



CONNECTING THE CORRIDOR

A STRATEGIC ACTION PLAN FOR THE NEAR NORTH SIDE PLAN AREA

CITY OF MILWAUKEE
DEPARTMENT OF CITY DEVELOPMENT
FINAL DRAFT - SEPTEMBER 2020

MILWAUKEE
Plan
comprehensive

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FILE RESOLUTION

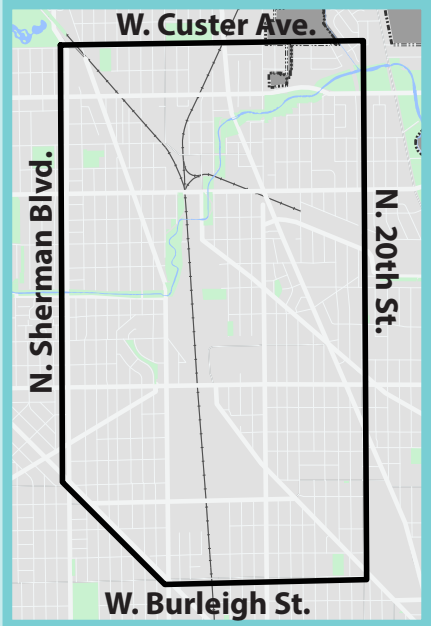


Executive Summary

What is Connecting the Corridor?

Connecting the Corridor is an **action plan** to advance projects and investment in the neighborhoods surrounding the 30th Street Corridor.

The plan provides a **roadmap that unifies upcoming and conceptual projects** into a larger comprehensive vision that brings transportation investments, improved public spaces, new recreational opportunities, and sustainability together into a single plan.



Why was this plan developed?

- There is a lot happening in this area – the City of Milwaukee, the Milwaukee Metropolitan Sewerage District (MMSD), neighborhood organizations, residents and business owners are all pursuing initiatives to make improvements to the area.
- Local and public partners including the Northwest Side CDC (NWSCDC), The Corridor / BID 37, Century City Tri-Angle Neighborhood Association, and MMSD identified the need for an action plan to bring these initiatives together in a way that improved coordination, set priorities, and recommended how to move projects forward.
- This plan complements ongoing economic development and community-led initiatives in the area.

Guiding Principles

The guiding principles shaped the planning process and project recommendations. These principles were developed through public engagement, feedback from project partners, and the foundation laid by past planning efforts.



What are the next steps?

Carrying out all of the projects included in Connecting the Corridor will take a sustained and dedicated effort from the City of Milwaukee and its partners. Some projects will occur in the short term, while others represent a longer term concept or vision requiring additional engagement and study. Funding is in place for certain projects to proceed in the coming months and years, while others need to secure additional resources to move forward.



Project Themes

Connecting the Corridor calls for a set of coordinated projects that fall within one or more of the themes below. Projects are designed to support and reinforce the ongoing community and economic development activities being carried out by government agencies, community based organizations, and residents.

Mobility and Streets: A safe, connected, and reliable transportation system is a right. This includes providing options for people to travel around the city by foot, bike, public transit, or driving. The City of Milwaukee is working to ensure that streets are designed for all users - no matter their age or ability – with a focus on prioritizing the safety and health of residents.

Off-Street Trails: Off-street trails are paths primarily intended for people walking or biking and can be used for recreational trips, commuting, or traveling to destinations. Off-street trails are important because people of all ages and abilities can comfortably and safely use them as they are separated from motor vehicle traffic. Off-street trails should be integrated with on-street mobility.

Parks and Public Spaces: Parks and public spaces come in a variety of sizes and serve a variety of functions, including improving neighborhood health. Smaller parks can serve the surrounding neighborhood while larger parks draw people in from a wider area. Parks can provide opportunities for active recreation (e.g. playgrounds and sports courts) or passive recreation (e.g. walking paths).

Stormwater Management: Stormwater Management includes a variety of strategies and systems to handle rainwater and snowmelt during storm events. This cuts down on flooding and keeps pollution out of bodies of water. Stormwater management includes detention ponds, culverts and ditches, bioswales, rain barrels, porous pavement, green roofs, underground storage vaults, and more.

Community Informed: The projects in this category arose during the planning process and did not fall under the other themes. They are included in this plan as they relate to the other projects and should be considered as projects are implemented. The two projects are Art in the Corridor and Corridor Clean-up.



COVID-19, Equity, & Health

Most of the public engagement and planning process took place before the COVID-19 pandemic began. The pandemic and the racial equity and justice marches that started soon after have brought renewed and more widespread attention to the causes of health inequities impacting communities of color in Milwaukee.

The pandemic and the movement for racial equity have reinforced the need for government to be explicit about advancing racial equity and reducing disparities in all aspects of government operations.

Connecting the Corridor recommendations are grounded in public health and racial equity goals, and provide actionable projects and strategies to respond to community priorities in a way that will have meaningful impacts on health, safety, opportunity and access for residents.

Outreach & Staying Involved

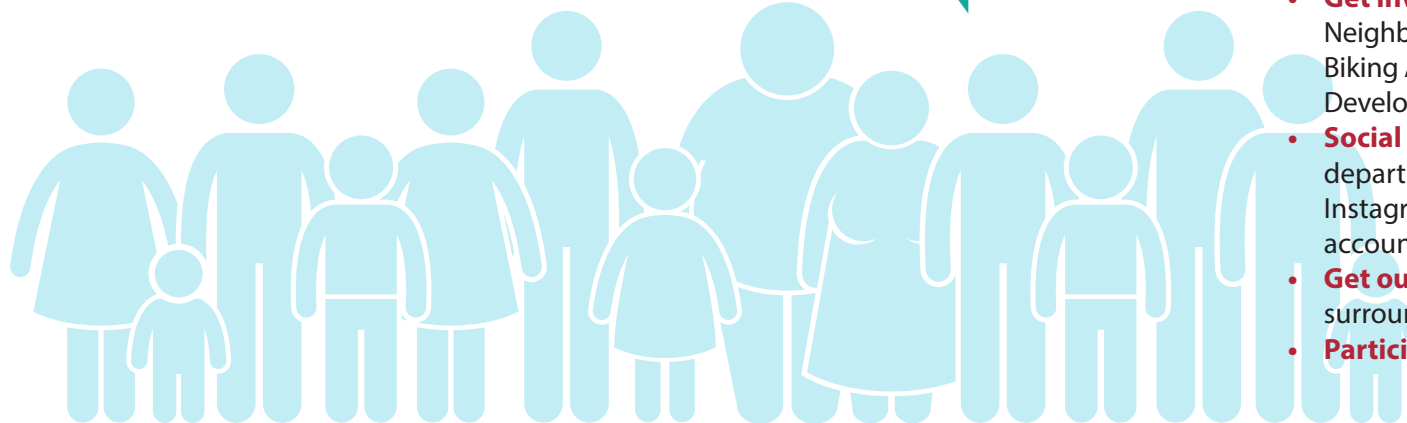
Connecting the Corridor was developed with extensive community outreach to ensure that recommended projects aligned with community goals. The Department of City Development partnered with groups already engaged with the community to carry out community engagement. Outreach included:

- **3 public meetings**
- **2 community walks**
- 1 business focused meeting
- 1 Focus Group about Trails
- **12 pop-ups** at community events such as block parties and school events
- **7 presentations** to neighborhood groups
- Direct outreach: door knocking (over **1,200 homes**), phone calls, and neighborhood newsletters
- **One-on-one** meetings: school principals, business owners, developers, and local organizations
- Social media: Facebook, Twitter, City's e-notify, partner email lists & social media



How do you, as a community member, use this plan and move things forward?

- **Talk with your neighbors** about these projects to spread awareness
- **Contact your Alderperson** when you have ideas, comments, or concerns - visit milwaukee.gov/CommonCouncil or call (414) 286-2221
- **Sign up for the City of Milwaukee's E-Notify system** to receive emails about projects, public meetings, and more at milwaukee.gov/enotify. We recommend signing up for news from your Aldermanic District, the Department of Public Works, Milwaukee County Parks, 30th Street Industrial Corridor News, Bicycle and Pedestrian News, and Near North Plan
- **Contact the Department of City Development's Planning Division** and ask about a project - nearnorthsideplan@milwaukee.gov, (414) 286-5730
- **Get involved with local organizations** - Neighborhood Associations, Block Clubs, Walking/Biking Advocacy Groups, Northwest Side Community Development Corporation, The Corridor, and Villard BID.
- **Social Media** - Follow the groups above, city departments, and alderpersons on Facebook, Instagram, and Twitter. Not all groups will have accounts, but many do.
- **Get outside and explore** your neighborhood and surrounding public spaces
- **Participate** in future input opportunities



1. Introduction

Much of the planning process and public engagement that was used to develop Connecting the Corridor took place before the onset of the COVID-19 pandemic. The negative health and economic impacts of COVID-19 are being disproportionately felt by communities of color, including those in the Corridor. The COVID-19 crisis has brought renewed attention and focus on addressing the root causes of public health disparities impacting Milwaukee residents. At the same time, recent killings of unarmed Black men and women by police officers and the resulting marches and protests across the country have further reinforced the need for government to take proactive actions to advance racial equity and reduce disparities not just in law enforcement, but in all aspects of government activities.

Fond du Lac Ave.
and 36th, 37th, and 38th St.
Status: Identified

Connecting the Corridor is an action plan to advance projects and investment in the neighborhoods surrounding the 30th Street Corridor. The plan recommends 45+ projects that will result in improved off-street trails, stormwater management, parks and public space, and better mobility in 30th Street Corridor neighborhoods.

After the adoption of the Near North Area Plan and the acquisition of the former A.O. Smith/Tower Automotive site in 2009, the City adopted the 30th Street Corridor Economic Development Master Plan in 2012 to chart a vision for the economic revitalization of the 30th Street Corridor.

Complementing these ongoing neighborhood and economic development efforts, the Near North Area Plan calls for the creation of a series of public amenities, street improvements, trails, and stormwater management projects to tie together neighborhoods within the Near North Plan Area. Connecting the Corridor advances this recommendation and provides a detailed roadmap that unifies upcoming and conceptual projects into a larger comprehensive vision and lays out an action plan to advance the projects to implementation. All of the projects in Connecting the Corridor are supported by the Near North Area Plan.



Why Now?

While much progress is ongoing on these various initiatives, Connecting the Corridor utilized neighborhood engagement to ensure these efforts are aligned, to build consensus around priorities, and recommend additional projects.

CHAPTER 1: INTRODUCTION | 3

Project Themes

Connecting the Corridor projects fall within one or more of the themes below. Projects are designed to support and reinforce the ongoing community and economic development activities being carried out by government agencies, community based organizations, and residents.



Mobility and Streets

A safe, connected, and reliable transportation system is a right for everyone. This includes providing options for people to travel around the city by foot, on bike, on public transit, or driving. The City of Milwaukee is working to ensure that streets are designed for all users - no matter their age or ability – with a focus on prioritizing the safety and health of residents.

Why is this theme included in the plan?

- Serious injury and fatal crashes are increasing on our streets, and excessive speeding and reckless driving are major problems.
- Four of the street segments within the city of Milwaukee that are most dangerous for people walking are located in Connecting the Corridor neighborhoods.
- Residents and community groups in Connecting the Corridor neighborhoods are demanding safer streets that better accommodate walking, biking, and transit use.
- Inclusive streets allow people to incorporate physical activity into their daily routines (like walking to the store) instead of having to plan out specific time to exercise. This improves physical health.



Off-Street Trails

Off-street trails are paths primarily intended for people walking or biking and can be used for recreational trips, or getting to work, school, shopping or other destinations. Off-street trails are important because people of all ages and abilities can comfortably and safely use them because they are separated from motor vehicle traffic.

Why is this theme included in the plan?

- Off-Street trails improve public health by providing opportunities for physical activity. A recent study showed that neighborhoods around the 30th Street Corridor lack access to biking and walking trails when compared to other parts of the city.
- Some studies show that off-street trails can help economic development.
- There are a number of corridors in the area that have been identified as potential future off-street trails.



Parks and Public Space

Parks and public spaces come in a variety of sizes and serve a variety of functions, including improving neighborhood health. Smaller parks can serve the surrounding neighborhood while larger parks with features like playfields draw people in from a wider geographical area. Some parks provide structured play spaces like playgrounds and sports courts, while others provide opportunities for more passive recreation in the form of walkways and benches.

Why is this theme included in the plan?

- The City of Milwaukee aims to provide all residents with access to recreation facilities and has established a goal that all residents live within a 10-minute walk of a park. Currently there are gaps in this area (see map in Chapter 3)
- Visiting parks improves mental health and can lead to increased social interactions. Parks often serve as a gathering place for communities to make connections with their neighbors.
- Parks provide opportunities for physical activity for people of all abilities and ages.



Stormwater Management

The term Stormwater Management includes a variety of strategies and systems to handle rainwater and snowmelt during storm events. This is done to cut down on flooding and keep pollution out of the water in streams, rivers, and lakes. Stormwater management includes detention ponds, culverts and ditches, bioswales, rain barrels, pervious pavement, green roofs, underground storage vaults, and more.

Why is this theme included in the plan?

- 30th Street Corridor neighborhoods have experienced significant flood events in past years. Stormwater management is needed to protect homes and businesses by reducing surface flooding and basement backups.
- Stormwater management helps with water quality by reducing the impacts of pollution into waterways such as the Milwaukee River & Lincoln Creek.
- Green infrastructure projects provide additional benefits such as lower property maintenance costs, new jobs in green career paths, and more attractive neighborhoods.



Community Informed Projects

The projects in this category arose during the planning process and did not fall under the other themes. They are included in this plan as they relate to the other projects and should be considered as projects are implemented. The two projects are Art in the Corridor and Corridor Clean-up.



Plan discussion at a West Basin Resident Group meeting, July 2019; NWSCDC

How to Use the Plan

Connecting the Corridor is a strategic action plan that amends the Near North Area Plan and the City of Milwaukee Comprehensive Plan. As a formally adopted plan, its recommendations will be used by the City of Milwaukee and its partners to inform future decision making and guide resource allocation.

Chapter 1 - Introduction

Introduces the plan purpose and themes.

Chapter 2 - The 30th Street Corridor

Provides background on the history of the 30th Street Corridor and the complementary planning efforts that served as a foundation for this plan.

Chapter 3 - Area Summary

Provides additional information and data about the Connecting the Corridor neighborhoods.

Chapter 4 - What We Heard

Summarizes the engagement process and the key themes and community needs that emerged throughout the planning process.

Chapter 5 - Guiding Principles

Provides guiding principles and illustrates the connections between the plan's themes, the triple bottom line, health, and equity.

Chapter 6 - Projects

Contains all of the recommended mobility and streets, off-street trails, parks and public space, stormwater management, and community-identified projects.

Chapter 7 - Next Steps & Conclusion

Describes next steps and how planning stakeholders and other partners will advance these recommended projects to connect the Corridor. This chapter also provides residents, businesses, and other community members with suggestions on how they can help move these projects forward and keep equity and community involvement at the forefront.



2. The 30th Street Corridor Then, Now, & Beyond



The story of the 30th Street Corridor is in many ways the story of the City of Milwaukee.

During the early part of the 20th Century, industrial businesses producing everything from car frames to padlocks to beer grew along the 30th Street rail corridor that brought products made in Milwaukee to customers all around the world. Residential neighborhoods of small apartment buildings and sturdy one and two-family homes sprung up around those factories and the jobs they provided. The neighborhoods around the corridor reflected the workforce of this thriving industrial powerhouse, initially predominantly white residents of European ancestry and then later African-Americans who moved to Milwaukee in search of the family supporting work available in the area's manufacturing jobs.

Like numerous urban manufacturing centers across the country, deindustrialization, globalization, and suburbanization beginning in the late 1960's left a lasting impact on the 30th Street Corridor. The loss of industrial jobs in the area has left many industrial and commercial parcels underutilized and impacted wages and employment rates in the area.

But the story of the 30th Street Corridor is also a story of rebirth. For more than a decade, the City of Milwaukee and its partners have been working to bring new jobs and modern manufacturing uses to the Corridor. In 2009, the City acquired the former A.O. Smith/Tower Automotive Site and has invested \$40 million in environmental cleanup and site preparation at the Century City Business Park. New businesses have located at Century City, and the City of Milwaukee is following some of the same strategies it utilized during the redevelopment of the Menomonee Valley to attract new jobs and complementary investment to the area.

The success of the redevelopment of the Menomonee Valley is not only measured by the 4,700 jobs that have located there, but also by the improved trails and public spaces, connections to area neighborhoods, and stormwater management achievements, which provide valuable lessons for the revitalization of the 30th Street Corridor.

Economic development cannot succeed in isolation. It must be accompanied by neighborhood-led community development and by improvements to public spaces, public infrastructure, and environmental sustainability. With the commitment of the City of Milwaukee, and the efforts of its many partners, these elements for success are in place in the 30th Street Corridor.

The City of Milwaukee continues to invest in the residential neighborhoods adjacent to Century City through its Targeted Investment Neighborhoods (TIN) program, and by encouraging private development on the Century City outlots, and by enhancing green space. In addition, the City is working with MMSD to facilitate the creation of green infrastructure in the area.

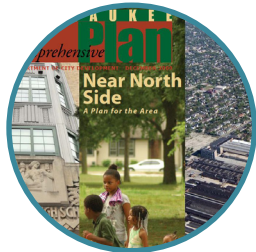


The City has also supported capacity building for neighborhood organizations. The formalization of the Century City Tri-Angle Neighborhood Association (CCTNA) is an example of this effort.



2020 Aerial; Milwaukee County

1967 Aerial; Milwaukee County

A recent history of the area...

2002	2003	2004	2005	2006-07	2008	2009	2010	2011	2012	2013	
<ul style="list-style-type: none">• MMSD Completes Lincoln Creek Flood Management Project	<ul style="list-style-type: none">• February - Tower Automotive bankruptcy• Spring - Tower Automotive and City complete a joint land use analysis	<ul style="list-style-type: none">• Fall - Tower Automotive begins dividing their 148 acre facility	<ul style="list-style-type: none">• Tower Automotive sells 50 acres of land out of bankruptcy to a private developer• June - Redevelopment Plan completed for the "Century City" Project Area• October - BID #37 is created	<ul style="list-style-type: none">• Spring '06 - DPW Field Headquarters opens• November 06' - MITC acquires 86 acres out of bankruptcy from Tower Automotive	<ul style="list-style-type: none">• June - Extensive flooding in Southeast Wisconsin included flooding in the Corridor	<ul style="list-style-type: none">• December - RACM acquires 84 acres from MITC and creates the Century City Business Park• December - Near North Area Plan is adopted	<ul style="list-style-type: none">• January - Citywide Comprehensive Policy Plan adopted• Talgo, Inc. begins producing passenger rail cars at Century City• Century City Tri-Angle Neighborhood Association formed• June - Extensive flooding in Southeast WI included flooding in the Corridor (This led to the MMSD basin projects)	<ul style="list-style-type: none">• September – Milwaukee by Bike Plan adopted• November - Century City Redevelopment Plan Amendment No. 1 adopted• Century City Demolition and Environmental Cleanup Phase begins (2010-2014)	<ul style="list-style-type: none">• October - Villard Square Library and Apartments opens• April - 30th Street Corridor Economic Development Master Plan adopted• April – WHEDA's Transform Milwaukee plan is complete	<ul style="list-style-type: none">• June - MMSD 30th St. Corridor Green Summers Green Infrastructure program begins• June - MMSD Regional Green Infrastructure Plan completed• July – City's ReFresh Milwaukee Sustainability Plan adopted	<ul style="list-style-type: none">• Century City Lofts are developed on outlots along N. 35th Street• Jonco and NWSCDC revitalize former Eaton Corp building as Century City Tower
											
2014	2015	2016	2017	2018	2019	2020					
<ul style="list-style-type: none">• Century City Demolition and Environmental Cleanup Phase completed (2010-2014)• Century City Infrastructure Development Phase begins (2014-2017)• January - Strong Neighborhoods Plan adopted• January - CCTNA Neighborhood Plan completed• April - MMSD 30th Street Corridor Stormwater Planning Completed	<ul style="list-style-type: none">• M-WERC launches the Energy Innovation Center at Century City Tower• Century City Gateway Competition• Century City Neighborhood Compact created - NWSCDC - Century City TNA, Sherman Park CA - Sherman Park - Dominican Center - Amani• Century City 1 partnership project (General Capital & RACM) announced• October - Growing Prosperity Plan adopted	<ul style="list-style-type: none">• March - MMSD/ WHEDA 30th Street Industrial Greenway Corridor Planning Report Completed• August – Moody Park renovated with COA and Milwaukee County• Century City 1 building completed• Benson Industries fabricates windows at Century City (2015-2016)	<ul style="list-style-type: none">• Summer – Lloyd Barbee schoolyard greening project with DPW• July - SEWRPC 2050 Vision completed• CCTNA developed stewardship curriculum at Benjamin Franklin & Dr. Howard Fuller Collegiate Academy• CCTNA recognized by MMSD as a Green Luminary• September - Talgo begins refurbishing LA Metro subway cars at Century City• October – City's Comprehensive Outdoor Recreation Plan adopted	<ul style="list-style-type: none">• June - First Annual Promise Zone Bike Ride• October - MKE Elevate 2017-2022 Community Health Improvement Plan completed• November - Blueprint for Peace completed• December - Century City Greenway and Stormwater Project Complete• Century City Infrastructure Development Phase ends (2014-2017)• Samuel Clemens School installs rain gardens and developed stormwater curriculum with NWSCDC	<ul style="list-style-type: none">• February – City's Anti-displacement Plan completed• May - ProStar Surfaces leases Century City 1 building to complete Fiserv Forum Floor• September - RACM lease land to NWSCDC to create Green Tech Station• MMSD's East and North Stormwater Basins completed• July - Murals and public art installed at East and North Stormwater Basins by ArtWorks and neighborhood youth• October - Good City Brewing purchases Century City 1 building	<ul style="list-style-type: none">• October - William Ira Gore Park re-opened• October - Complete Streets Policy adopted• Garden Homes community creates the Garden Homes Neighborhood Plan (updated in 2019)• November - Sherman Phoenix opens• July - Connect Capital Initiative begins (through September 2020)• October - Historic Garden Homes Gateway Mural installed	<ul style="list-style-type: none">• April - Kick-off for the Connecting the Corridor Plan• June - City's Green Infrastructure Plan completed• June - Outdoor Recreation Grant Awarded to the 29th & Melvina Park• July - Pedestrian Plan adopted• July - Common Council Equity Resolution #190098• July - RACM and the 30th St. Industrial Corridor acquired 3940 N. 35th St. from Tower Automotive• Milwaukee County Community Health Needs Assessment completed• August - MMSD 2019 Resilience Plan complete• November –	<ul style="list-style-type: none">• Benjamin Franklin School awarded a schoolyard conceptual planning grant to green its outdoor space.• Villard BID Strategic Plan completed	<ul style="list-style-type: none">• March - COVID-19 cases confirmed in Milwaukee• April - WHEDA tax credits awarded to 30th Street ICC for housing project to restore 30 homes including 10 historic homes in Garden Homes• May - Marches for Racial Equity & Justice begin• July - Design engineering began for 29th & Melvina Park with CCTNA and MKE Plays• November - Connecting the Corridor adopted		
 											
<div><div>PURPLE: Plans, Studies, and Policies related to CTC recommendations and/or the planning area</div><div>GREEN: Century City developments</div><div>BLUE: MMSD Projects and Plans</div><div>AQUA: Community Milestones and Projects</div><div>RED: Major Events in Milwaukee & globally</div></div>											



Clockwise from upper left: Historic Villard Ave and Ritz Theater, source unknown; Garden Homes Gateway Mural, 2018, cr. The Corridor; Historic photo of A.O. Smith Art Deco Headquarters Building, cr. A.O. Smith; and Historic A.O. Smith Photo (Now site of the Century City Business Park), cr. A.O. Smith

Clockwise from upper left: Sherman Phoenix and new pedestrian crossing and plaza, taken July 2020, cr. DPW; Villard Square Library and Apartments, cr. DCD; and Garden Homes Family Event with The Corridor and Good City at Century City, taken August 2019, cr. DCD

3. Area Summary

This chapter provides an overview of the community - activities, assets, and challenges. There are many engaged groups and individuals in the Connecting the Corridor neighborhoods who were already advocating for change and investment before this planning process began. The information in this section provides community members with supporting information to continue that work.

