every intersection in at least one direction, the residents are in favor of more 4-way stop intersections to prevent speeding and traffic cutting through the neighborhood.

HISTORIC BREWERS HILL

Traffic Patterns, Stop Signs, and Routes

MLK Drive and North Avenue serve as the two main arterials through and around the neighborhood. The main concerns from residents is the frequency of high speed cut-through traffic and periodic drug dealing occurring from non-residents passing through the neighborhood. The following maps show the current stop sign provisions at each intersection as well as the traffic counts on the main avenues around the site.





City of Milwaukee
Neighborhood Traffic Management Program

Your Neighborhood Traffic Safety Newsletter

Make Our Neighborhood Safer!



Speeding on Hustis and Spokane is a real problem. Our neighborhood association is working with DPW and the Police Dept. to stop the unsafe driving. We will be working to identify the neighbors who are speeding and direct the police to hand out tickets. We know most of the speeders are

from the neighborhood or visiting because our streets are not carrying any "through traffic." The speed limit on all Milwaukee local streets is 25mph. This speed is set with the safety of the residents in mind. The next time you head out of your driveway, take a look at your speedometer and please drive the speed limit. We will also be targeting drivers playing loud music. Please be considerate of others and help my our neighborhood a safer and more pleasant place to live!

Recent studies conducted on Hustis and 61st Streets show that the average speed of motorists is 28 mph and 15% of drivers travel at speeds of 38mph or higher.

Take the StreetShare Pledge

And get a FREE vehicle magnet

All you need to do is pledge to drive the speed limit, yield to pedestrians in a crosswalk and respect the rights of bicyclists. The City will mail you a StreetShare magnet for your car or truck. Then when you drive the limit down your street, the driver behind you will get the message too. By simply obeying the law, you can help tame traffic in your own neighborhood. Call 286-3144 to request your magnet.



For more information:

Dave Schlabowske
Milwaukee Dept. of Public Works
841 N Broadway, Rm 919
Milwaukee, WI 53202

414-286-3144

Visit www.streetshare.org for informational and humorous traffic safety videos and to learn more about how to make your neighborhood safer and more pleasant

Neighborhood Awareness

CITY OF MILWAUKEE

Street Improvement Strategies

Constructed Street Interventions



Kenwood and Bartlett Avenue - Milwaukee



North Cambridge Avenue - Milwaukee

Water Mitigation/Filtration

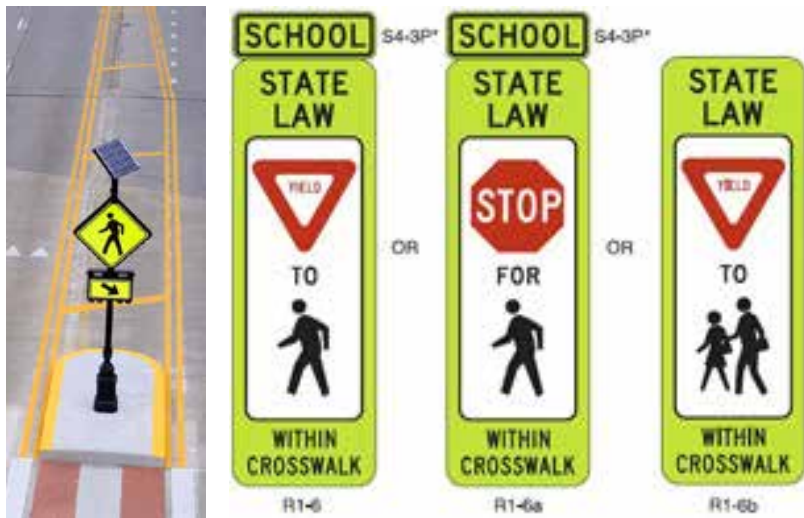


The Windlake alley is designed to filter rainwater by passing it through 2 feet of gravel and sand underneath. The system is capable of preventing cigarette butts, plastic bags, gasoline and even dirt from entering the Kinnickinnic River (and by extension Lake Michigan) so that residents have cleaner drinking water. This could serve as precedent for paved crosswalks and intersections in the Brewers Hill neighborhood.

TRAFFIC IMPROVEMENT PRECEDENTS

Tier One - Cost Effective Safety Strategies and Calming Measures

Phase One safety strategies focus on high visibility signage and street interventions that are non-construction and cost effective. These strategies are lower cost and have a lower impact when compared to constructed street interventions.



high visibility signage



pavement markings



painting street patterns

TRAFFIC IMPROVEMENT PRECEDENTS

Tier Two - Permanent Safety Strategies and Calming Measures

Phase Two safety strategies focus on physically changing the layout of the street. These options are more costly but are more effective in slowing traffic and providing safe zones for pedestrians and cyclists that share the streets with vehicular traffic. They also provide opportunities for water mitigation and filtration systems integrated into their designs.



brick intersections



speed humps



bike lane only/partial street closing



curb extensions



full street closing



mini round-about



curb bump outs with drainage gardens



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Design Proposals for Street Safety

CDS designed a series of prototypical interventions that can be placed throughout Historic Brewers Hill. They include temporary and permanent strategies that are designed to slow traffic, provide designated cycling routes through the neighborhood, provide water mitigation and filtration options, and help beautify the streetscape. The map on the opposite page shows where and what calming measures are being proposed.