The COVID-19 pandemic and movement for racial equity and justice has led to increased attention to health and racial inequities and their root causes. The CTC projects aim to advance racial and health equity. The measurables in this chapter provide city staff and partners with a starting point to measure the impacts of the recommended projects in this plan.

School group exploring MMSD's North Basin; MMSD

The Community

Prior to the Connecting the Corridor planning process, there was a lot of positive momentum in the Connecting the Corridor planning area, with multiple agencies and groups continuously working on community development activities. Many of these agencies and stakeholders should be a part of the continued community engagement and the implementation process of Connecting the Corridor. Their existing relationships and progress should be leveraged in carrying out each of the recommended projects.

Some of these groups and initiatives are highlighted below:

- 30th Street Industrial Corridor Corporation (BID #37)
- Amani United
- ArtWorks for Milwaukee
- Boys & Girls Club
- Century City Tri-Angle Neighborhood Assoc. (CCTNA)
- Clean Wisconsin
- Coalition for Safe Driving MKE
- COA Youth & Family Centers
- Dominican Center for Women
- Groundwork MKE
- Havenwoods Economic Development Corporation
- Lighthouse Youth Center
- MICAH – Milwaukee Interfaith Congregations Allied for Hope
- Milwaukee Riverkeeper
- Milwaukee Walks
- Milwaukee Water Commons
- NWSCDC
- Pastors United
- Rails to Trails Conservancy
- Safe & Healthy Streets MKE
- Safe & Sound
- Sherman Park Community Association
- Sierra Club/Nearby Nature Program
- Urban Ecology Center (via Nearby Nature Program)
- Villard Business Improvement District (BID #19)
- Young Enterprising Society

Several annual programs occur in the planning area, which offer unique opportunities for community engagement and activities for families.

- Bloom & Groom – plant sales (Sherman Park & CCTNA)
- Art in the Park (CCTNA)
- Community Action/Unity Day (CCTNA)
- Free rain barrels & rain gardens (Clean Wisconsin)
- Promise Zone Bike Ride – started in 2017 as tour of Corridor area
- Summer concert series – Lincoln Park
- Jane's Walks – throughout the City – NWSCDC hosted two in the Corridor/Garden Homes with City As Living Lab in 2019

A great deal of recent attention has been on safe streets and reducing instances of reckless driving. NWSCDC has hosted a series of Rallies for Safe Streets since 2017 with other partners like the WI Bike Fed, Safe & Healthy Streets MKE, and resident groups. Some of the rallies were held in the CTC planning area at the following intersections:

- N. 31st St. & W. Capitol Dr.
- N. 35th St. & W. Capitol Dr.
- N. 35th St. & W. Hope Ave.

NWSCDC and the WI Bike Fed also implemented a number of temporary crosswalks and bumpouts to simulate a safer environment for pedestrians at several events.



Promise Zone Bike Ride in 2018; cr. MMSD



Little Canada resident, Wildred Willis, with her rain barrel; cr. NWSCDC



Rally at N. 35th St. and W. Capitol Dr.; cr. NWSCDC

Community continued...

Through the City's Neighborhood Strategic Planning Program - 18 Neighborhood Strategic Planning (NSP) areas were created by the Community Development Grants Administration in collaboration with city partners to better support and fund neighborhood organizations in each area.

- Organizations in the NSP areas have community organizers on staff to help build block watch groups, do clean-ups, address safety concerns, provide resources, and plan community events.
- Areas 1, 2, 3, 4, & 5 are in the CTC planning area. NWSCDC has organizers for Areas 1, 3, & 4; Havenwoods Economic Development Corporation covers Area 2; and Sherman Park Community Association covers Area 5.

There are also several City of Milwaukee initiatives that affect residents and businesses in the Planning Area.

- Targeted Investment Neighborhood Initiative (TIN) program – helps with housing and neighborhoods. Two are in the Planning Area:
 - Century City TIN – W. Capitol Dr. to W. Burleigh St., N. 27th to 36th St.
 - Roosevelt Grove – N. 36th to 40th St., W. Concordia Ave. to W. Nash St.
- Tax Incremental Districts (TID) have helped new investment in the area:
 - 62: DRS Power & Control Technologies
 - 72: Bishop's Creek
 - 74: N. 35th St & W. Capitol Drive
 - 92: Sherman Phoenix
 - 95: Villard Commons
- Big Clean MKE – Citywide cleanup initiative held annually in August
- Earn & Learn Program – internships for high school-aged youth
- Milwaukee Promise Zone
- Mayor Barrett's Walk 100 and Aldermen walks

Also, there are many town hall style meetings, candidate forms, homebuyer education classes, legal clinics, and other informative neighborhood meetings occurring frequently in the area to keep people informed of what is going on. These are led by a mix of City departments and organizations.



Bloom & Groom at 29th & Melvina Park; cr. CCTNA, Sherman Phoenix; cr. DPW, Villard Library; cr. DCD

During the Connecting the Corridor outreach process, community members mapped and described the things they like about their community. The map to the right provides a depiction of many of things people enjoy in the area. It includes places that community members mentioned specifically such as:

- Lincoln Creek Greenway
- The North Basin
- Parks:
 - 29 & Melvina
 - Custer Playfield
 - Lincoln
 - McGovern
 - Moody
 - Wahl
- Gardens:
 - 18th & Fiebrantz
 - Garden Homes Square
- Century City Tower
- Midtown Shopping Center
- Daniels-Mardak Boys & Girls Club
- Sherman Phoenix
- Atkinson Library
- Villard Library
- Bike lanes on Roosevelt
- Bus routes: 80, 30 & 30X
- Schools:
 - Samuel Clemens
 - Dr. Howard Fuller Collegiate Academy
 - Atonement Lutheran
 - Milwaukee Excellence
 - Holy Redeemer
 - Lloyd Barbee
 - Townsend St.
 - Auer Avenue
 - Rufus King



Moody Park; cr. COA



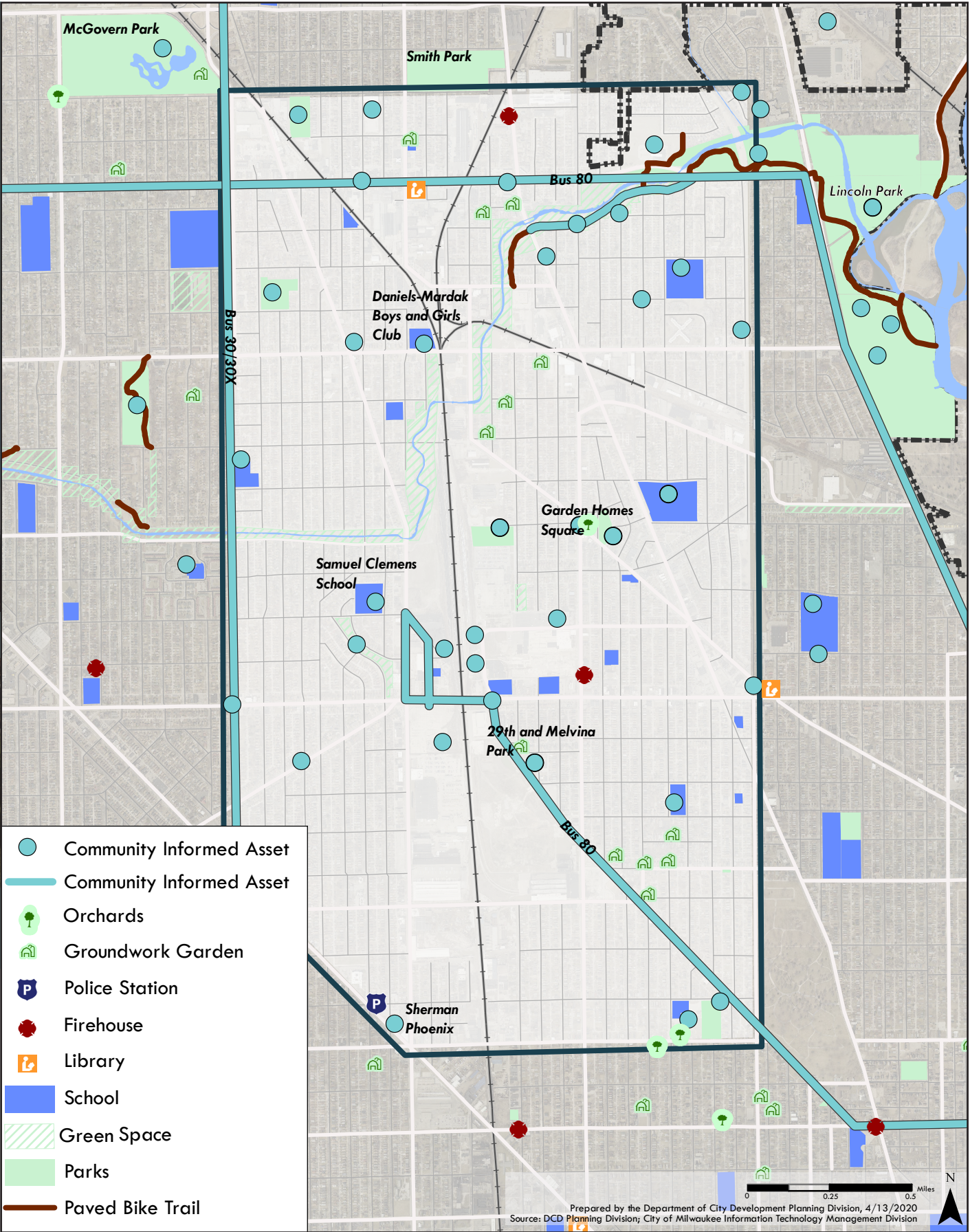
Garden Homes Family Event at Century City - 2019; cr. DCD



Clean WI & NWSCDC implementing stormwater management curriculum at Samuel Clemens; cr. NWSCDC



Mapped Community Assets



Baseline Data

This data illustrates existing racial and economic differences between the Connecting the Corridor planning area and the City of Milwaukee and larger metro region.

The COVID-19 pandemic and movement for racial equity and justice have led to increased attention of these racial and economic differences and their root causes. The CTC projects aim to advance racial equity, and this plan proposes using before and after data measures for the projects to determine the level of impact on the community.

The baseline data is a snapshot of some of the recommended data measures and provides a starting point for the near-term projects. More information on measurables, recommendations, and how to use them in implementation based on project type and scale is included in Chapter 7.

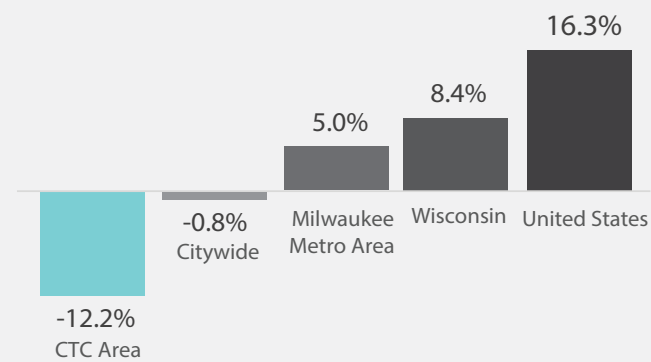
This data can also help community members continue to advocate for and identify opportunities for investment in their community. The data demonstrates a need for access to safer streets, parks, trails, and environmental resiliency and economic development tools. Changes in the physical environment impact health, safety and economic development. Improvements in these areas can help to bring a community together.

The following list provides a short analysis on the data provided in this section:

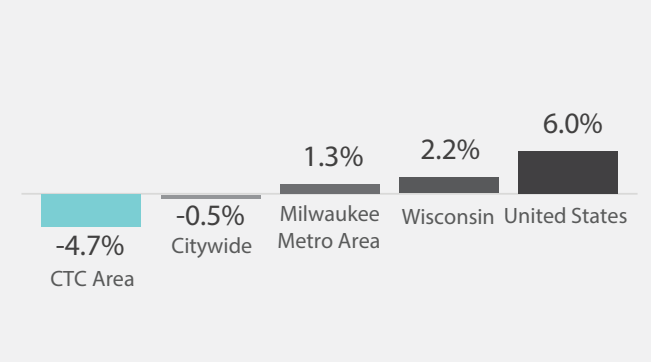
- There is a larger percentage of households without a car within the CTC area compared to the City as a whole. This shows a greater need and use of other types of transportation such as transit. Of note, data also shows that residents are not using a bike to travel to work. While there are multiple reasons for this, improved bike facilities could make biking more feasible. More people biking has positive impacts on air quality, individual health, and reduces individual expenses.
- Between 2000 and 2019 both the city and the planning area saw a decrease in homeownership, but the CTC area decreased at a higher rate. Home ownership provides wealth building opportunities and people who own their homes are also more likely to invest in their homes. Additionally, the population in the planning area decreased at higher rates than the city overall between 2000-2010 and 2010-2019.
- There is a notable racial difference between the city and neighborhoods in CTC area. There is also a significant difference in median household income. Communities of color have faced systematic discrimination and roadblocks in building generational wealth and accessing resources to obtain a high quality of life for generations.

Population Change

2000 - 2010

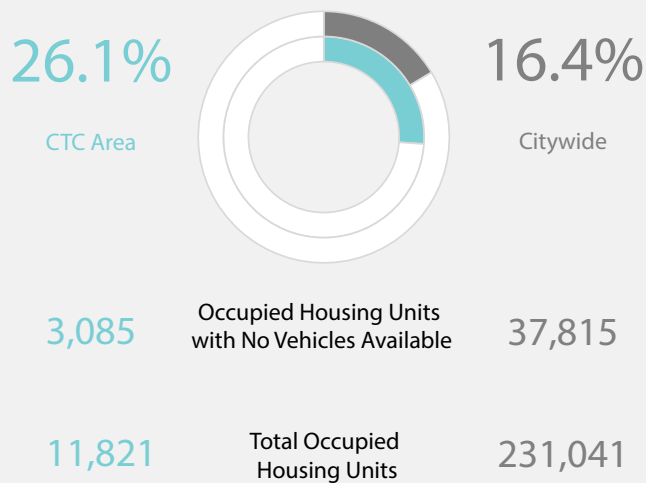


2010 - 2019



Source: US Census Bureau and American Community Survey; 2019

Percentage of Housing Units with No Vehicles Available



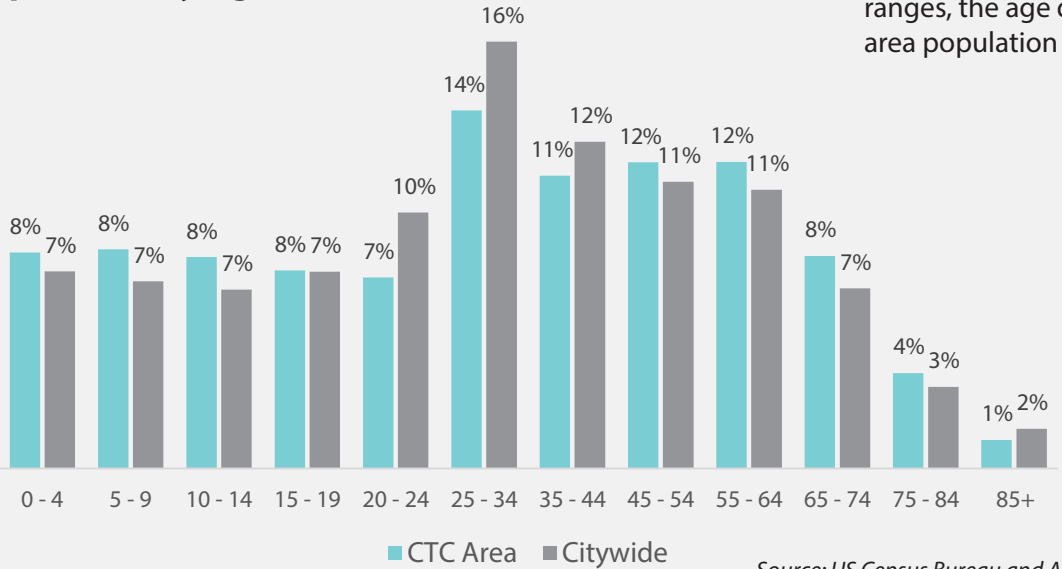
Source: 2013 to 2017 American Community Survey



Promise Zone Ride; cr. NWSCDC

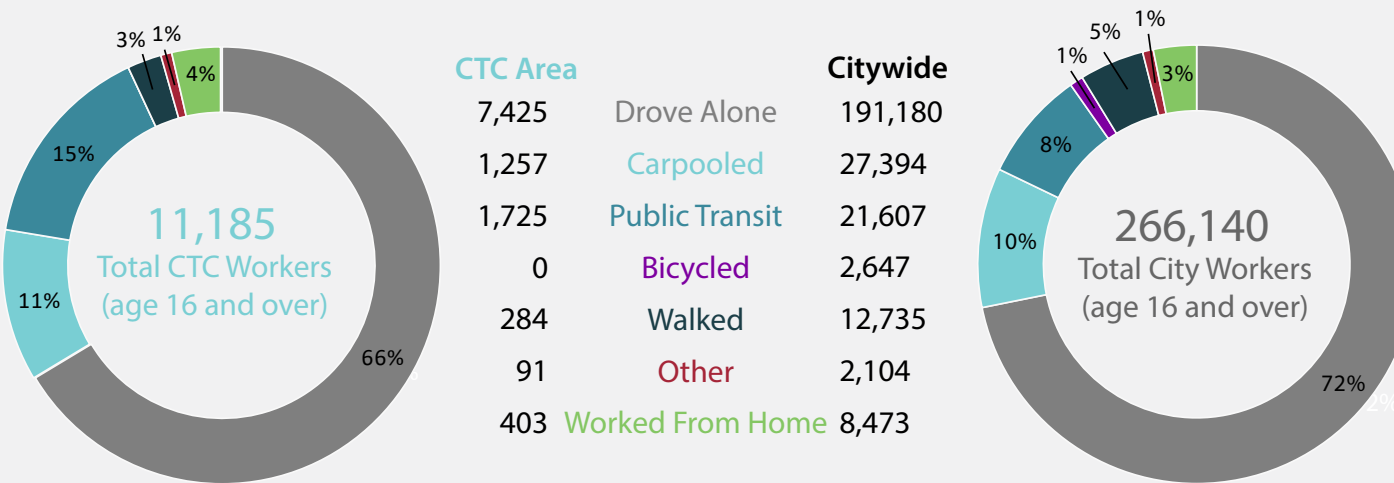
Population by Age - 2019

Except for the 20-24 and 25-34 age ranges, the age distribution for the CTC area population is similar to that citywide.



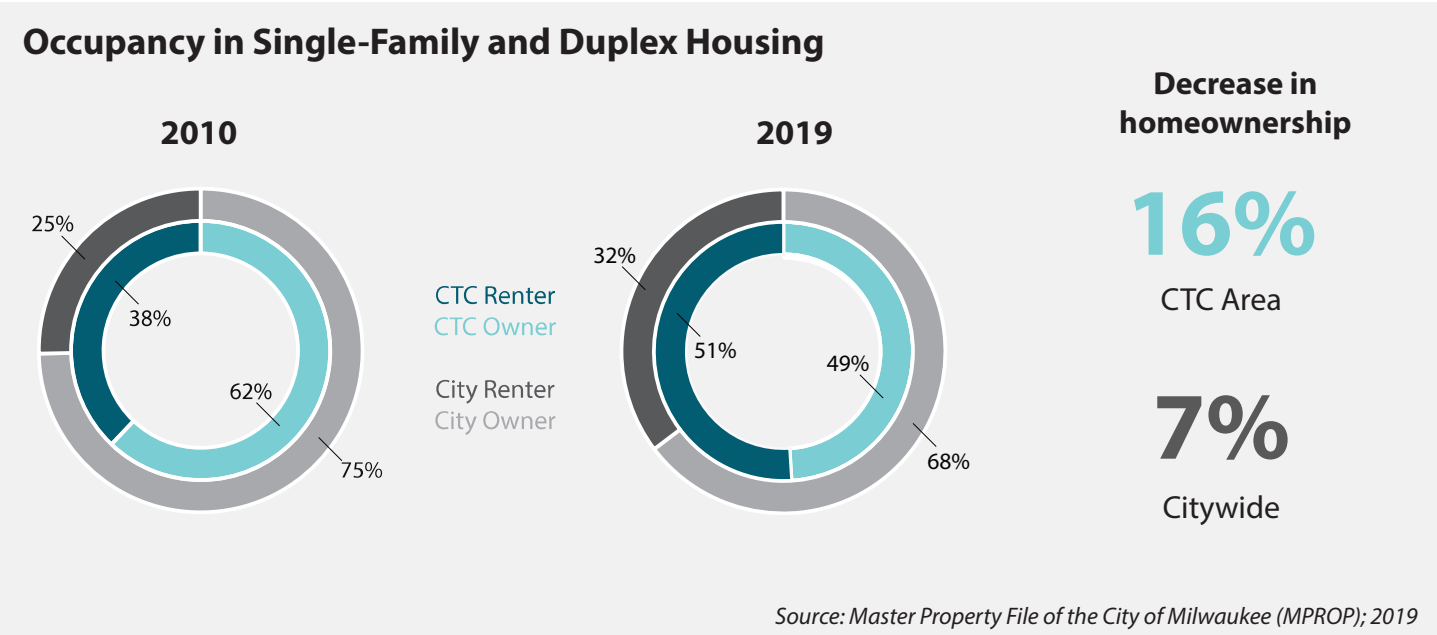
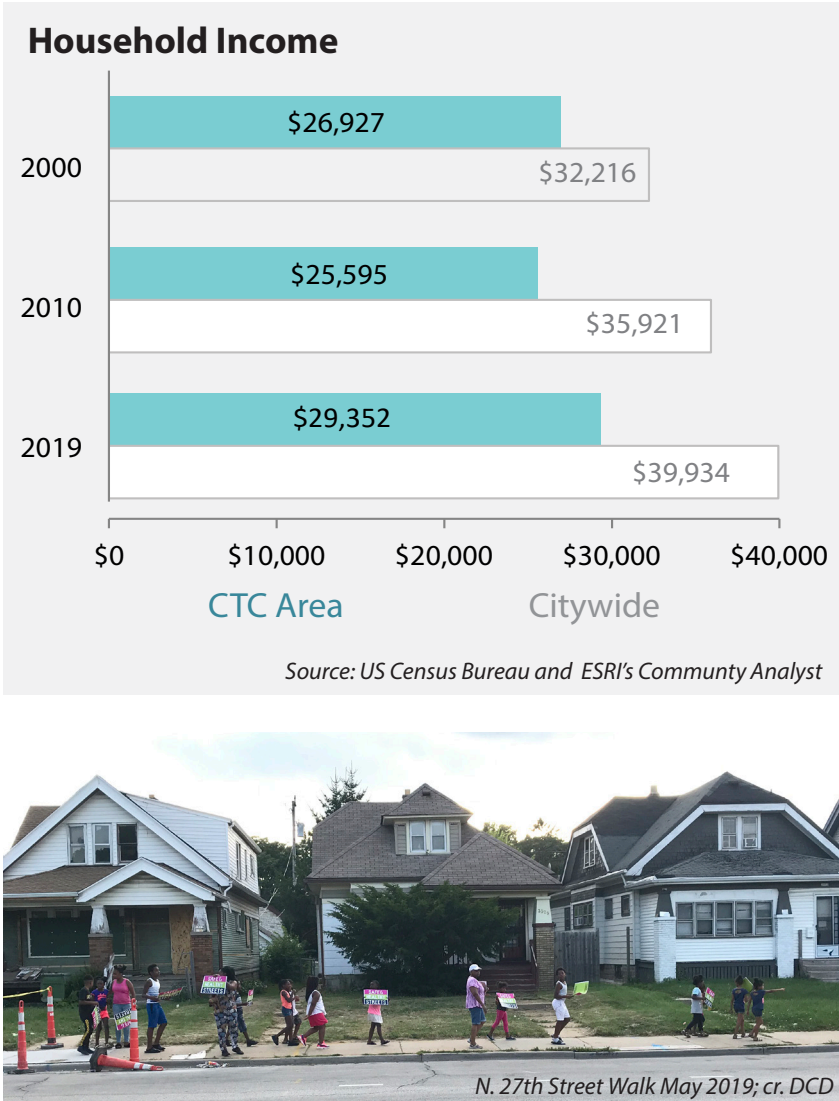
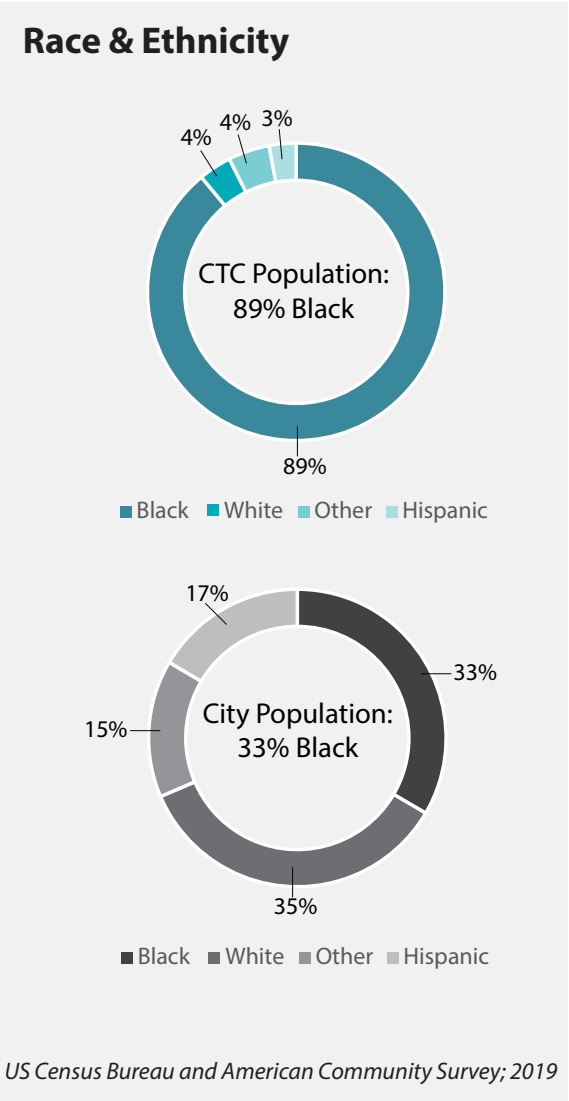
Source: US Census Bureau and American Community Survey; 2019

Primary Method of Travel to Work

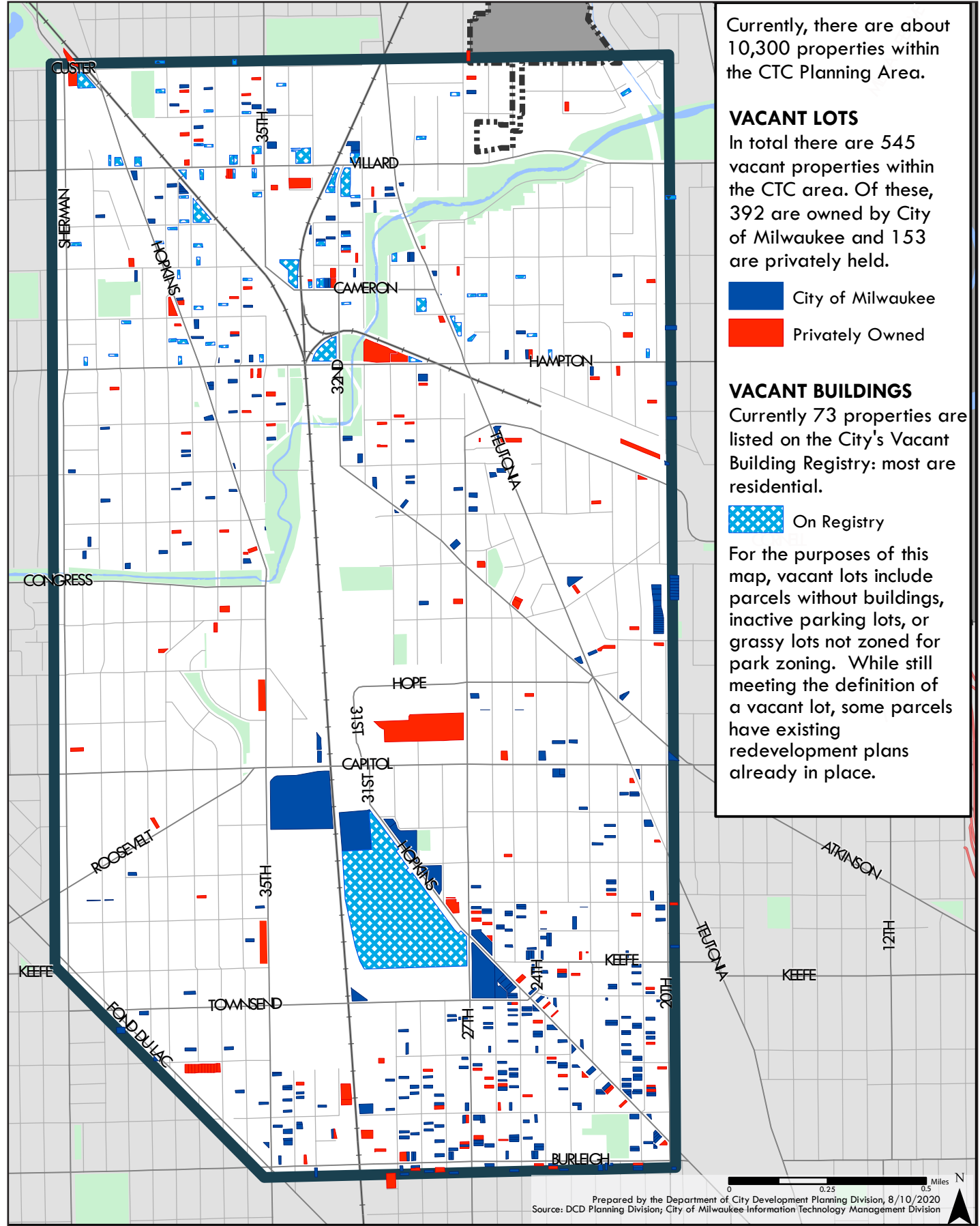


Source: 2013 to 2017 American Community Survey

Baseline Data continued...



Vacant Properties Map



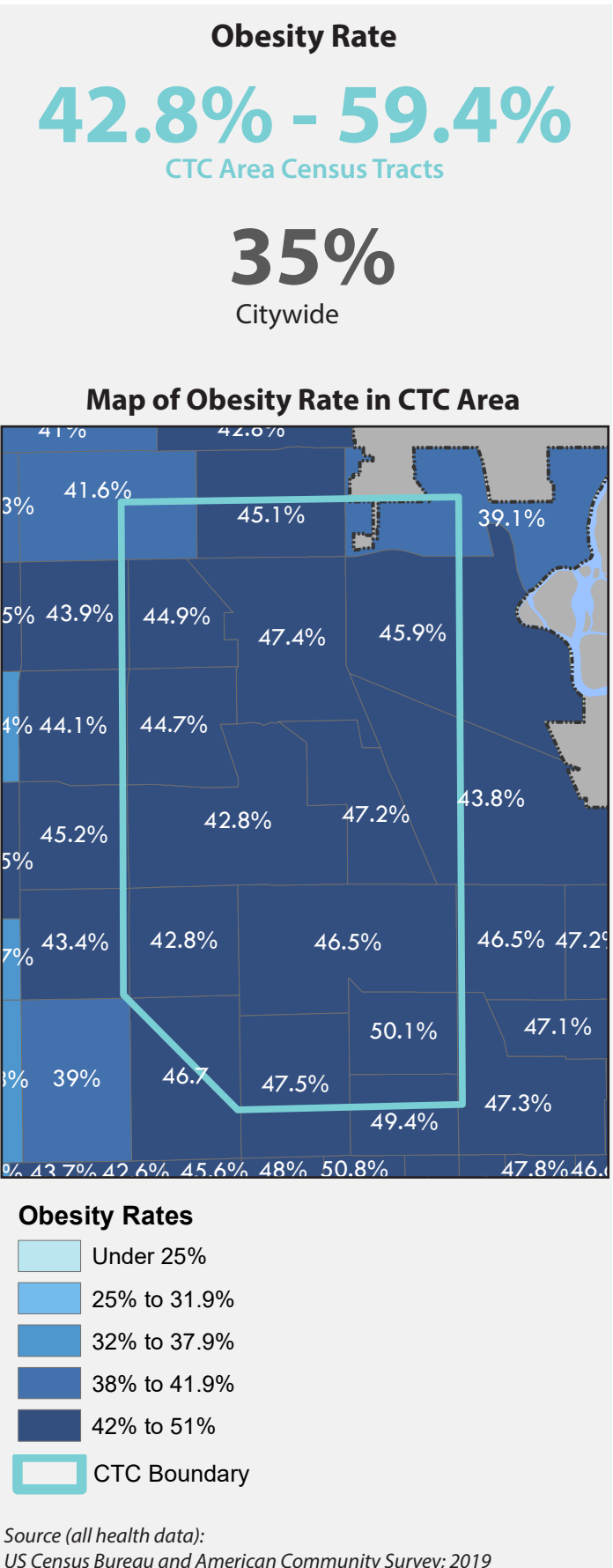
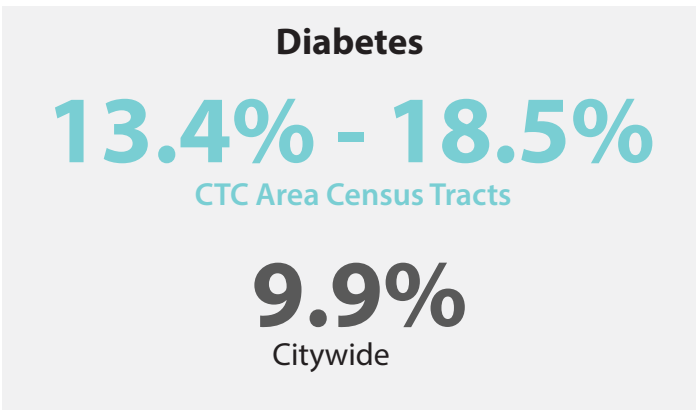
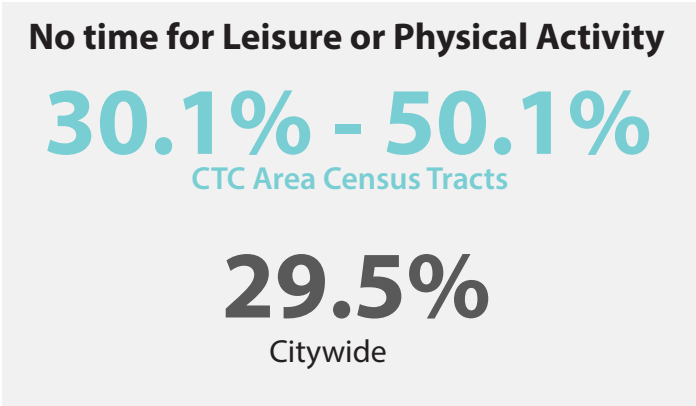
Health Baseline Data

Health is often looked at in terms of access to healthcare, individual behaviors such as smoking or exercise, and genetic disease risk. However, an individual’s health is also impacted by social, environmental, and economic factors. These factors are called the Social Determinants of Health.

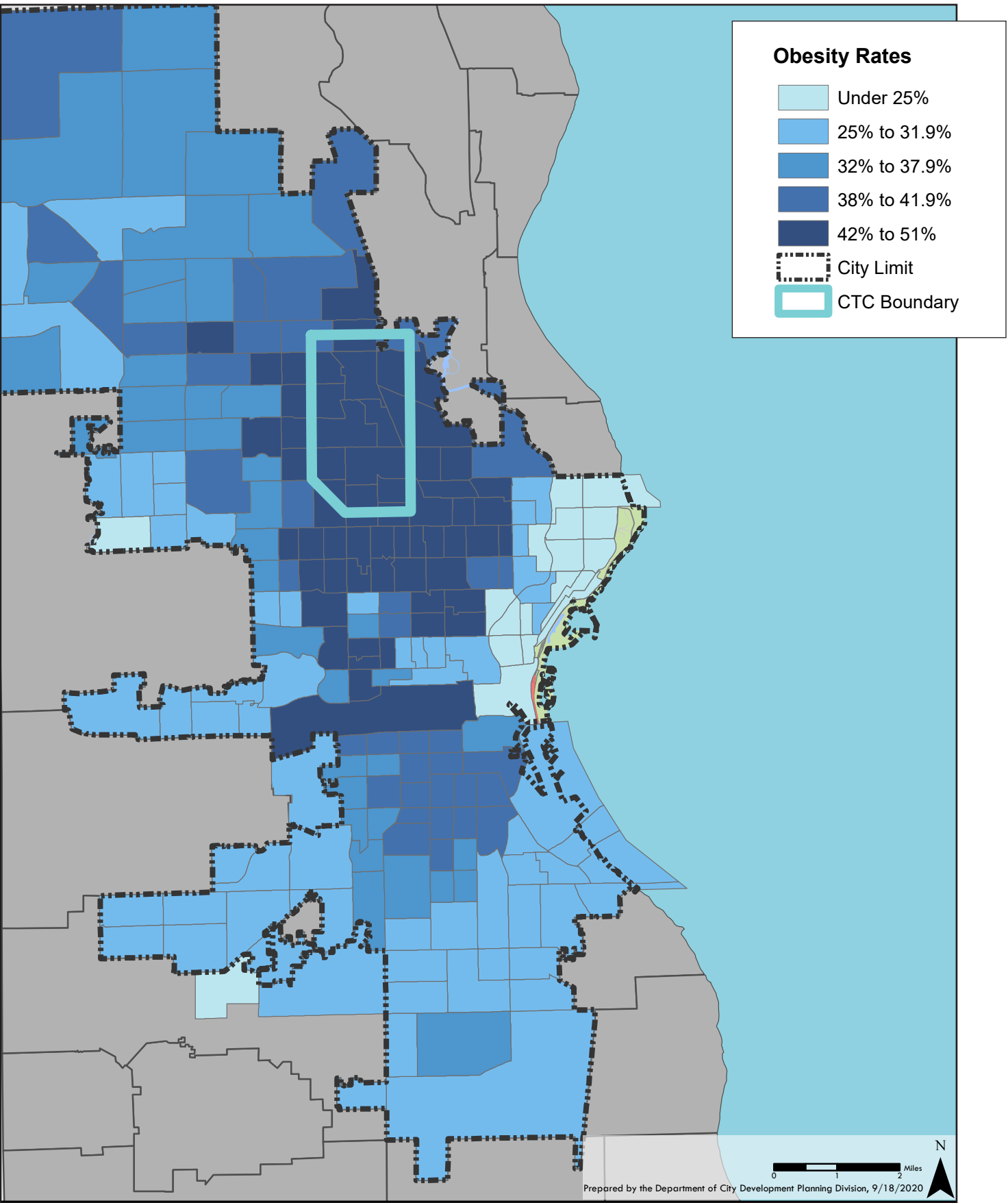
At the time of writing this plan, the full impacts of COVID-19 pandemic are unknown. Across the country, the negative health and economic impacts of the COVID-19 pandemic are being disproportionately felt by communities of color. Several of Milwaukee’s north side neighborhoods, which are predominantly Black, were the first areas impacted by the virus, including some of the neighborhoods in the CTC planning area. The pandemic has brought even more attention to the health inequities in Milwaukee’s communities of color. As illustrated by the data on the prior pages and the data that follows, there are clear economic, racial, and health differences between the planning area and the city overall.

The Connecting the Corridor projects aim to advance health equity in the Corridor by addressing the Social Determinants of Health. The data in this section provides a baseline to help determine a project’s level of impact.

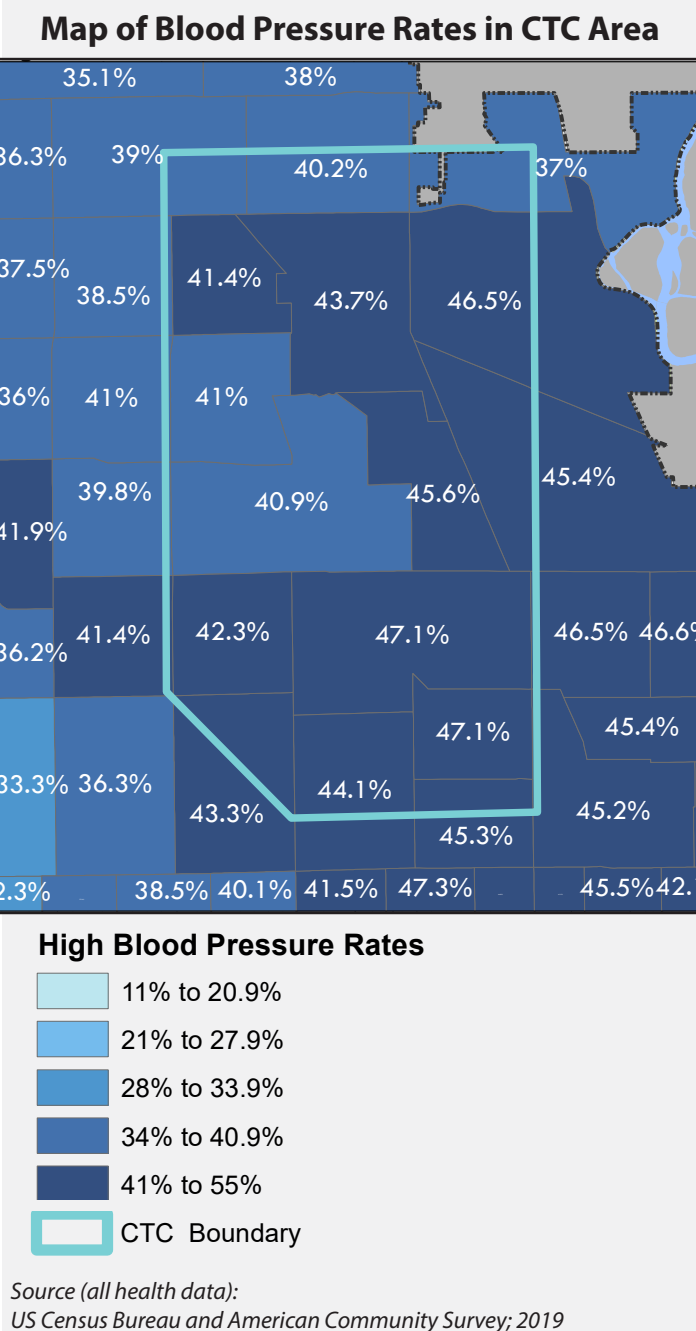
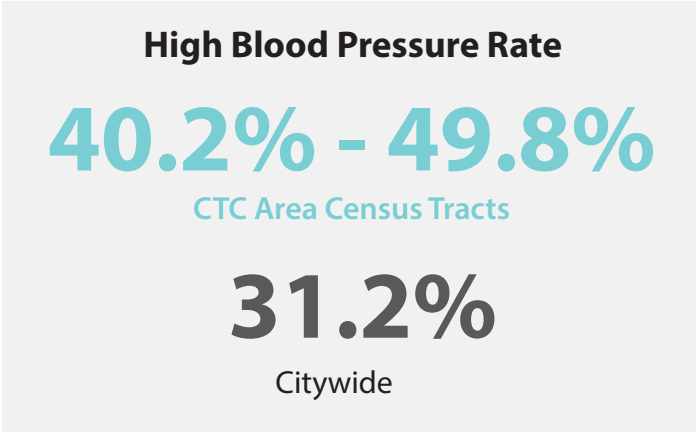
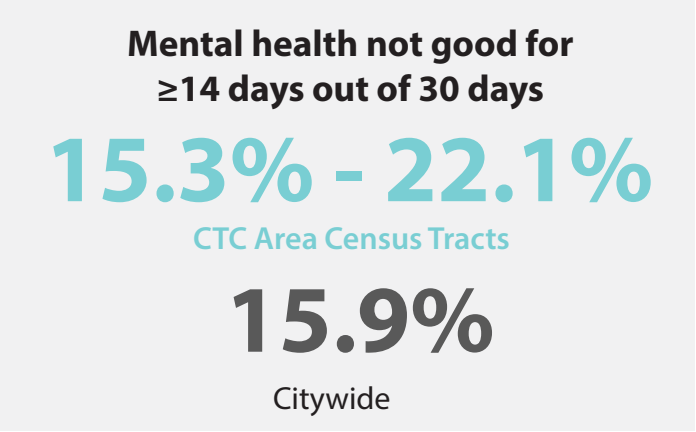
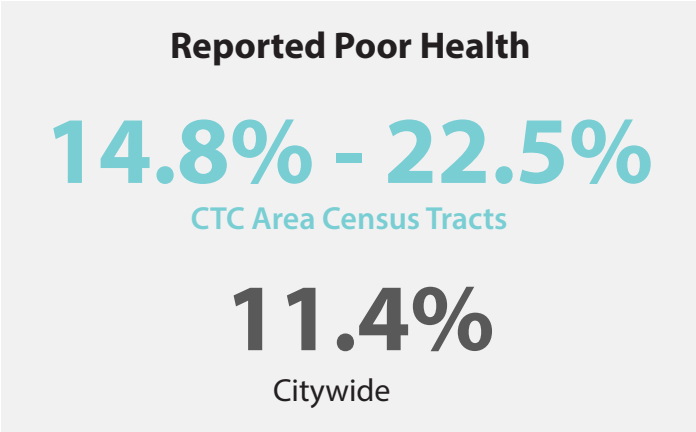
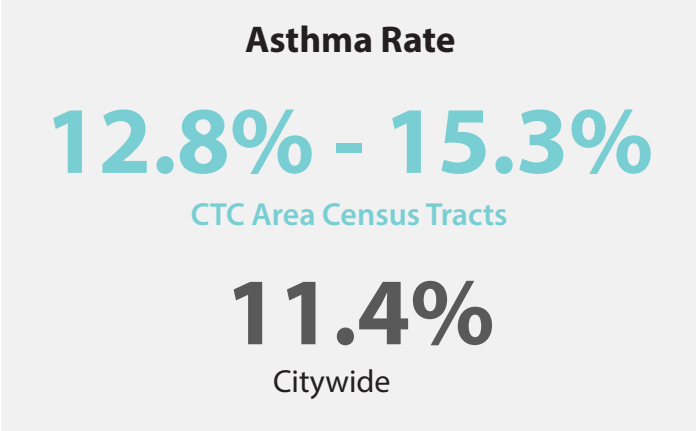
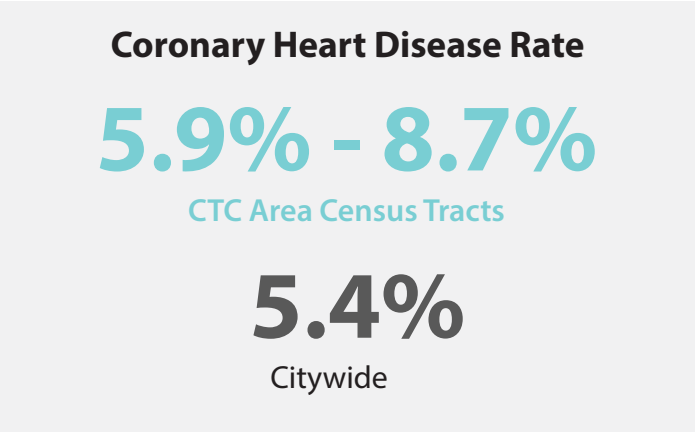
**More information on the Social Determinants of Health can be found in Chapter 5.*