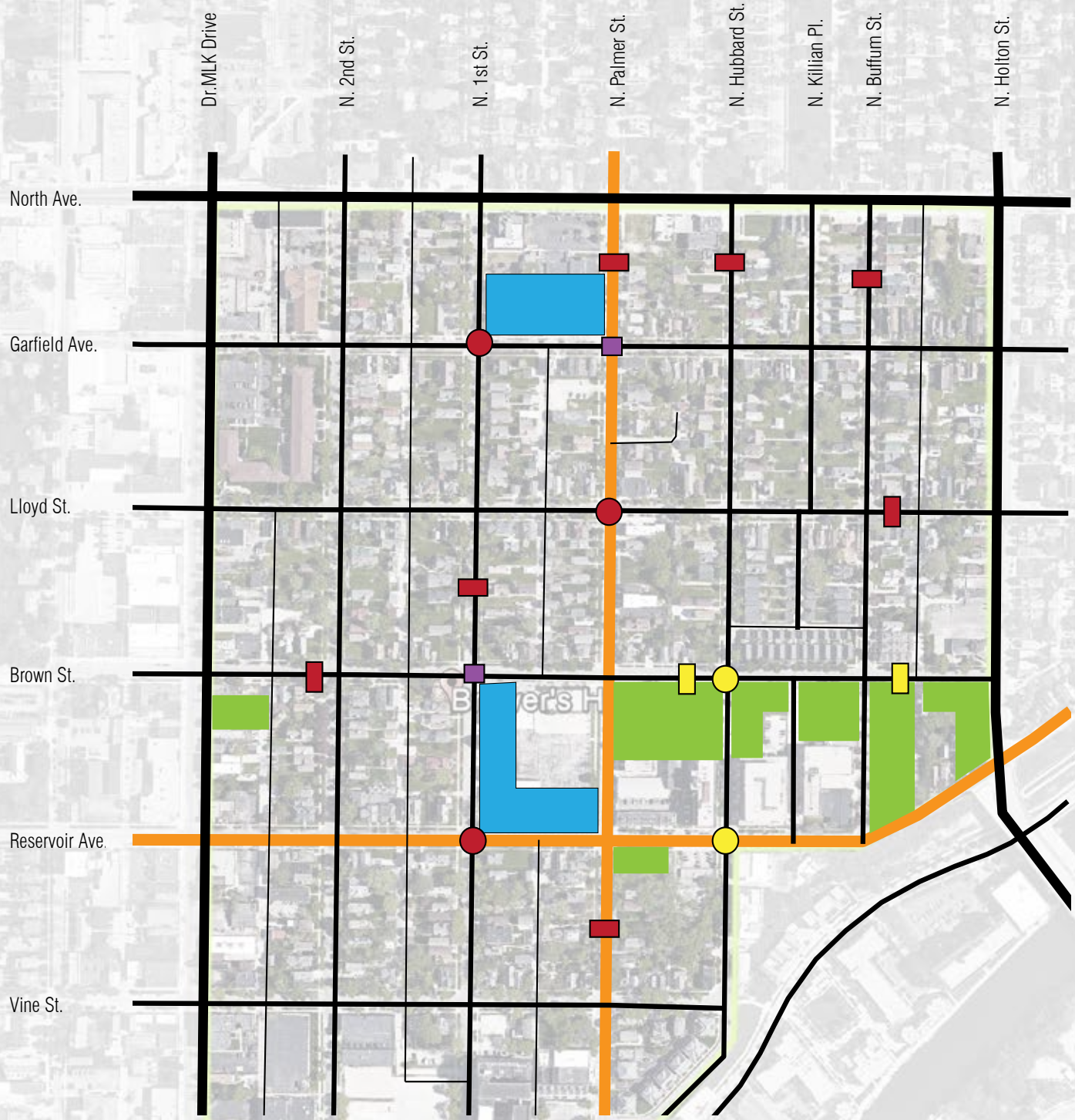
TEMPORARY INTERVENTIONS_TIER ONE STRATEGIES

- Parklets
- Painted Intersections
- High Visibility signage
- Painted Street Markings
- Neighborhood Awareness

PERMANENT INTERVENTIONS_TIER TWO STRATEGIES

- Mini Traffic Circles
- Curb Extensions
- Medians
- Paved Crosswalks
- Speed Humps