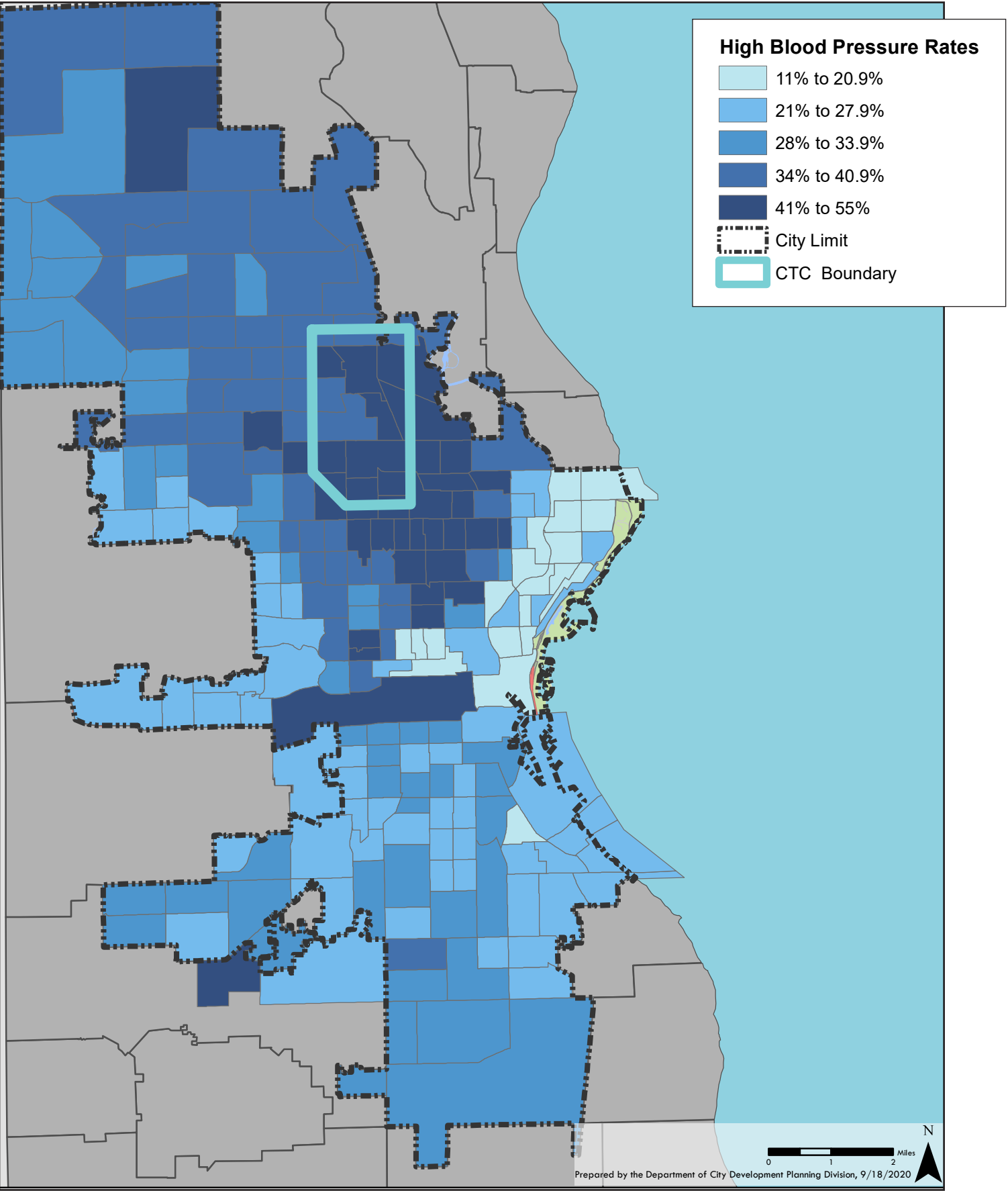
Obesity Rates Citywide Map



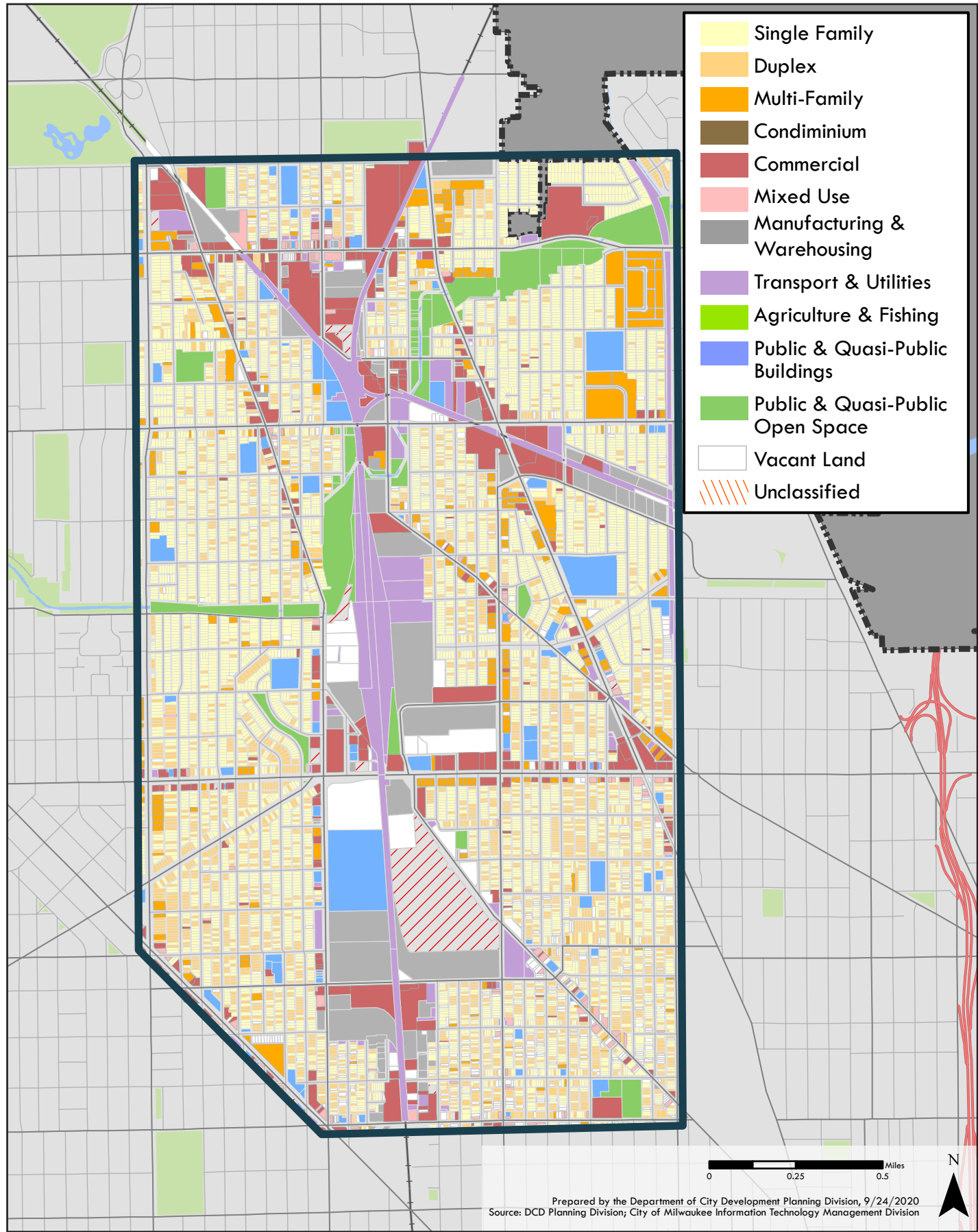
Health Data continued...



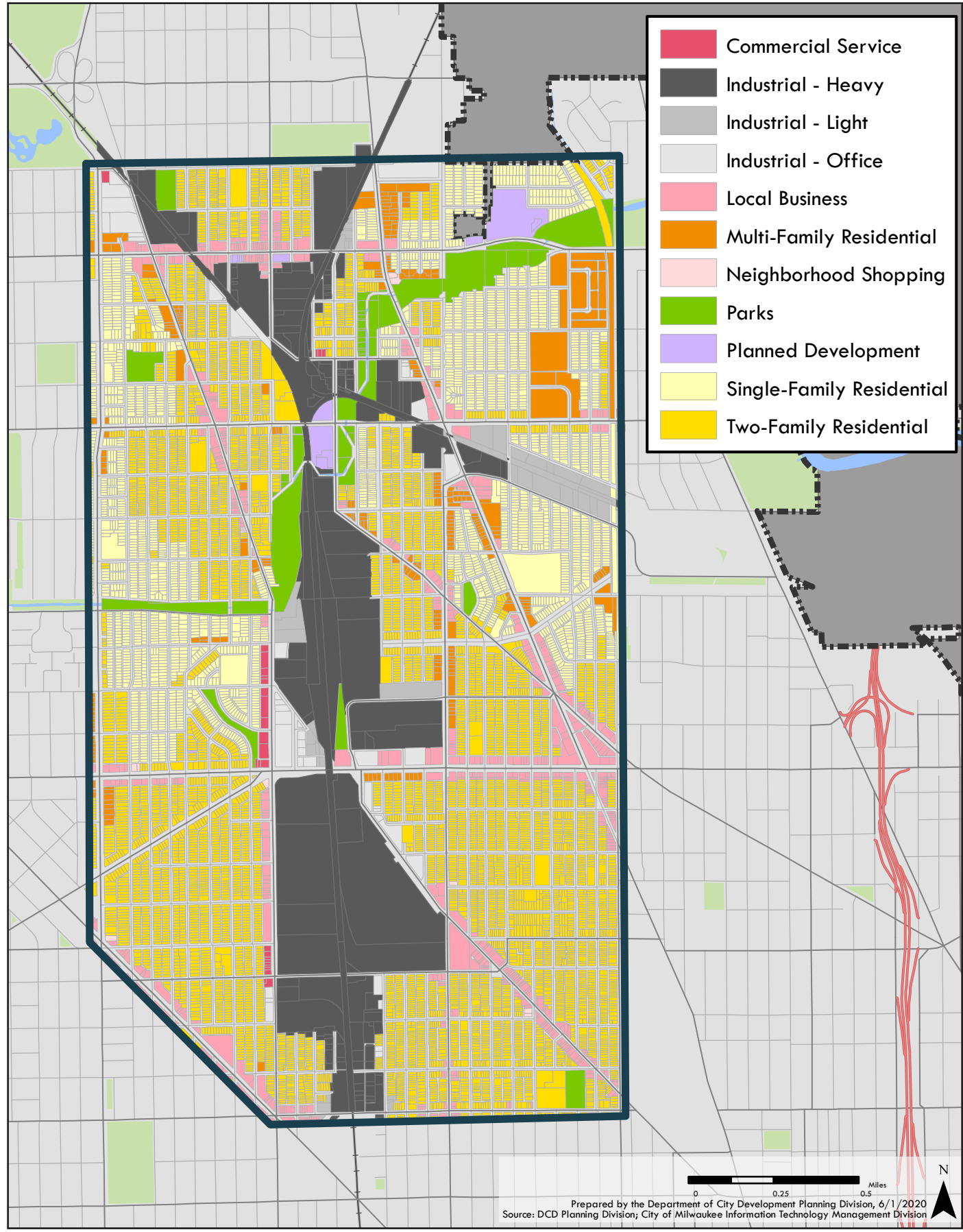
Blood Pressure Rates Citywide Map



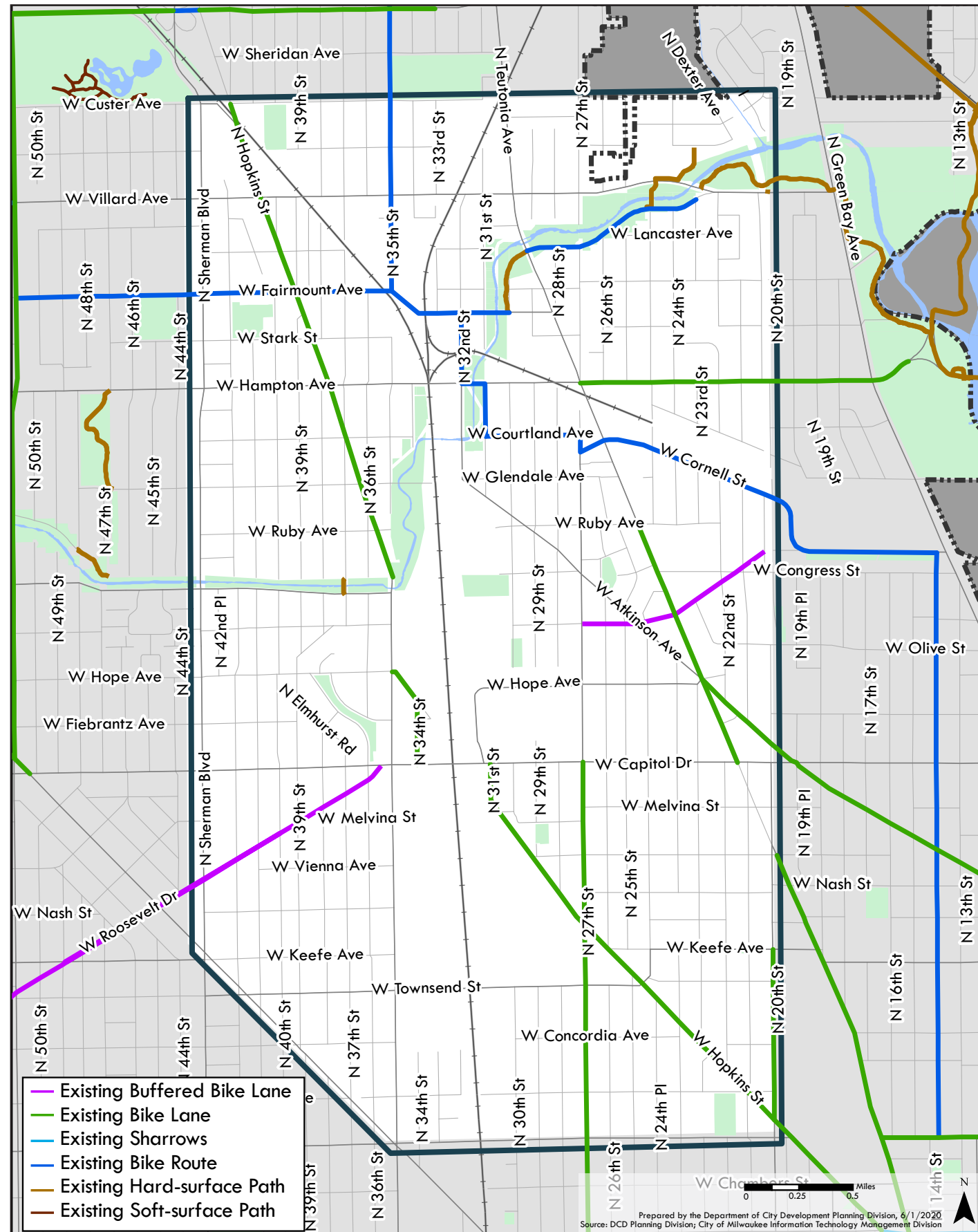
Land Use Map



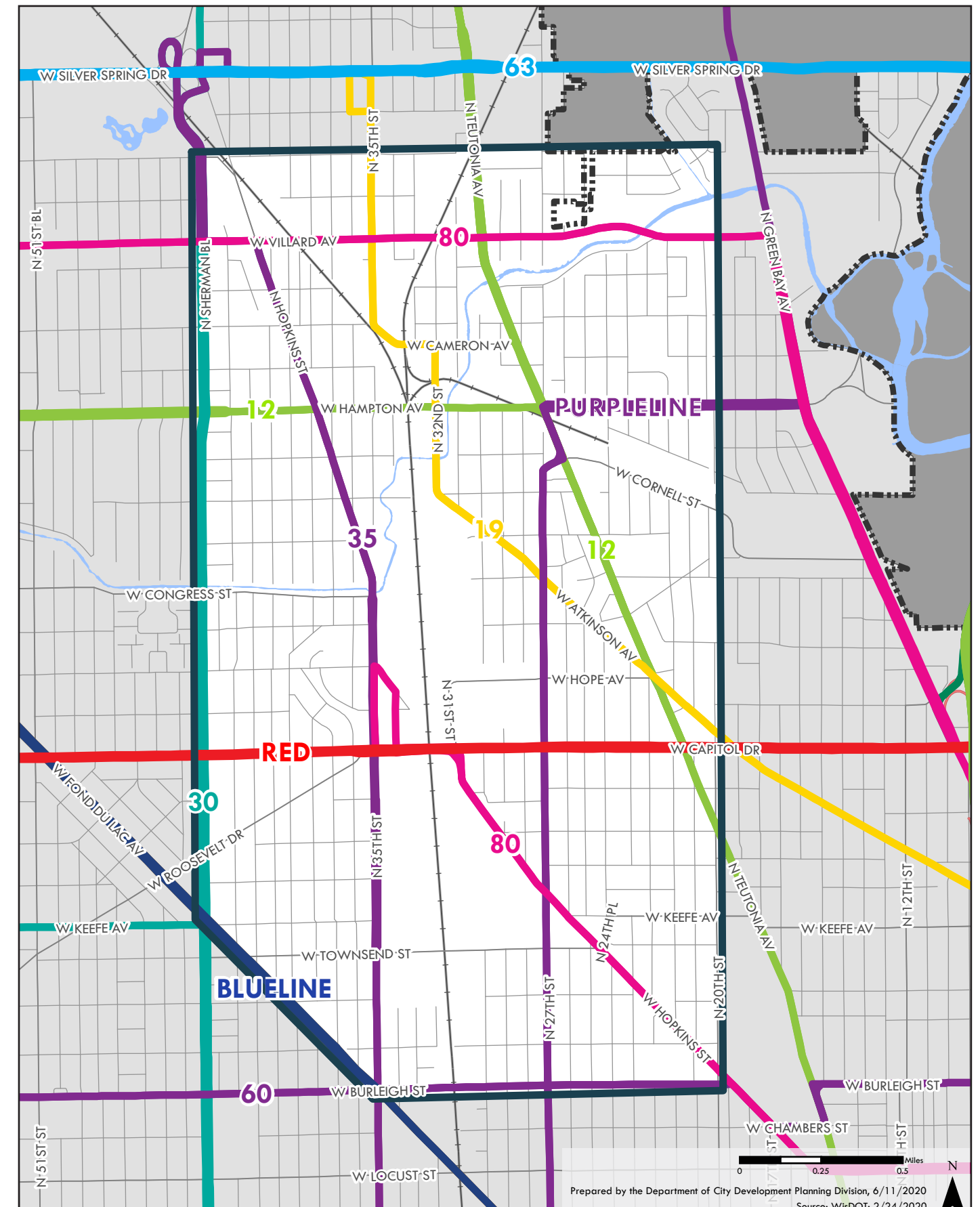
Zoning Map



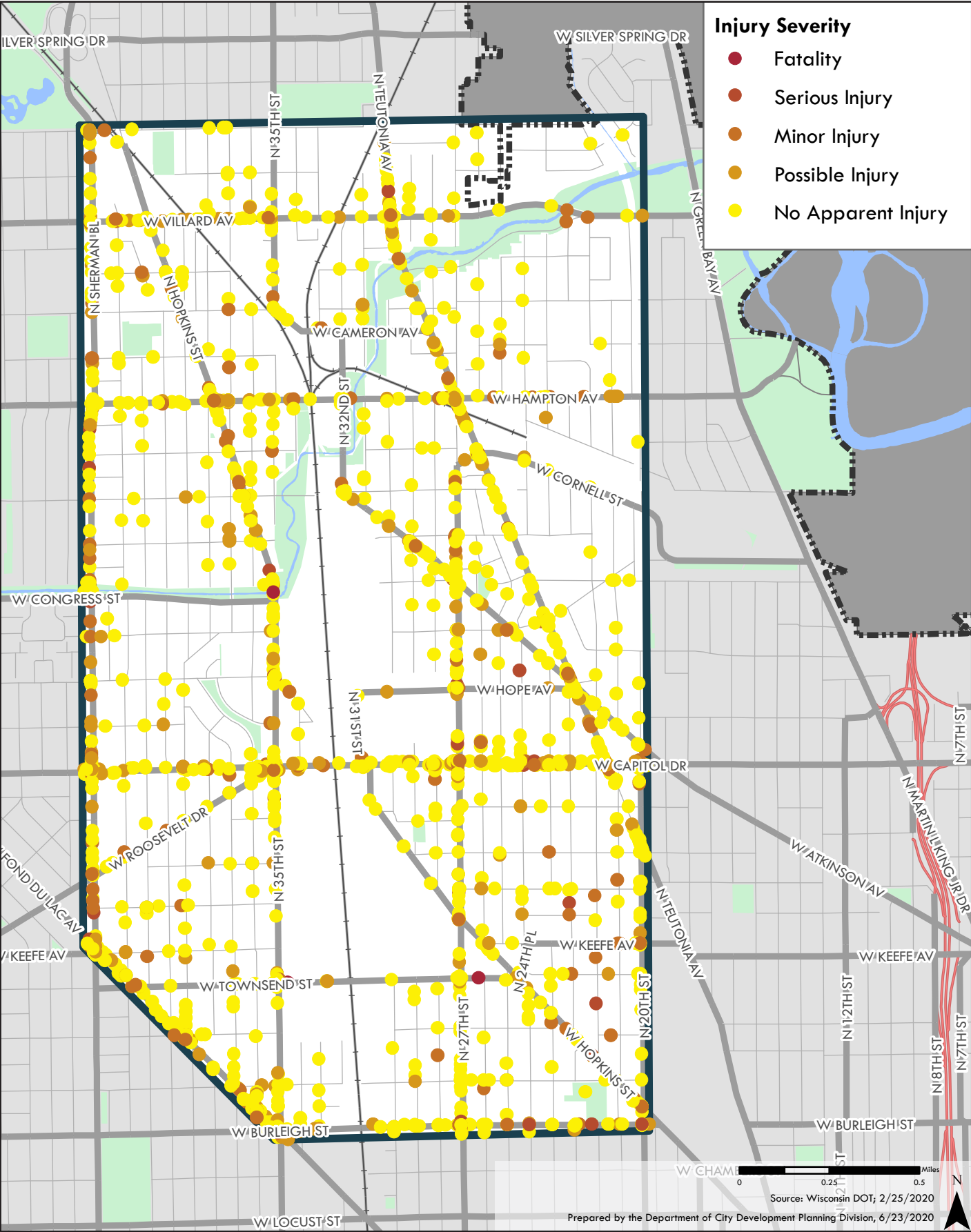
Existing Bike Facilities Map



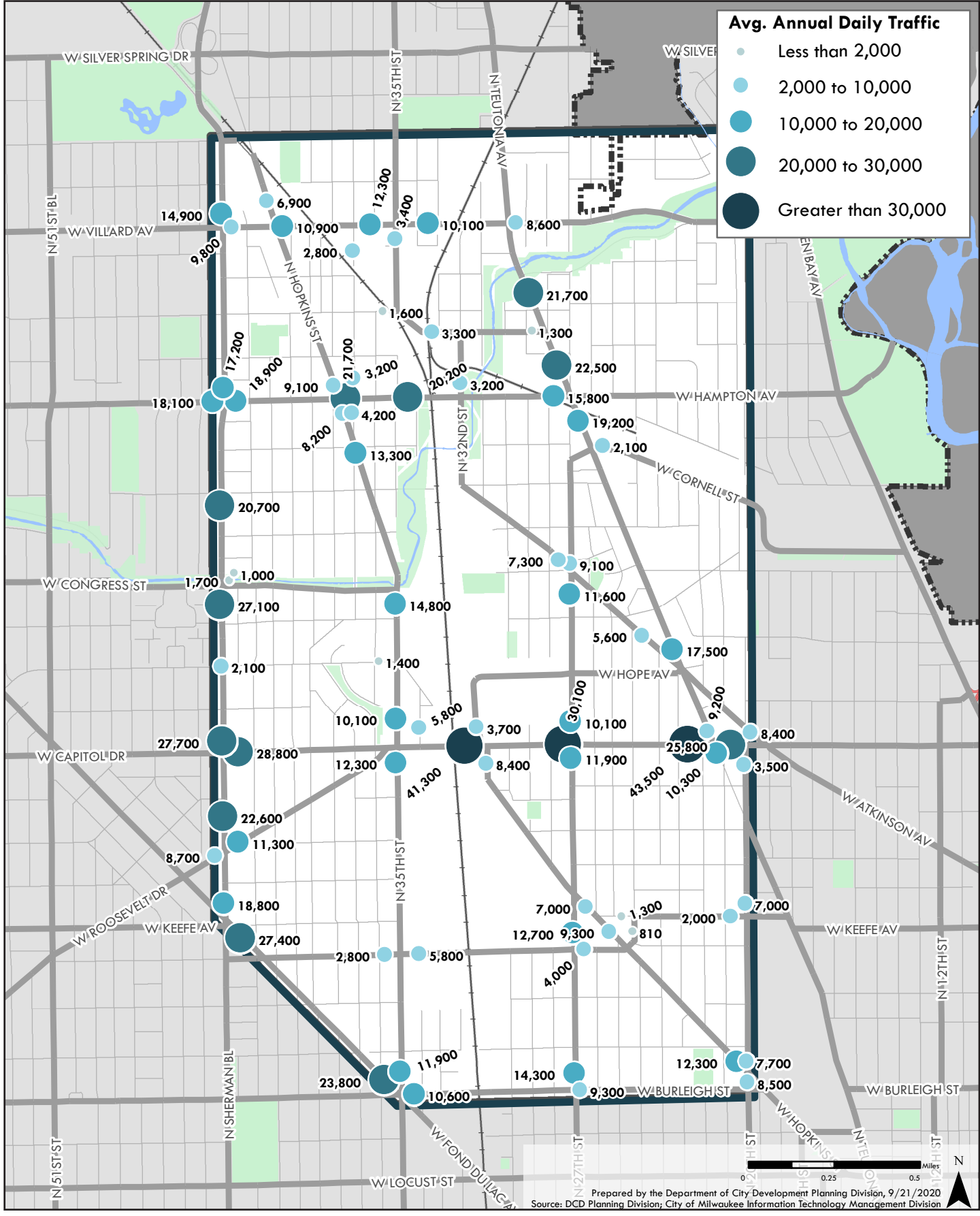
Milwaukee County Transit System - Bus Routes Map



Crash Data Map



Traffic Counts Map



Complete Streets

The Connecting the Corridor plan looked at projects happening in the planning area holistically, meaning it looked at where there were opportunities for collaboration and project integration. Integrating the complete streets policy into applicable CTC projects helps to achieve the plan and policy goals of enhanced health, equity and access through safer streets, better trail connectivity, and incorporation of stormwater management and parks projects.

What are Complete Streets?

Complete Streets integrate people and place by making it safe, enjoyable, and convenient to walk, bike, take transit, drive, or simply experience streets and public spaces – no matter one's age or ability. There is no singular design for a Complete Street - neighborhood context and environment determine how complete streets principles are carried out. Complete Streets principles must be integrated into all phases of a project, from planning and design through construction.

Adoption of the Complete Streets Policy & Implementation

In October 2018, the Common Council unanimously passed Milwaukee's Complete Streets policy, which was then signed into law by Mayor Tom Barrett. This was the result of over a year of hard work and collaboration between the Department of Public Works (DPW), the Council, other city departments, and many community partners. The Complete Streets policy committed the city to incorporating complete streets principles into street design and construction projects. It established a Complete Streets committee to implement the policy, develop an annual report, and review/revise policies and processes to better support complete streets.

The Complete Streets resolution directs the Complete Streets Committee to conduct an annual report covering changes to transportation processes; crash data collected before and after recent Complete Streets projects; trends in multimodal activity levels, transportation safety, economic development, and overall community health. The Milwaukee Complete Streets Health and Equity Report allows the Complete Streets Committee, residents of Milwaukee, and interested stakeholders to track progress on implementation of the Complete Streets policy.

"The City of Milwaukee is committed to fostering a livable city through the creation of Complete Streets that improve access to neighborhoods, prioritize the safety and health of residents and visitors, support economic growth, improve access to education and jobs, enhance urban design, encourage physical activity, and reduce negative environmental impacts throughout the city..."

Pedestrian Plan

The Milwaukee Pedestrian Plan, which was adopted July 30, 2019, aims to improve the walking environment in Milwaukee by addressing issues related to safety, accessibility, livability, and maintenance. The plan especially draws attention to dangerous intersections and crash corridors in the city which create a High Injury Network (HIN) which are streets with the highest concentration of severe pedestrian injuries and fatalities.

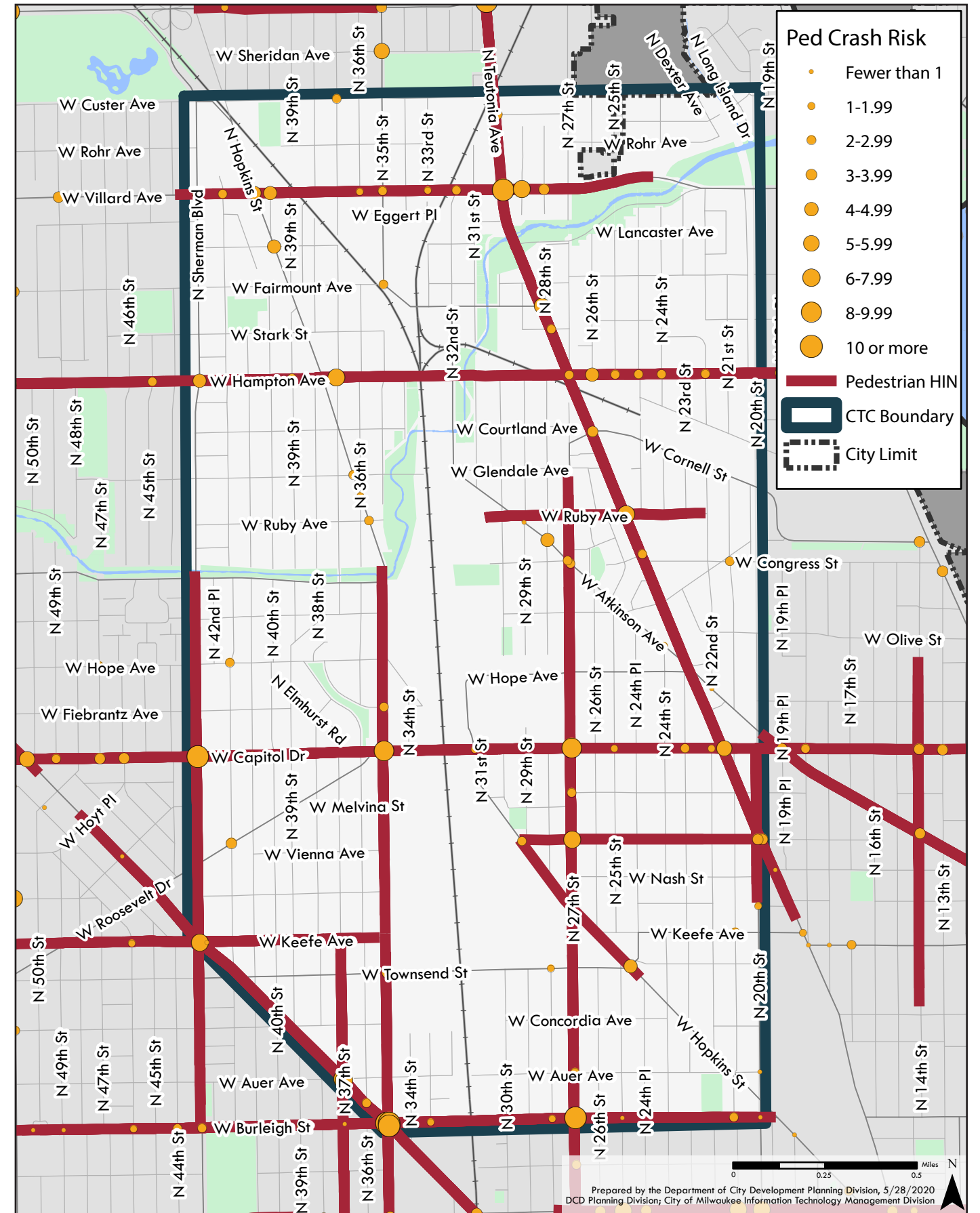
The concentration of dangerous streets in the Connecting the Corridor area create huge impediments to pedestrian activity and street life. **In fact, four of the ten streets listed as the most dangerous corridors for pedestrians in the city have sections which fall within the CTC planning area** – W. Burleigh Street, W. Capitol Drive, N. 27th Street, and W. Fond Du Lac Ave. The CTC plan gathers together strategies and projects in this area that aim to change this and make our streets and sidewalks more connected and safe to use, especially for those who are most vulnerable.

Complete Streets, Health, and Racial Equity

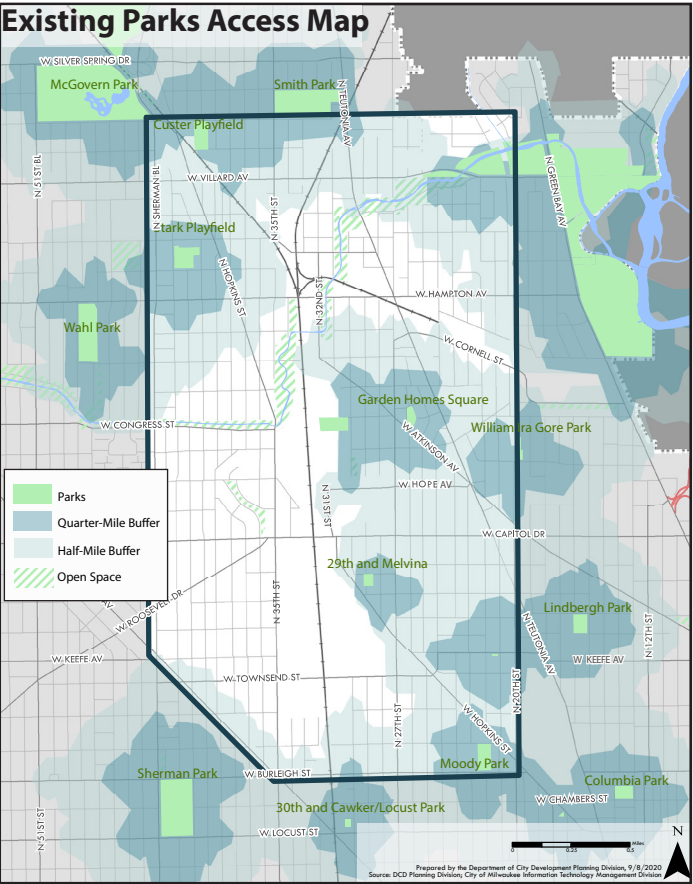
In July 2019, Common Council passed a resolution committing the City of Milwaukee to take action towards racial equity and to transform the systems of racism that contribute to poor health. The system and process changes necessary to implement Milwaukee's Complete Streets policy present an opportunity to work towards the goals laid out in this resolution.

Implementing the Complete Streets policy is a long-term process that aims to transform internal systems to create sustainable change. It will only be successful if people and neighborhoods that have historically faced disinvestment and currently experience many negative health outcomes benefit most. All Milwaukee residents will benefit from the social, economic, safety and health benefits that complete streets provide.

Pedestrian Crash Risk Map



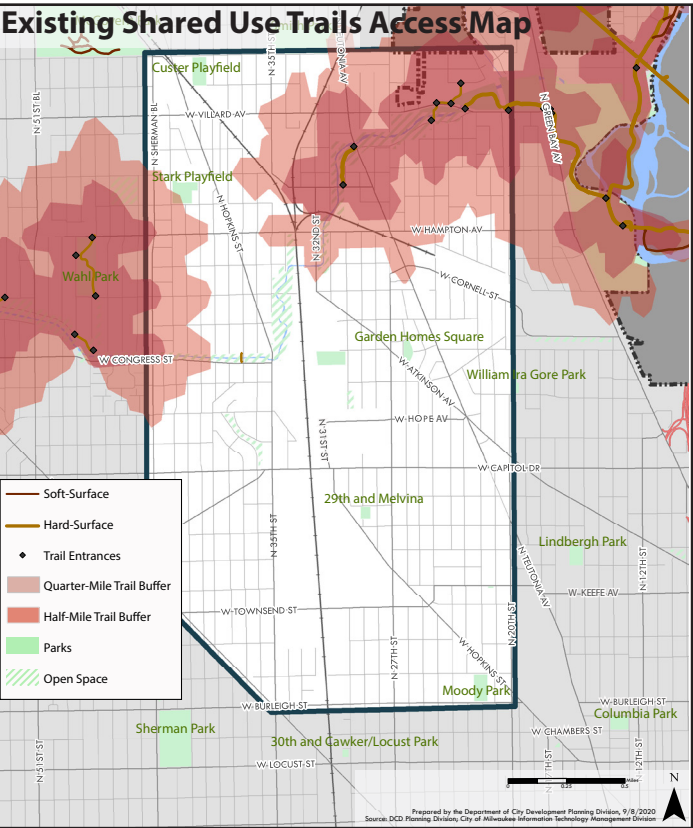
Parks and Trails



A goal of the Milwaukee Comprehensive Outdoor Recreation Plan (CORP) is for all Milwaukee residents to have easy access to outdoor recreational facilities in the City of Milwaukee. This means that all residents live within a 1/4 mile, or around 10 minutes walking distance, of a park, trail, playground or public outdoor space. To meet this goal the CORP identifies areas with access gaps as well as strategies to ensure that residents can safely and comfortably walk or bike to these sites. The CORP is updated every five years and is due to be updated in 2022. These maps reflect the current parks and trail facilities in the CTC planning area. Implementation of the projects in the CTC Plan will expand access.

23%
live within a
10 minute
walk to a park

The map at the upper left shows park accessibility in the CTC planning area. As of 2019, an estimated 22,652 persons live within a 1/2 mile of the parks in the CTC study area, about 71% of the CTC area population (31,851). Of these, an estimated 7,445 (23%) persons live within 1/4 miles of parks in the planning area.



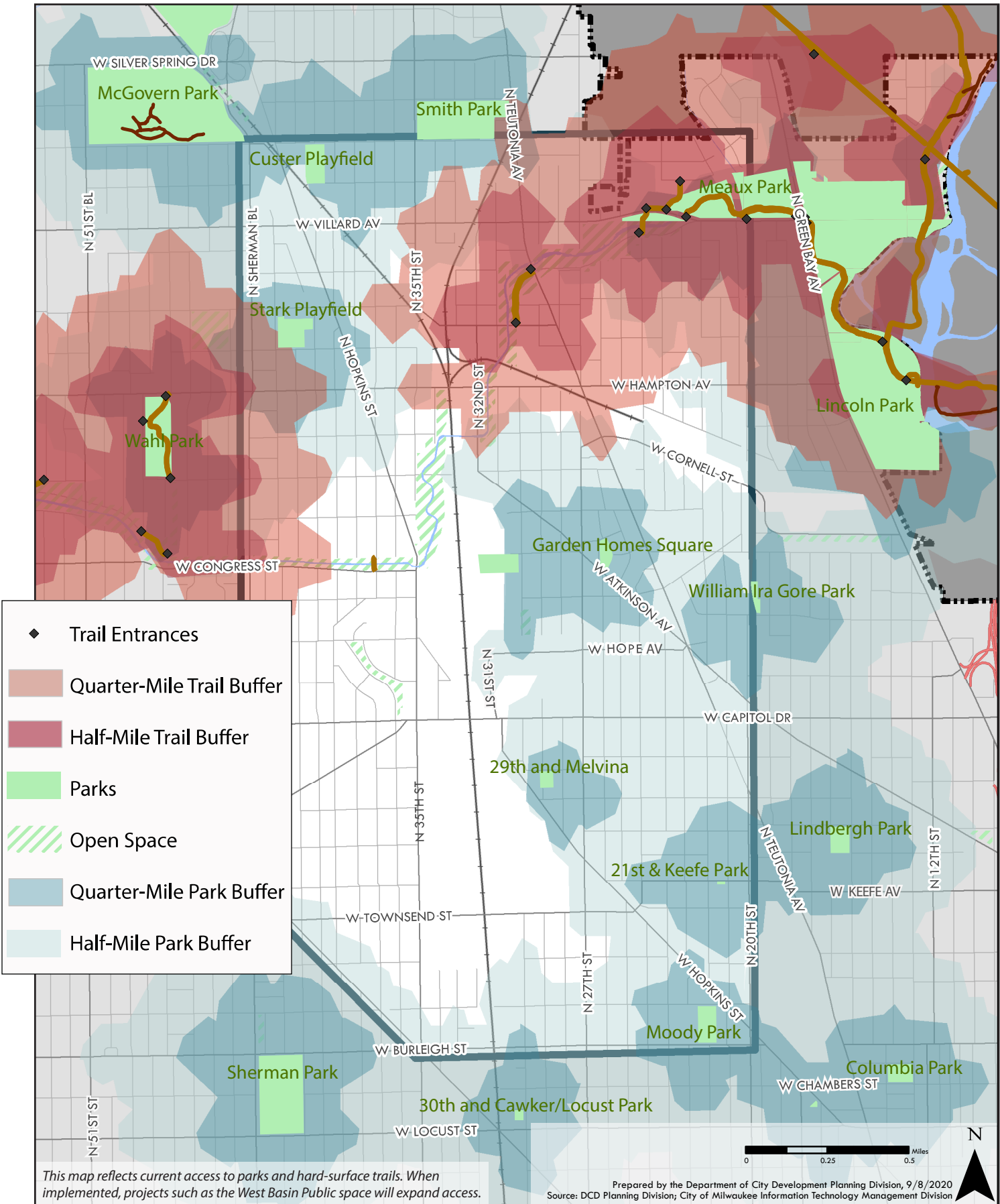
7%
live within a
10 minute
walk to a trail
entrance

The map at the lower left shows access to hard-surface trails in the CTC planning area. As of July 2020, an estimated 6,922 persons live within a 1/2 mile of trails entrances in the CTC study area, about 22% of the CTC area population (31,851). Of these, an estimated 2,205 (7%) persons live within 1/4 mile of trail entrances in the plan area.