- SCHOOLS
- LARGE VACANT PARCELS
- EXISTING SPEED BUMP
- EXISTING ROUNDABOUT
- PROPOSED SPEED BUMP
- PROPOSED ROUNDABOUT
- PROPOSED BIKE ROUTE
- PAINTED INTERSECTIONS

Tier One Calming Measures

community artwork and painted crosswalks

A painted intersection is a temporary intervention as both a traffic calming measure and a community engagement opportunity. There are two schools located within the neighborhood. Since safety surrounding these schools is a high priority, organizing an event to paint the intersections adjacent to these areas is a low cost solution that can be implemented in the short-term. Although temporary, a painted intersection attracts attention and makes drivers more aware of the immediate surroundings; thus slowing traffic and allowing pedestrians to safely cross. The activity can also be a community building opportunity that instills a sense of ownership and responsibility to maintain safety for residents. High visibility signage can also be added, along with pavement markings to further emphasize the crosswalks.



Tier One Calming Measures

community parklets

Parklets offer a low-cost, modular solution for traffic mediation and pop-up gathering spaces. The parklets can be placed throughout the neighborhood creating a community feel while also temporarily narrowing the street to deter high-speed traffic. Typical designs are sized to replace a parking space. They can be placed at multiple locations as an individual unit or a series of modular units. Residents looking to install parklets would need to work with the city on safety measures and regulations surrounding each unit.



Tier Two Calming Measures

vehicular traffic calming and cycling routes

Based on traffic analysis and feedback from neighborhood residents and HBHA members, CDS proposes calming measures for intersections and streets with the highest safety concerns. Speed bumps are recommended on streets adjacent to the schools and just off North Avenue - where most high speed traffic comes from.

Small Traffic circles are recommended around the school and along the proposed bike boulevards for easier and safer cycling along the streets.

A series of curb extensions are proposed to narrow the streets and designed to slow traffic as well as provide water mitigation opportunities.



proposed traffic circle at W Garfield and N 1st Street



proposed traffic circle at W Garfield and N 1st Street



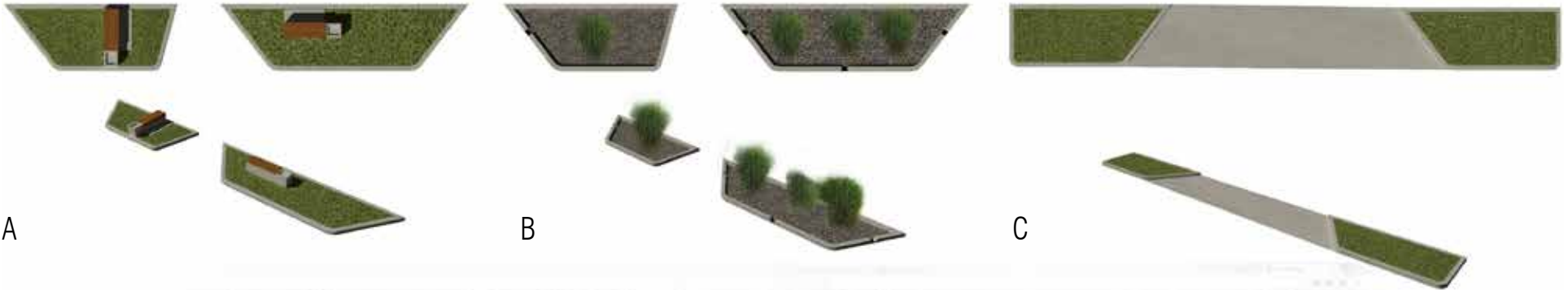
typical speed hump



proposed traffic circle at Reservoir and N 1st Street

Tier Two Calming Measures

curb extensions and paved crosswalks



Grass Curb Extensions

These extensions can be used to reduce speeds by narrowing the street while also providing a small seating area. The two designs presented here are the size and shape of one whole or half of a parking space depending on how much street parking can be displaced.

Rain Garden Curb Extensions

These curb extensions act as water mediating rain gardens. They provide small green spaces along the street while helping to drain and filter runoff. This design can be used on the wide streets with original stone curbing where drainage problems have caused damage to the streets.

Alleyway Extensions

These extensions occur on either side of alley entrances to provide a central pinch point on the block, slowing traffic between intersections and eliminating the possibility of the alley being partially blocked by a parked car.





Proposed Cycling Connections

gateway signage and pavement markings

The neighborhood offers convenient connections to major arterials. Reservoir Avenue and N. Palmer Street provide north-south and east-west connections for pedestrians and cyclists coming from Downtown, the Oakleaf Trail, and the Marsupial Bridge. CDS proposes narrowing the street and opening up a designated bike lane at intersections along these streets. The design also includes street markings indicating to cyclists, vehicles, and pedestrians that they are on a shared route for different modes of traffic.