28%
live within a 10
minute
walk to a park
or trail entrance

The map to the right shows combined park and trail accessibility in the CTC planning area. As of July 2020, an estimated 24,850 persons live within a 1/2 miles of a park or trail entrance in the CTC study area, about 78% of the CTC area population (31,851). Of these, an estimated 8,960 (28%) persons live within 1/4 mile of parks or trail entrances in the plan area.

Current Parks & Shared Use Trails - Walkability Analysis Map



Forestry

The City of Milwaukee Forestry Services (a division within the City’s Department of Public Works) manages nearly a quarter million trees and shrubs located along city streets. City trees help improve urban air quality by reducing the air temperature, removing pollutants, and reducing energy consumption in buildings.

The Forestry Service’s strategy is to maintain the health of the existing tree stock and canopy and to remove unhealthy trees, replanting them in locations that are viable. The Forestry Service is working towards diversifying the plant species to avoid concentrations of any singular species, which could have disease impacts. In March 2020, the Department of Public Works became a recipient of a \$200,000 Great Lakes Restoration Initiative grant from the United States Department of Agriculture. This grant will be used to help the City fight the spread of the emerald ash borer, a disease-spreading beetle. This will result in the removal and replacement of approximately 900 ash trees over the next two years, which will help to prevent future disease.



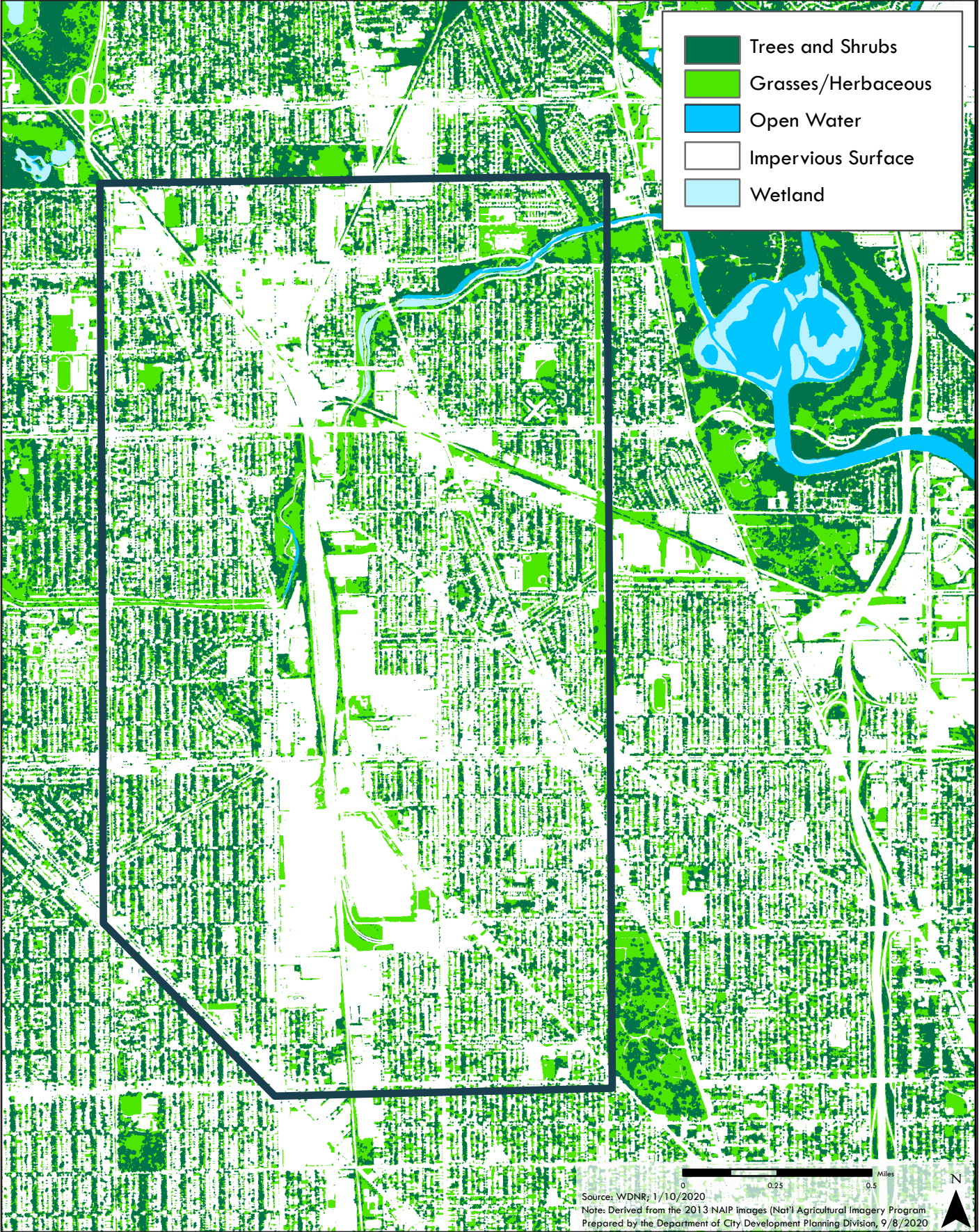
Source: I-Tree Ecosystem Analysis Milwaukee: Urban Forest Effects and Values (September 2008) Tree Canopy Study - <https://urbanmilwaukee.com/2020/03/12/city-hall-milwaukee-will-cut-down-900-of-its-ash-trees/>

Planting trees in residential neighborhoods takes precedence over commercial corridors, and Forestry staff work with homeowners to choose appropriate species for replacement. The Forestry Division works with the non-profit organization Greening Milwaukee to provide 1 free tree per property owner per year under its Adopt-a-Tree Initiative. Greening Milwaukee’s goal is to increase the City of Milwaukee’s tree canopy coverage from about 16% to 40%.

Work to improve the health of trees and to increase canopy coverage in Milwaukee also helps to promote the goals of the CTC Plan. Trees improve air quality, street aesthetics, and overall quality of life in a neighborhood. Building and maintaining a healthy and numerous tree population in the CTC planning area will have beneficial health, environmental and social implications on the neighborhoods for years to come.

Central to the CTC area and its goal to become more green is the Century City Business Park. Currently, most existing sidewalks surrounding the former A.O. Smith/ Tower Automotive site in the business park do not include space for trees and greenspace. As RACM develops the Century City Business Park it is looking for opportunities to reconfigure sidewalks in the area to add more trees and to improve the pedestrian experience surrounding the business park. In 2016 RACM created a greenway along the west side of W. Hopkins St. that included reconfiguring the sidewalk and planting trees in the right-of-way. Many projects in this plan build upon this effort in the area.

Tree Canopy Map



Source: WDNR, 1/10/2020
Note: Derived from the 2013 NAIP Images (NaIP Agricultural Imagery Program)
Prepared by the Department of City Development Planning Division, 9/8/2020

Stormwater and MMSD

The 30th Street Corridor area between W. Hampton Ave. and W. Nash St. was inundated with flood waters in 2008 and again in 2010. This area of the Corridor is flood-prone due to the dense urban fabric, heavy industrial land uses, a low lying landscape, and historic water flows. In July of 2010, after a day of heavy rain, \$32 million of flood damage was caused when more than eight inches of rain impacted homes and businesses in the 30th Street Corridor. These storm events spurred a series of plans and projects led by the Milwaukee Metropolitan Sewerage District (MMSD) to address the flooding problems in the 30th Street Corridor.

Planning Background

With extensive input from neighbors and nearby businesses, MMSD developed a flood management plan to reduce flooding from future major storm events. The plan calls for building three flood basins that will be dry most of the time until they are needed for heavy rains. The three basins will collectively retain 40 million gallons (MG) of stormwater during large storm events, and they are designed to reduce stormwater flooding up to the one-percent probability flood (also known as a 100-year storm event). The West Basin is largest of the three with a planned capacity of 31 MG. All three basins will slowly drain to Lincoln Creek after the storms have passed.

Construction Status

The first two basins (North and East) were completed in 2018. As further described in Chapter 6, design and community input for the third (West) basin begins in late 2020 with construction anticipated to start in 2022. The City of Milwaukee is a major project partner with significant overlapping stormwater improvements along N. 35th Street and W. Capitol Dr.

Stormwater Management as an Amenity

MMSD recognizes that while stormwater solutions like flood management basins serve the essential functions of preventing property damage and preserving the environment, they can also serve as community amenities when designed in partnership with community stakeholders.

The West Basin area encompasses the stormwater basin, two acres of land along the northern edge that will serve as permanent public green space, and land to the north along Lincoln Creek that provides opportunity for a shared use path. The green space that will be publicly accessible regardless of weather and flow conditions.



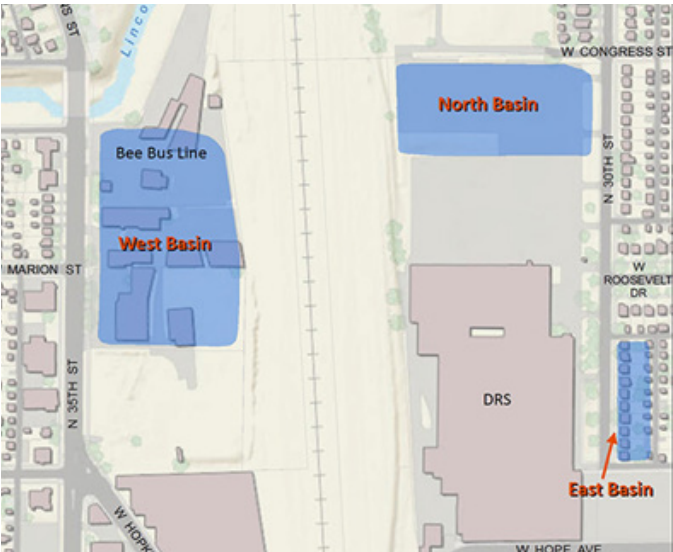
2010 Flood Extents map; cr. MMSD

MMSD is partnering with the Northwest Side Community Development Corporation (NWS CDC) to lead community engagement efforts for the project. Residents and stakeholders will work with MMSD, NWS CDC, and the project’s design consultants to determine priorities and to develop a vision. There will be numerous opportunities throughout the design phase to give input on what community features should be included in the public space as well as the entire West Basin landscape design. Project pages 104-105 and 112-113 contain more information.

30th St. Corridor Flood Management Project is designed to reduce stormwater flooding up to the 100- year storm event

Objectives:

- Goal of zero property impacts from stormwater flooding up to the 100-year event
- 6-inch maximum street impact for maximum of 3 hours from a 100-year event
- Reduced combined sewer overflows to Lincoln creek
- Improved water quality for stormwater discharge to Lincoln Creek; reduction of pollutants and phosphorus



Map of plans for the three basin system; cr. MMSD



East Basin; cr. MMSD



School field trip to the North Basin; cr. MMSD



View looking down into the North Basin. This area fills with water in large storm events; cr. MMSD



Permeable pavement plaza space and seating area at the northeast corner of the North Basin; cr. MMSD



ArtWorks interns and mural at the South edge of the East Basin; cr. MMSD

Stormwater and the City

Department of Public Works Stormwater

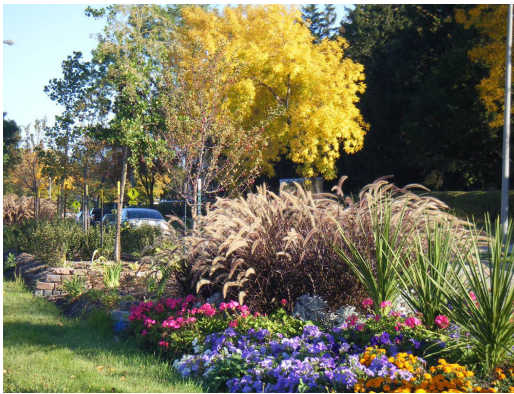
DPW’s Stormwater Management Program (SWMP) manages stormwater discharges from developments and redevelopments within its boundaries to reduce the amount of polluted runoff that enters local waterways in the City of Milwaukee. SWMP often partners with MMSD and works on larger scale projects such as those outlined in Chapter 6. SWMP also design, builds, and maintains stormwater infrastructure within the public right-of -way.

The City’s Green Streets and Stormwater Management Plan was created in 2013 and provides a menu of green street stormwater strategies. These strategies can be used to reduce stormwater quantity and improve stormwater quality through implementation with street and alley repaving or reconstruction projects within the City of Milwaukee. The plan also summarizes the type of green street strategies that could be utilized in different street settings. Typical green street strategies - such as bioretention, tree trenches, and porous pavements - in medians, terraces, and parking lanes are discussed in the Green Streets and Stormwater plan. Examples of typical installation locations, benefits, and maintenance considerations are given for each of the three primary green street strategies. The CTC plan recommends implementing green street strategies in street projects when feasible.

Environmental Collaboration Office (ECO)

The goal of the Environmental Collaboration Office (ECO) is to make Milwaukee a world class eco-city on America’s Fresh Coast. ECO develops practical solutions that improve people’s lives and the economy while working to protect and restore the natural ecosystems that support the City’s long-term prosperity. ECO collaborates with the community and implements the City’s Refresh Milwaukee sustainability plan.

The ReFresh Milwaukee Plan is the City of Milwaukee’s official ten-year sustainability plan which seeks to make Milwaukee a center for sustainability innovation and leadership. This plan sets goals and targets for individuals and organizations to achieve and, it provides a citywide roadmap for improving the environmental, economic and social conditions of Milwaukee’s neighborhoods. ReFresh Milwaukee is a call to action to the community and connects residents, businesses and other groups working on sustainability issues. The City’s 2019 Green Infrastructure Plan is another important plan led by ECO, which aims to add 36 million gallons of stormwater storage to Milwaukee in the next ten years through the implementation of green infrastructure. This plan will help Milwaukee adapt to climate change while creating a healthier and more resilient city. ECO is a partner for several of the projects recommended in this plan and often collaborates on site-based projects.



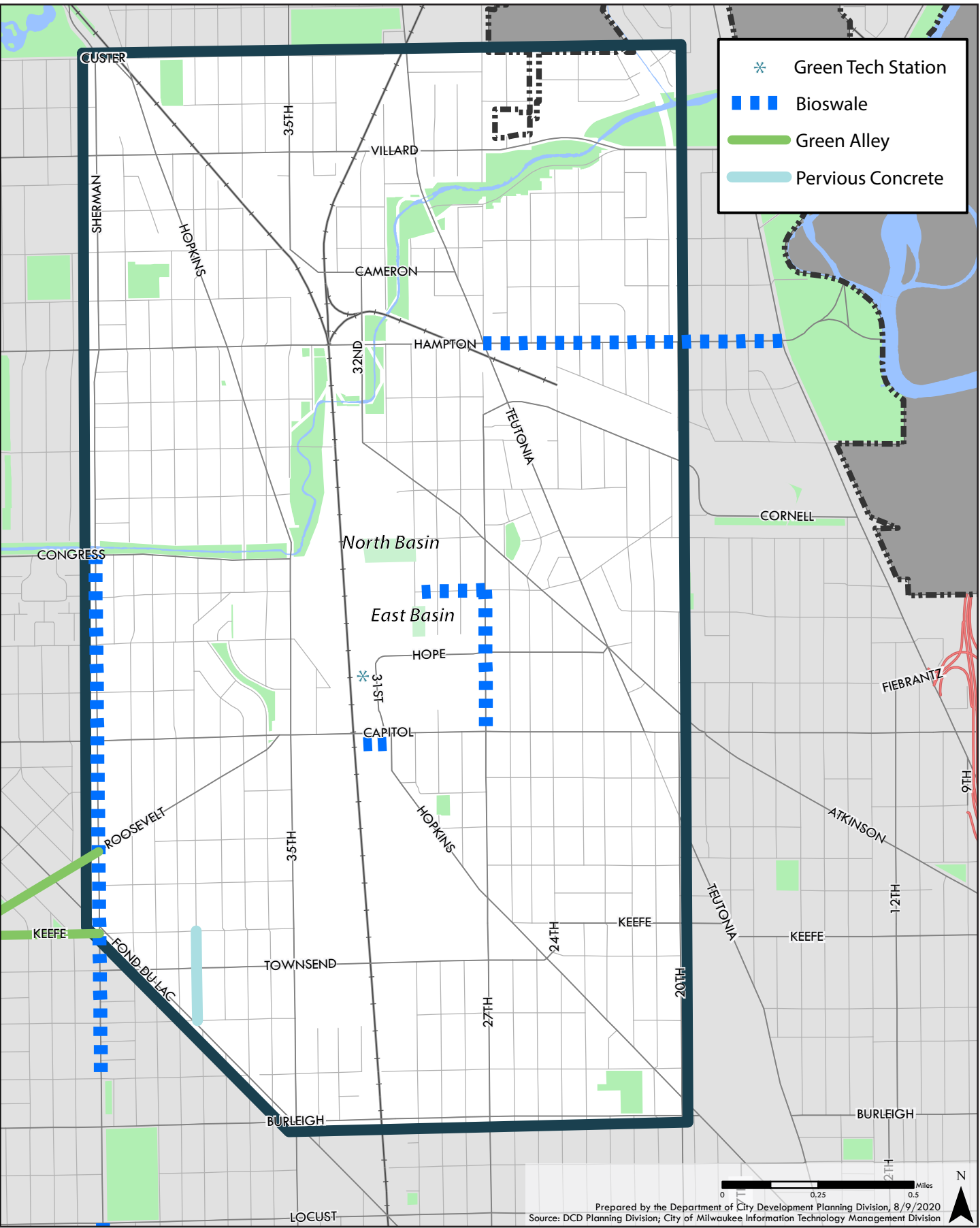
A flower bed on Teutonia; cr. ECO

DCD and RACM promote Green Infrastructure and Best Management Practices when working on new development opportunities. RACM removed more than 3 million square feet of impervious surface at the former A.O. Smith/Tower Automotive facility and developed a common stormwater management facility for all future developments at the Century City Business Park. The Century City 1 building has a biofiltration facility that was designed to improve stormwater quality and reduce the volume of stormwater from entering the system. All future industrial and manufacturing developments will require a minimum of 10% green space on their property. RACM is working with Century City Tri-Angle Neighborhood Association to improve green space and open space opportunities on the outlots surrounding Century City.



Green Tech Station; cr. ECO

Existing Green Infrastructure Projects Map



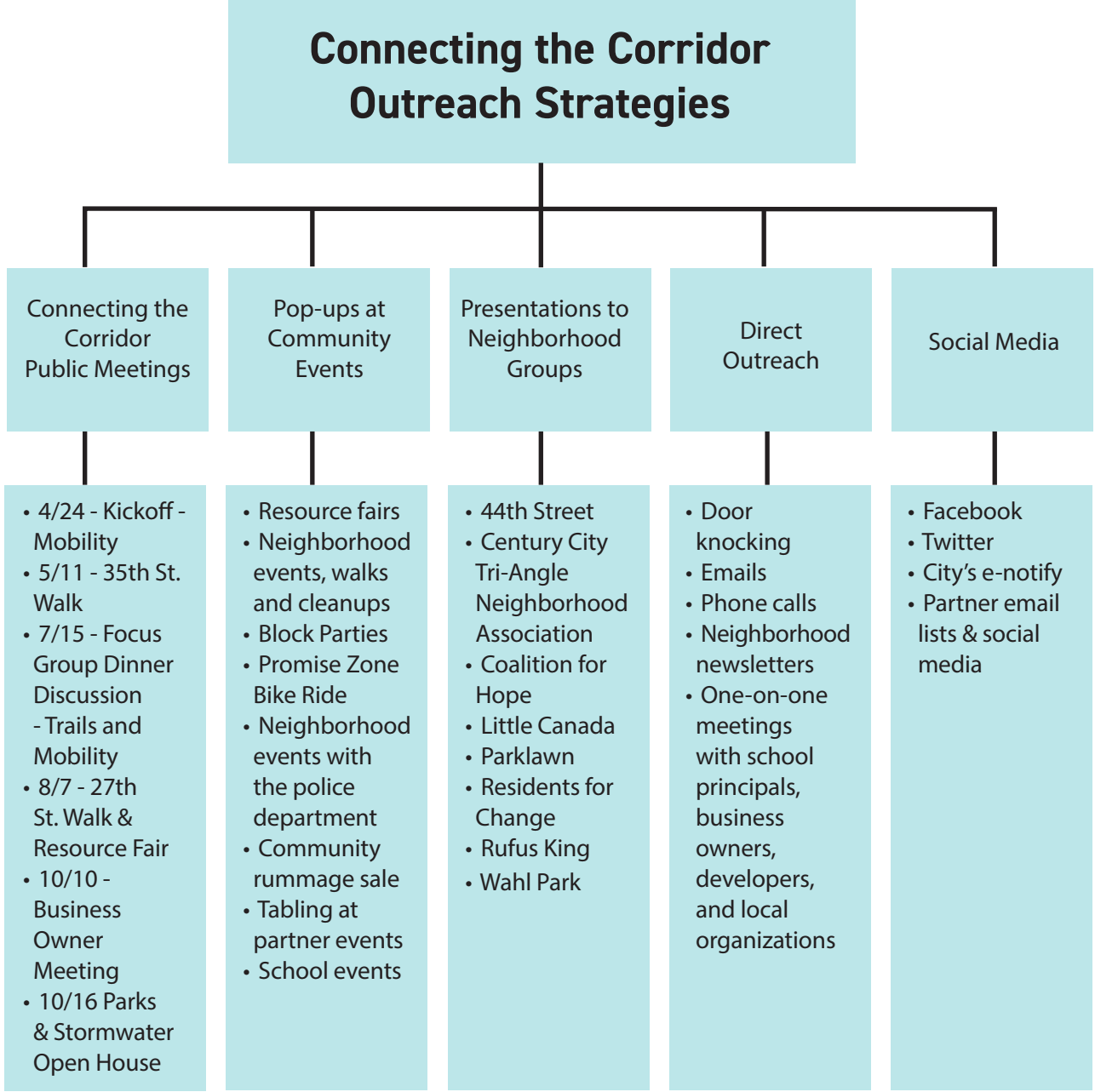


4. What We Heard



Much of the public engagement that was used to develop Connecting the Corridor took place before the onset of the COVID-19 pandemic. Moving forward, the city and partners are looking at ways to continue to engage and stay in touch with the community to implement projects. To gain final feedback on the plan, the city posted the draft plan online with a few methods for providing comments, worked with partners to distribute 300+ copies of the Executive Summary through NWSCDC's Farmers Markets, door-to-door, sent information out through social media and city and partners listservs and phone trees. A virtual presentation was held, recorded and replayed on City Channel 25 and made available on the city's website.

Connecting the Corridor was developed in close consultation with residents, business owners, and other stakeholders in the Connecting the Corridor neighborhoods. A variety of methods were used to allow for residents to provide input on the plan and community input helped shape the final plan recommendations.



For community outreach, DCD partnered with entities already engaged with the community. The Northwest Side CDC (NWSCDC), Century City Tri-Angle Neighborhood Association (CCTNA), and The 30th Street Industrial Corridor Corporation (The Corridor) all assisted with promoting the plan's public meetings and provided ideas for implementing quality community engagement. NWSCDC led the majority of the one-on-one and neighborhood meetings, pop-ups, and direct outreach. CCTNA leadership actively engaged with the residents in the CCTNA neighborhood and made connections with local stakeholders. The Corridor reached out to businesses and worked with the city to plan a business meeting and resource fair.

Mapping Comments to Inform Projects

The comments reflected in the map to the right are the result of input collected through public meetings and pop-ups at community meetings. These comments were used to inform which projects would be included in the plan and to set priorities.

To show the importance of certain issues to the community, rings and line thickness were used to show places where multiple comments were made. The quotes that are pulled out from the map are samples of what was heard during public meetings on a variety of subjects.

Safety Concerns

Street safety is a top concern in the community. The streets and intersections listed below were identified by residents as having the most significant challenges with pedestrian safety and reckless driving.

- Streets:**

 - N. 27th St.
 - N. 30th St.
 - N. 35th St.
 - W. Atkinson Ave.
 - W. Capitol Dr.
 - W. Fairmount Ave.
 - W. Fond du Lac Ave.
 - W. Hampton Ave.
 - W. Hope Ave.
 - N. Sherman Blvd.
 - W. Stark St.
 - N. Teutonia Ave.
- Intersections:**

 - N. 35th St. & W. Capitol Dr.
 - N. 35th St. & W. Hopkins/Hope Ave.
 - N. 35th St. & W. Congress St.
 - N. 27th St. & W. Capitol Dr.
 - W. Capitol Dr. & W. Atkinson Ave.
 - N. 27th St. & W. Atkinson Ave.
 - N. 27th St. & W. Townsend St.
 - W. Ruby Ave. and N. 27th St.
 - N. Sherman Blvd. & Congress
 - N. Sherman Blvd. & W. Townsend St.
 - N. Sherman Blvd. & W. Glendale Ave.
 - W. Hampton Ave. & N. Teutonia Ave.

Support for Trails

The trails and related comments listed below represent resident's support for existing trails, trail additions and trail improvements.

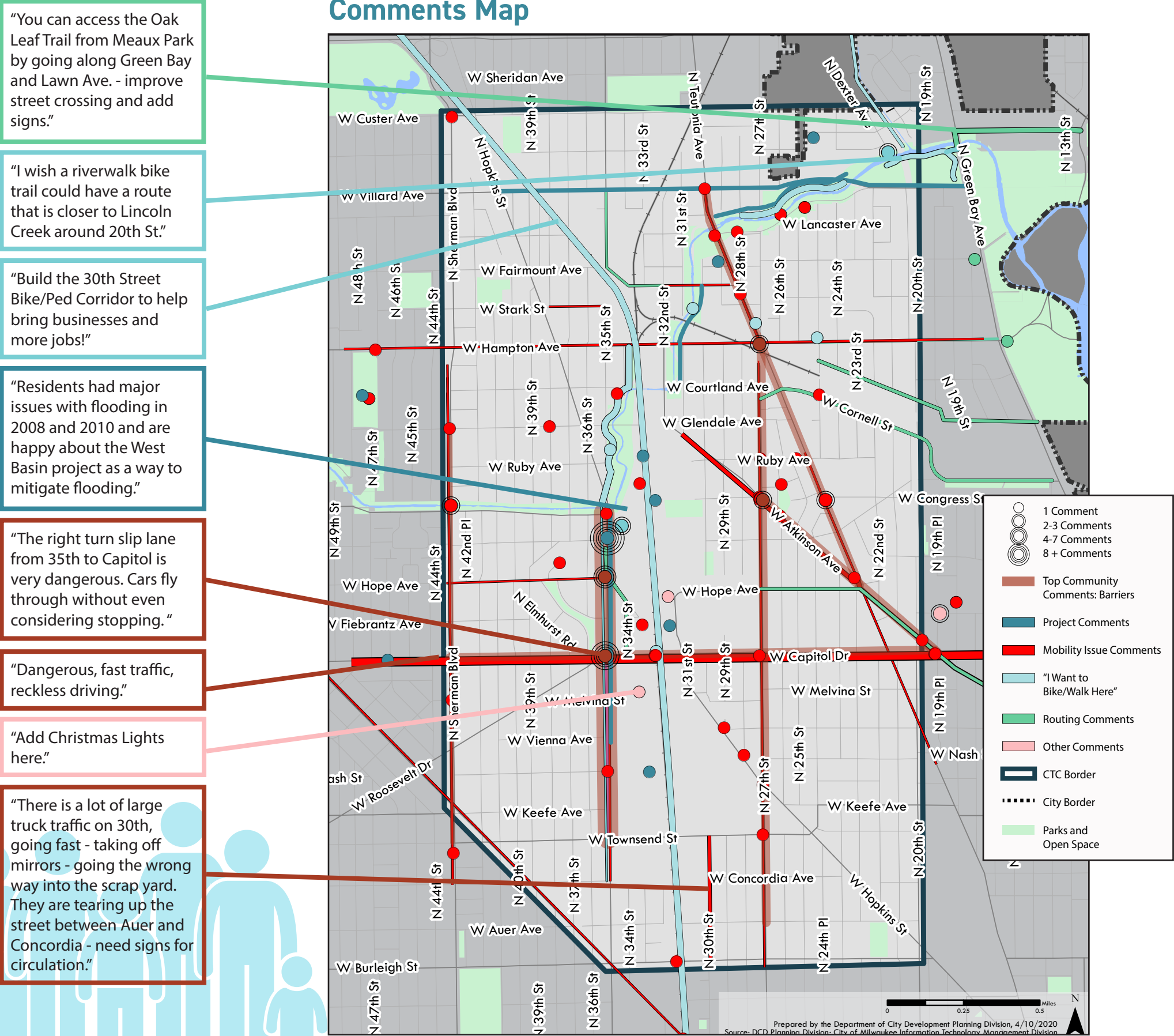
- Support for more trails in these areas:

 - Lincoln Creek/Parkway
 - Rail over Capitol
 - Shared-use trail along 35th
 - 30th Street Bike/Ped Corridor
 - More trails overall within walking distance
- Desired Improvements:

 - Lincoln Creek is overgrown, unsafe, hard to use in certain parts
 - Shopping and entertainment spaces are not safe
 - Potholes, pavement, uneven sidewalks, lack of streetlights

- Would like trails to connect to:
- The Hank Aaron Trail
 - The Beerline Trail
 - Havenwoods
 - Wahl Park area

Comments Map



The feedback received during the public engagement portion of the plan, helped inform and set priorities. Talking with the community was key to shaping plan goals and projects and helped to highlight important issues, as well as new opportunities for change and improvement in the Connecting the Corridor neighborhoods.



City staff and community members at the CTC Kickoff meeting in April 2019; cr. DCD



27th Street walk, August 2019; cr. NWSCDC



Community members look at ideas for the West Basin public space at the CTC open house in October 2019; cr. NWSCDC

“Providing additional parks, open space, and trails for residents to enjoy will advance the goals of Milwaukee’s Promise Zones to enhance healthy neighborhoods through place based strategies.”

Alderman Ashanti Hamilton, District 1

“We need to make sure streets are better designed to calm traffic and make it easier for pedestrians to cross so residents feel safe walking in their neighborhoods.”

Alderman Khalif J. Rainey, District 7



2019 Promise Zone Bike Ride, June 2019; cr. DCD



Attendees discuss at CTC Trails Focus Group, July 2019; cr. NWSCDC

Assets

In addition to providing feedback on issues, the community helped map Assets - the places they like to go. Knowledge of asset locations is helpful when prioritizing and deciding on improving bike and pedestrian facilities. More information on Assets and a larger version of this map is available in Chapter 3.

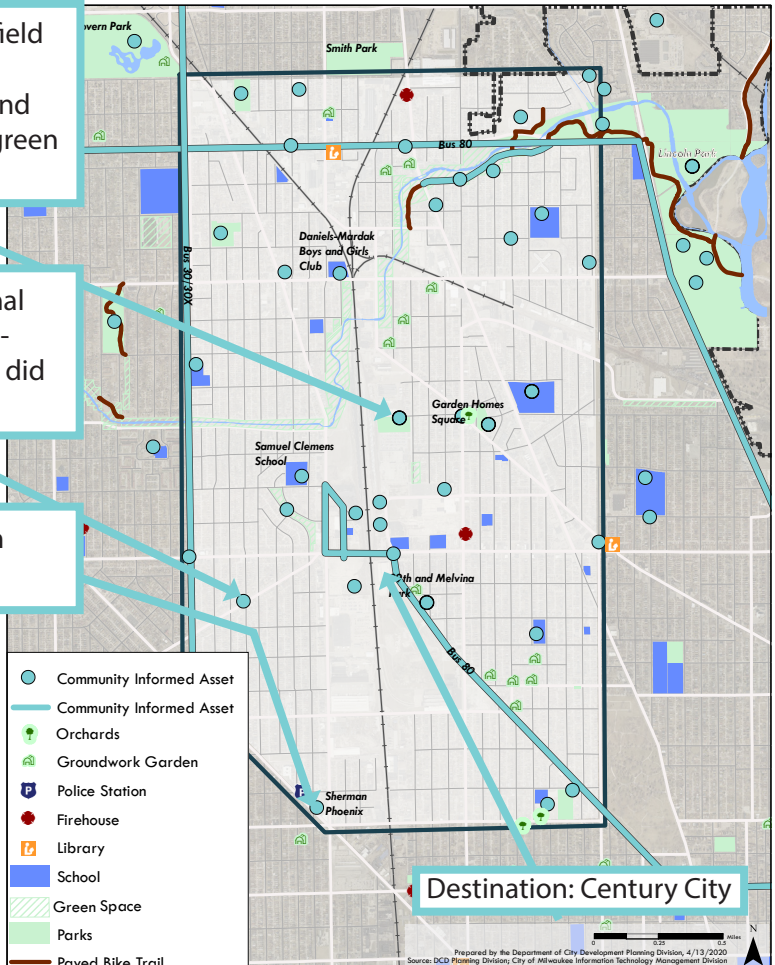
“On the North Basin field trip, children had fun exploring the basin and running around the green space.”

“Bike lanes on diagonal streets are a blessing - they shorten routes. I did Roosevelt today!”

Destination: Sherman Phoenix



Volunteers on a nature walk near Lincoln Creek, just north of the West Basin area; Cr. Eddee Daniel



For larger map and more information, see Chapter 3, pg. 17.

Additional ideas for the Corridor

The lists below represent ideas expressed by the residents and community partners regarding community activities/events that could enhance existing assets in the Connecting the Corridor area.

- Corn mazes, pump tracks, go-carts, paintball, laser-tag, movies, entertainment space, top golf
- Have more community centers and ways to engage youth
- Intergenerational public space opportunities for seniors and kids
- More after school facilities
- Fill vacant storefronts on Atkinson with commercial development
- Activate Garden Homes area
- Prioritize art and culture programming into the plan and projects.



NWSCDC handing out CTC Executive Summaries at the Northside Farmers Market at Century City; cr. Good City

5. Guiding Principles



Youth-led art at MMSD's North Basin; Cr. MMSD

Process, Recommendations & Implementation

The guiding principles shaped the planning process and the plan's project recommendations, and they inform the steps for implementation.

These principles were developed through public engagement, feedback from project partners, and the foundation laid by past planning efforts.

Each of these guiding principles are related and together they lead to more informed, efficient and impactful projects.



From left to right: Promise Zone Ride 2018, cr. MMSD; CTC Off-street Trails Focus Group July 2019, cr. DCD; Pop-up ice cream event at Garden Homes Park, August 2019; cr. NWSCDC

Equity

Different neighborhoods have different needs and what works to help the residents of one community thrive, may not be enough for another. The goal of achieving equity is for everyone to reach their fullest potential, without barriers.

Connecting the Corridor projects should:

- Take actions toward achieving racial equity and transforming the systems and institutions of racism that impact the health and well-being of the community.
- Collaborate with partners and engage the public to ensure equitable implementation

Equity and equality are often used interchangeably, but the difference between these terms is important.

Equality means everyone receives equal treatment and resources, regardless of their needs or assets. While a small portion of the population may thrive with such treatment, many will receive little to no benefit at best, and, at worst, may even be harmed.

Equity goes beyond simply treating everyone the same. Equity means that individuals and groups receive treatment or resources based on their individual needs or assets, or because they have been treated differently historically. The goal of achieving equity is for everyone to reach their fullest potential, without barriers.

The graphic depicts the difference between equality and equity. In the top image, two communities have received the same resources, despite their differing needs. While these resources work well for one community, there is not the right amount or type of resources for the other community. In the bottom image, both communities have received the resources needed for their community to thrive. It is important to note that the resources needed for a community to thrive can vary in cost, and there is a need to dedicate additional resources to the communities and people who need it most.



Equality and Equity renderings were created by Matt Kinshella

Health

The World Health Organization describes health as “a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity.”¹ For the purposes of this plan, this definition of health will be used when referring to individuals or communities.

Health is often looked at in terms of access to healthcare, individual behaviors such as smoking or exercise, and genetic disease risk. In public health, these are called downstream individual health factors.

However, health is also impacted by social, environmental, and economic factors. In public health, these are called upstream factors, or social determinants of health.

Health Equity Lens

Health equity means everyone has a just opportunity to reach their fullest health potential. In contrast, health inequity means there are avoidable, unnecessary, and unjust health differences in a population.

Using a health equity lens means acknowledging that there are factors out of an individual’s control that influence their health - the social determinants of health. These factors include characteristics such as race/ethnicity, class and socioeconomic status, gender, and sexual identity. More broadly, there are systemic and institutional factors that influence health, such as legislation, government program rules, and inaccessible funding sources. Finally, there are factors that impact living conditions, such as safe schools and homes, transportation access, access to parks, air and water quality, and making a livable wage.

Enacting policies that impact the social determinants of health can change systems and remove barriers to good health, enabling larger numbers of people to be as healthy as possible.

The COVID-19 pandemic has brought conversations and actions around health equity to a larger audience. Communities of color across the country have been disproportionately impacted by the pandemic and data continues to show how this impact is tied to health inequities. The CDC states “Long-standing systemic health and social inequities have put many people from racial and ethnic minority groups at increased risk of getting sick and dying from COVID-19.”² In Milwaukee, there is renewed attention and focus on addressing the root causes of health disparities impacting residents.

Social Determinants of Health are:

- Environmental factors that influence health such as access to parks and green space.
- Social factors that influence health such as racism, access to education, and overall social connectedness.
- Economic factors that influence health such as income levels, inherited wealth, and health care costs.

Connecting the Corridor projects should:

- Make improvements in parks and open spaces, streets, and transportation networks to reduce neighborhood health disparities and improve health outcomes for residents.
- Design green infrastructure and stormwater management installations to positively impact environmental health.
- Create streets that support mobility by modes other than cars to reduce car trips, improve congestion, and reduce air pollution. Air pollution can cause asthma in children and adults and it is linked to high blood pressure and heart disease.

1) www.who.int/about/who-we-are/constitution; accessed March 2020
2) www.cdc.gov/coronavirus/2019-ncov/community/health-equity/race-ethnicity.html; accessed July 2020

Safety & Accessibility

Reckless driving in the city is considered a significant risk to the health and safety of the Milwaukee community. Street design often enables dangerous driving, which has had disproportionate effects on neighborhoods of color, including in the CTC area. Because of this, alternatives to driving are often limited and unsafe for residents, sometimes leading to negative health outcomes.

Connecting the Corridor projects should:

- Make streets and public spaces safer for all users, especially the most vulnerable users, by applying complete streets elements, applying Crime Prevention Through Environmental Design (CPTED) principles, and building community cohesion.
- Reduce barriers that prevent neighborhood residents and employees from accessing schools, jobs, places of worship, parks, shopping venues, off-street trails and other destinations on foot, by bicycle, or on public transit.
- Integrate pedestrian and bicycle access when appropriate to provide the best connectivity for the public as possible.
- Increase the amount and connections to recreational amenities like parks and off-street trails; look to implement these features in stormwater projects to maximize the impact of the investment.

Sustainability & Resilience

The impacts of climate change with increases in flooding and pollution are felt unevenly in Milwaukee. These issues have long-lasting health consequences that disproportionately impact low-income neighborhoods and communities of color. Because of this, projects and actions in this plan need to take sustainability and resilience into account.

Sustainability means avoidance of the depletion of natural resources in order to maintain an ecological balance.³

Climate resilience is the ability to anticipate, prepare for, and respond to hazardous events, trends, or disturbances related to climate. Improving climate resilience involves assessing how climate change will create new, or alter current, climate-related risks, and taking steps to better cope with these risks.⁴

Connecting the Corridor projects should:

- Increase environmental sustainability and resiliency, including managing stormwater, to reduce negative impacts to residents and businesses, improve water quality, and support natural ecosystems.
- Improve air quality by investing in the natural environment like trees and green spaces, and by creating streets and a transportation system that encourages the use of transportation modes other than driving in a vehicle alone.

Community Engagement

The projects in this plan have the ability to improve quality of life, build community cohesion, and increase community ownership and pride in the area. Community members are the experts in their community. Authentic community engagement during a project planning process ensures that projects are implemented in way that has the greatest impact for a community.

Connecting the Corridor projects should:

- Explore opportunities to create improved public spaces in all types of projects – streets, trails, stormwater, and parks.
- Encourage community centered programming of open public spaces.
- Invest time and utilize varying methods to engage with the community in planning and designing projects to ensure that the end product best serves the community.

During the Connecting the Corridor process, City staff and partners engaged the community in new and authentic ways. Community members provided specific feedback for near-term projects while also discussing general needs and concerns to inform new and long term projects. Community partners engaged with residents outside of public meetings through “pop-ups” at events and one-on-one discussions with community leaders. For City-led meetings, additional resources were provided to the community to help make meetings more meaningful. For example, a walk and discussion related to a traffic safety project along N. 27th Street was held in conjunction with a community resource fair.

Tying the Projects to Other City & Community Goals

The guiding principles and the projects in this plan complement and facilitate economic development. Economic development within the 30th Street Corridor that brings new family-supporting jobs to the neighborhood remains central to all planning efforts in the Corridor.

Development projects are traditionally judged on economic measures, including the number of new jobs created or property value added to the tax base. Connecting the Corridor projects are each designed to also have **environmental** and **social** benefits in addition to **economic** benefits. Here are a couple examples:

- A proposed new park that also incorporates stormwater management amenities achieves all of these benefits by providing an area for recreation, helping to reduce the risk of flooding and backups at nearby homes and businesses, improving water quality, and increasing habitat opportunities.
- Reimagining streets for people of all ages and abilities can also have positive impacts on economic development. Data are limited, but some cities have been able to track how Complete Streets lead to an increase in property values, the number of businesses, and employment levels. When a commercial corridor is a place where people want to walk and enjoy the environment, they are likely to spend more time and money in the area.

As Connecting the Corridor projects are being designed and implemented, these guiding principles should remain at the forefront to ensure projects are responsive to community goals.

3) www.dictionary.com/browse/sustainability; accessed March 2020
4) www.c2es.org/content/climate-resilience-overview; accessed March 2020



6. Projects

Connecting the Corridor is a strategic action plan that provides a set of coordinated projects, designed to collectively build upon each other to achieve community goals and the plan's Guiding Principles.

The Connecting the Corridor planning process has allowed project partners to look at all of the projects in the area together, and to identify opportunities for collaboration and efficient project implementation to strengthen community impacts.

Chapter Organization

Project Pages

The projects are organized by their main theme and the anticipated timeframe. If a project includes other themes, those are noted by the colored tabs on the project pages. For definitions of the themes, please see Chapter 1.



Mobility &
Streets



Off-Street
Trails



Parks &
Public Spaces



Stormwater
Management



Community
Informed

Near-term Projects Chart

Following the project pages is a project chart with the estimated timelines for implementation of the near-term projects.

Implementation Timeframes

Anticipated timeframes for the projects are as follows:

Near-term: already underway or scheduled to be initiated within six months to a year after plan adoption

Short-term: to be initiated within one to three years after plan adoption

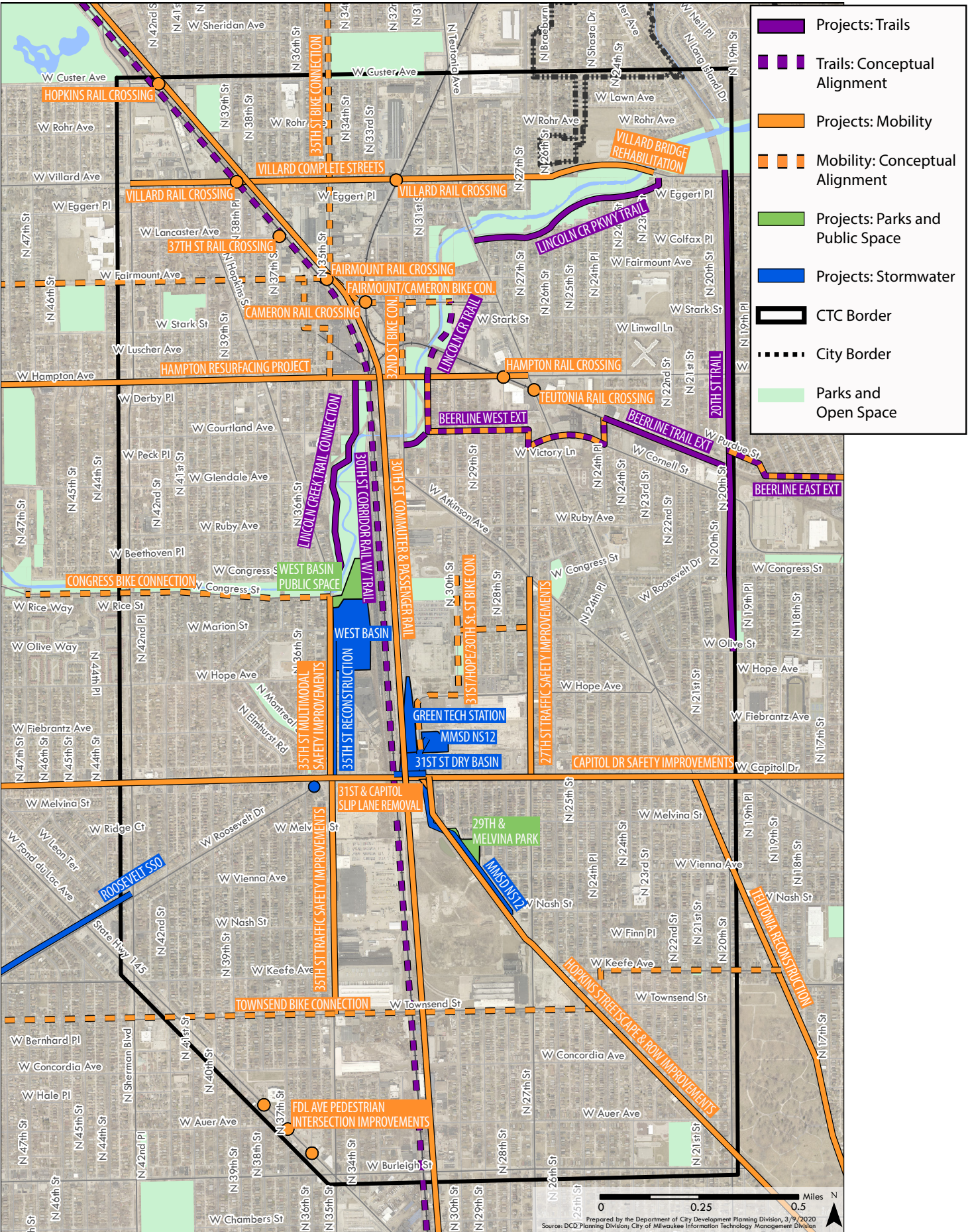
Long-term: to be initiated three or more years after plan adoption

Ongoing: staff will continue to look for opportunities to implement these projects

Projects may be implemented sooner or later than the timeframes identified depending on funding and staff capacity.

Aerial near the West Basin Project and N 35th Street; Cr. Curt Waltz for DCD

Projects Map



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The following projects are not displayed on the map either because they needed their own map or cannot be mapped:

- Community-informed mobility issues
- MCTS Next
- Additional Bike Facility Recommendations
- Green Infrastructure Opportunities
- Art in the Corridor
- Corridor Clean-up

Community-Informed Mobility Issues - To Inform Projects

Project Description

Mobility issues came up often in discussions with residents during the plan's community outreach process. After mapping all of the comments, staff developed the following list of corridors and intersections that were most frequently commented on. The community concerns were for walking, biking, and driving down these corridors. Some of the corridors and intersections will be improved through identified projects in this plan. Others should be examined as additional projects. This information is included in the beginning of the mobility section to help staff make decisions on how and where to implement current and future projects.

Intersections:

- N. 35th St. & W. Capitol Dr.
- N. 35th St., W. Hope Ave, & N. Hopkins St.
- N. Teutonia Ave. & W. Hampton Ave.
- N. 27th St. & W. Atkinson Ave.

Corridors:

- W. Capitol Dr. (N. Sherman Blvd. to N. 20th St.)
- N. 35th St. (W. Congress St. to W. Townsend St.)
- N. Teutonia Ave. (W. Villard Ave. to N. Atkinson Ave.)
- N. 27th St. (W. Hampton Ave. to W. Auer Ave.)
- N. Sherman Blvd. (W. Glendale Ave. to N. Townsend St.)
- N. Atkinson Ave. (N. 27th St. to N. 19th Pl.)

The Community Comment Map in Chapter 4 provides a visual depiction of all of the concerns that were heard during the planning process, and the collected comments should be reviewed with the implementation of projects in the planning area.

Why is it important?

All of the intersections and most of the corridors are also identified in the City of Milwaukee's Pedestrian Plan High Injury Network (HIN). The information gathered from the community supports the quantitative data in the pedestrian plan and adds to it. The community-informed issues can show what data cannot – near misses, unreported crashes, and fear of traveling along certain corridors in the community.

Related Projects or Projects in Close Proximity

- 27th Street Traffic Safety Improvements (p. 62)
- 35th Street Traffic Safety Improvements (p. 64)
- 31st & Capitol Slip Lane Removal (p. 66)
- Hampton Ave. Resurfacing (p. 70)
- 35th Street Multimodal Safety Improvements - Congress to Capitol (p. 72)
- Safe Routes to School (p. 74)
- Villard Avenue Complete Streets (p. 76)
- Capitol Drive Multimodal Safety Improvements (p. 82)

Lead

DPW

Partners

- DCD
- Community Partners in proximity

Timeframe

Ongoing: incorporate and identify new projects

Next Steps

1. Incorporate concerns into project plans
2. Review community data when scoping and deciding on new projects

Funding Possibilities

- Opportunities with street projects.
- Grants such as TAP, HSIP, CMAQ, STP, MMSD, SRTS
- City Funds

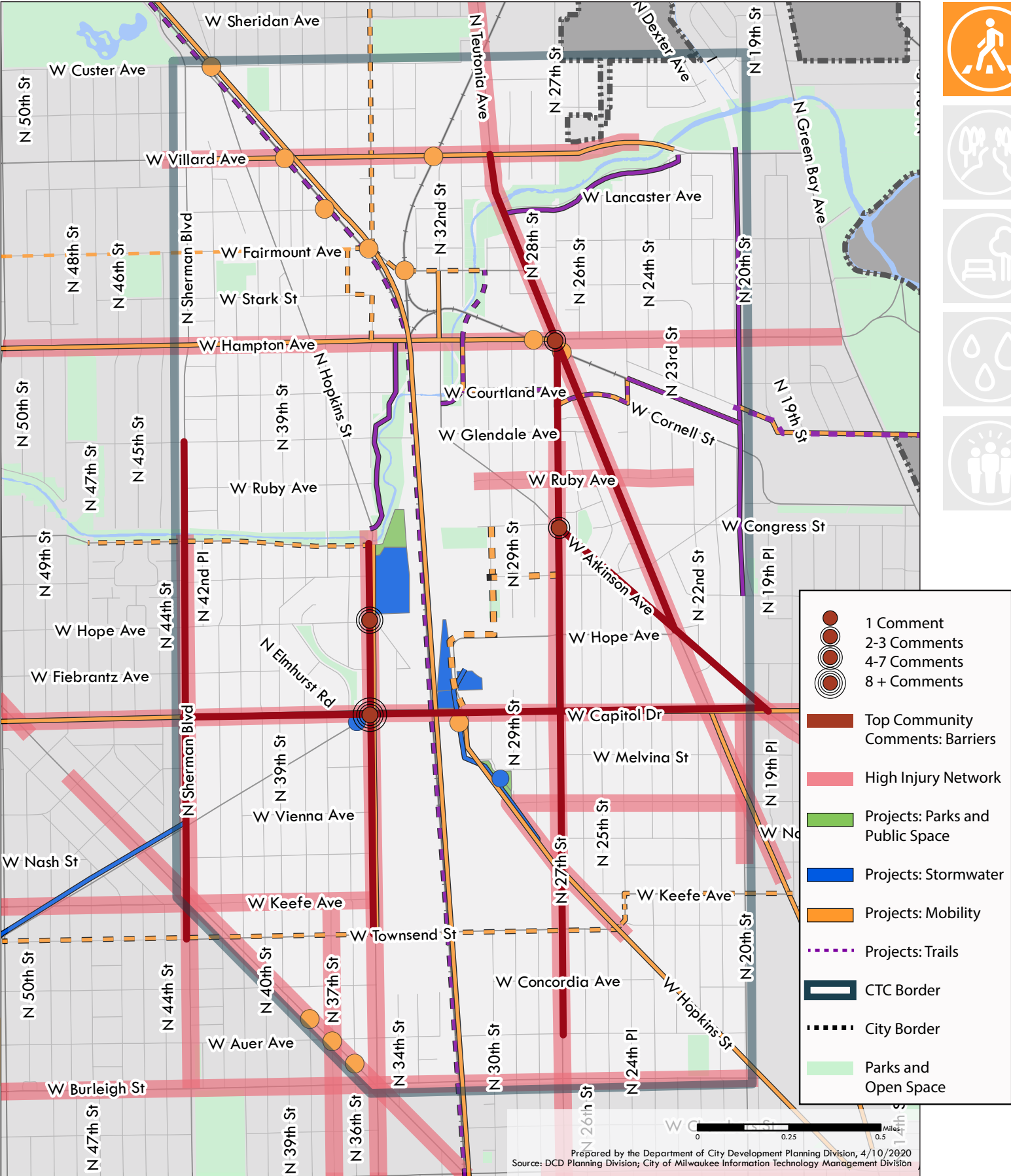
Community Benefits Anticipated (with improvements in these locations)

- Reduction in crashes
- Reduction in vehicle speeds
- Safer routes and better connections for bicycles and pedestrians
- Increase in bicycling
- Increase in walking
- Improved street crossings
- Aesthetic improvements (better crosswalks, less pavement, green infrastructure etc.)
- Improved access to existing parks and trails
- Improved community health
- Sense of community pride and ownership
- Improved perception of the area

Supporting Plans and Policies

- Pedestrian Plan (2019) – Pedestrian High Injury Network
- Complete Streets Policy & Implementation
- Reckless Driving Task Force Recommendations (2020)

Community-Informed Mobility Issues Map



Fond du Lac Pedestrian Crossing Improvements



Project Description

This project re-configured three intersection on W. Fond du Lac Ave. at N. 36th St., N. 37th St., and N. 38th St. to improve pedestrian safety and reduce reckless driving. The project was completed in June 2020, but it remains in the plan as it was discussed during the planning process.

Why is it important?

Traffic and crash data and comments from the public show a strong need to calm traffic in this area. W. Fond du Lac Ave. is included in the Pedestrian High Injury Network (HIN) in the City's Pedestrian Plan. In particular, the segment of W. Fond du Lac Ave. from W. Townsend St. to W. North Ave. was called out as one of the top 10 most dangerous corridors in the City of Milwaukee. These intersections are also adjacent to MCTS transit stops and senior housing.

Additionally, these changes will help the community build upon recent redevelopment in the area. Following the Sherman Park unrest in 2016, investment by community leaders transformed a fire-damaged BMO Harris bank building into the Sherman Phoenix, a welcoming space filled with businesses-of-color offering a variety of types of food and services. The BMO Harris bank also built a new building a couple of blocks away. This investment in traffic calming and improved pedestrian space will help encourage further investment in the area.

Community Benefits Anticipated

- Reduction in crashes
- Reduction in reckless driving
- Reduction in vehicle speeds
- Safer routes and better connections for people walking, biking, and taking transit
- Aesthetic improvements (better crosswalks, less pavement, green infrastructure etc.)
- Improved community health
- New private investments in the area
- Improved perception of the area

Related Projects or Projects in Close Proximity

None identified

Supporting Plans and Policies

- Pedestrian Plan (2019) – Pedestrian High Injury Network
- Complete Streets Policy & Implementation



Ribbon Cutting, July 2020; cr. DPW



Intersection in front of Sherman Phoenix (before); cr. DCD



Intersection in front of Sherman Phoenix (after); DPW

Lead

DPW Infrastructure Services

Partners

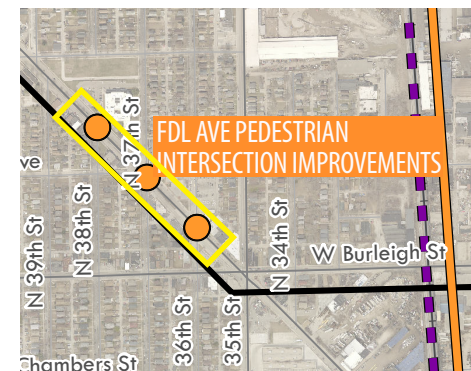
Sherman Phoenix

Timeframe

Complete

Funding Possibilities

City Capital Paving Funds



Teutonia Reconstruction - Capitol to Groeling



Lead

DPW Infrastructure Services

Partners

Other DPW Divisions

Timeframe

Near-term:

Construction began March 2020
Est. Completion December 2020

Next Steps

1. Outreach
2. Business Assistance
3. Construction

Project Description

This project is a 1.3 mile street reconstruction project that includes new pavement, curb and gutter, sidewalk, driveways, and curb ramps. Bike accommodations, monotube signals, and storm sewer upgrades will also be included.

Why is it important?

The northern portion of this project is part of the Pedestrian High Injury Network identified in the City's Pedestrian Plan. The intersections at W. Capitol Dr. and N. 20th St. are of particular concern for pedestrian-related crashes. Additionally, the 2010 Bike Plan recommends bike lanes on N. 20th St., so the angled intersection of N. 20th St. and N. Teutonia Ave. should be reviewed to better accommodate bicyclists and pedestrians.

Community Benefits Anticipated

- Safer routes and better connections for people walking, biking, and taking transit
- Reduction in crashes
- Reduction in reckless driving
- Reduction in vehicle speeds
- Increased physical activity
- Increase in bicycling
- Increase in walking
- Improved street crossings
- Aesthetic improvements (better crosswalks, less pavement, green infrastructure etc.)
- Improved perception of the area
- Improved access to employers, schools, and other community assets
- New private investments in the area
- Improved community health

Related Projects or Projects in Close Proximity

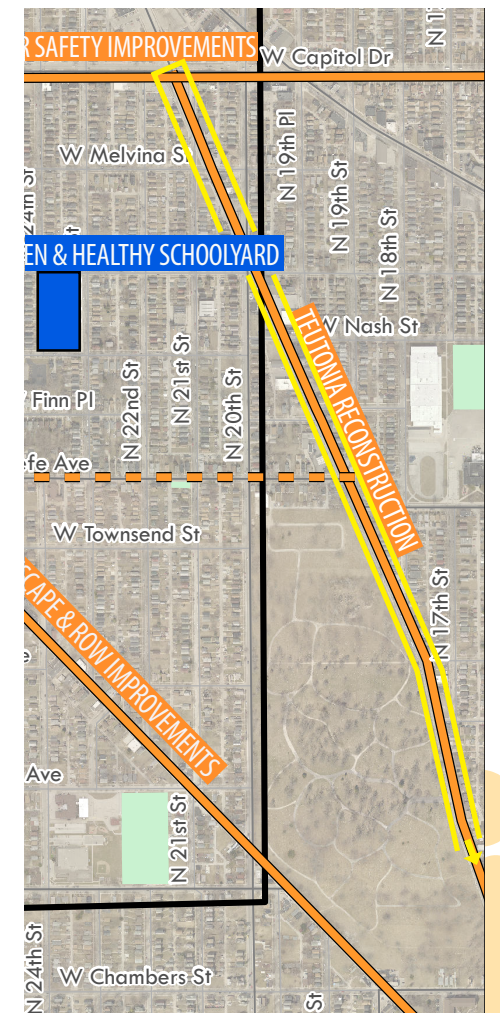
- W. Townsend St. Bike Connection (p. 90) – intersects at W. Keefe Ave.

Supporting Plans and Policies

- Pedestrian Plan (2018) – High Injury Network
- Complete Streets Policy & Implementation
- Reckless Driving Task Force Recommendations (2020)

Funding Possibilities

Funded – 80% State/Fed and 20% City with STP-U \$



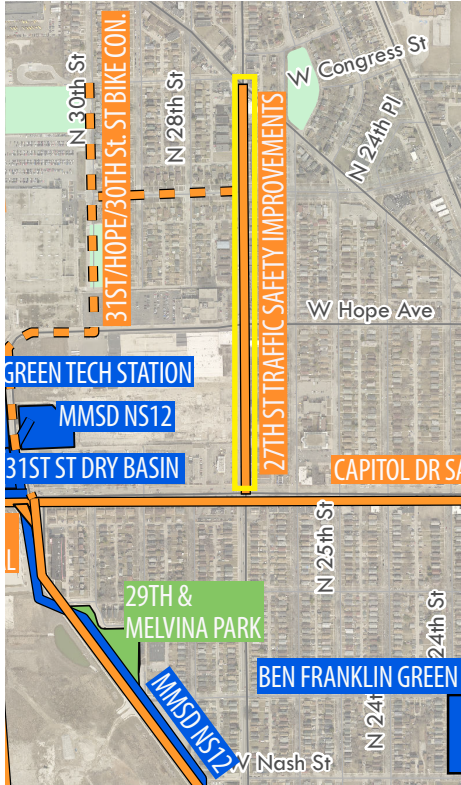
N. 27th St. Traffic Safety Improvements

Project Description

This project on N. 27th St. between W. Capitol Dr. and W. Atkinson Ave. will reduce motor vehicle speeds and crashes by repurposing motor vehicle lanes to provide safer accommodations for people walking, biking, and taking transit. DPW is currently working on designs for implementation. Outreach occurred during the Connecting the Corridor planning process.

Why is it important?

Traffic and crash data and comments from the public show a strong need to calm traffic in this area. This portion of N. 27th St. was identified in the Pedestrian High Injury Network in the City's Pedestrian Plan. During a public walk event, participants observed it to be extremely difficult to cross the street if not at a controlled intersection.



27th Street Walk and Resource Fair, Aug. 7, 2019; cr. DCD

Lead

DPW Transportation Operations

Partners

For outreach:

- DCD
- NWSCDC
- The Corridor
- WI Bike Fed

Timeframe

Near-term

Design - 2020

Construction - 2021

Next Steps

- Design/Engineering
- Approval by WISDOT
- Construction (impacts will be minimal)

Funding Possibilities

Funded – Highway Safety Improvement Program (HSIP)

Community Benefits Anticipated

- Reduction in crashes
- Reduction in vehicle speeds
- Safer routes and better connections for people walking, biking, and taking transit
- Improved street crossings
- Increased physical activity
- Increase in bicycling
- Increase in walking
- Improved perception of the area
- Improved community health



27th Street Walk and Resource Fair, Aug. 7, 2019; cr. DCD



Related Projects or Projects in Close Proximity

- Community-Informed Mobility Issues (p. 58)
 - Intersection: N. 27th St. & W. Atkinson Ave.
 - Corridor: N. 27th St. – W. Hampton Ave. to W. Auer Ave.
- MCTS NEXT (p. 68) - route or stop changes could impact design
- 31st/ Hope/ 30th St. Connection (p. 89) - intersect
- MMSD NS12 (p. 110) - is in close proximity – coordinate implementation to reduce impacts on the community.

Supporting Plans and Policies

- Pedestrian Plan (2019) – High Injury Network
- Complete Streets Policy & Implementation
- Reckless Driving Task Force Recommendations (2020)



27th Street Walk and Resource Fair, Aug. 7, 2019; cr. DCD

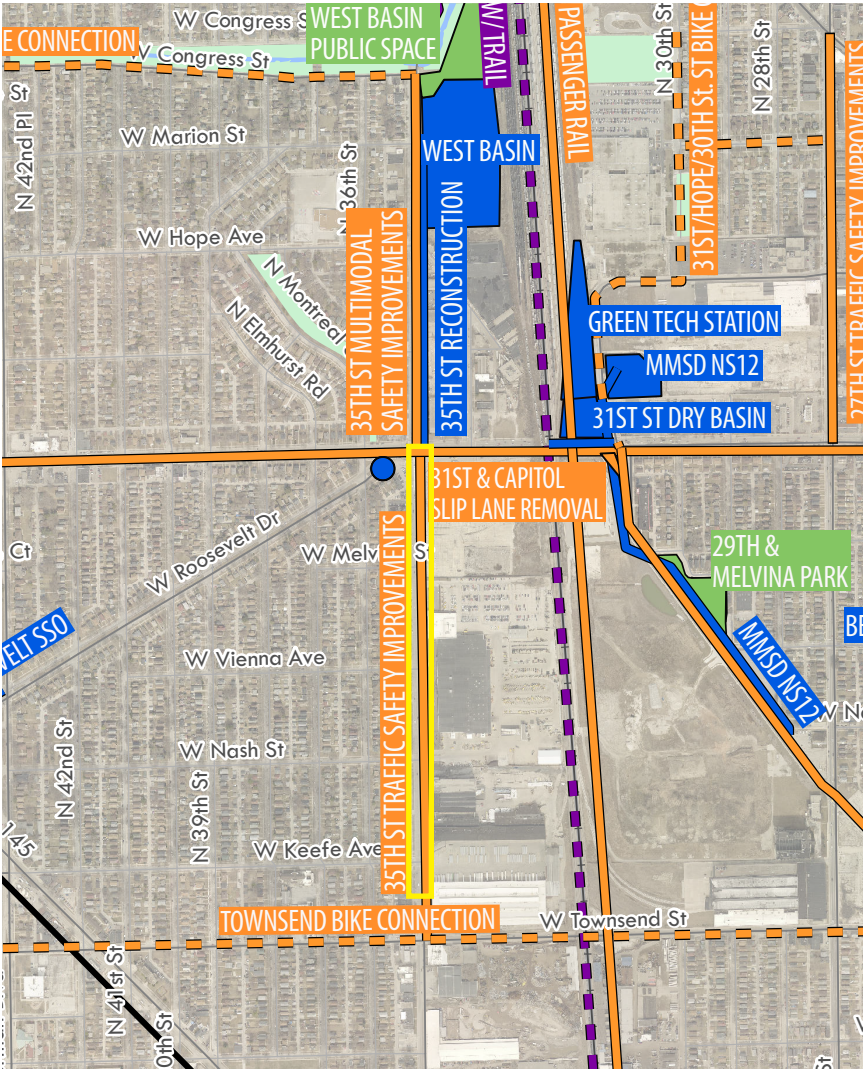
N. 35th St. Traffic Safety Improvements

Project Description

This project on N. 35th St. between W. Townsend St. and W. Capitol Dr. will reduce motor vehicle speeds and crashes by repurposing motor vehicle lanes to provide safer accommodations for people walking, biking, and taking transit.

The project may be extended north to W. Congress St. if the reconstruction for stormwater infrastructure on N. 35th St. does not require full street reconstruction. The scope of the reconstruction project was undetermined at the point of this plan's completion.

Outreach occurred during the Connecting the Corridor planning process, including a community walk along the project corridor. During a public walk event, participants observed fast speeds, motorists using the parking lane to pass illegally on the right, and how difficult it was to cross the street at uncontrolled intersections and at W. Capitol Dr.



Lead

DPW Transportation Operations

Partners

For outreach:

- DCD
- NWSCDC
- The Corridor
- WI Bike Fed

Timeframe

Near-term

Design - 2020

Construction - 2021

Additional implementation may occur north of Capitol Dr. at a later point.

Next Steps

1. Design/Engineering
2. Approval by WISDOT
3. Implementation (Construction impacts will be minimal)

Why is it important?

Traffic, crash data, and comments from the public show a strong need to calm traffic in this area. This portion of N. 35th St. was identified in the Pedestrian High Injury Network in the City's Pedestrian Plan.

Community Benefits Anticipated

- Reduction in crashes
- Reduction in vehicle speeds
- Safer routes and better connections for bicycles and pedestrians
- Improved street crossings
- Increased physical activity
- Increase in bicycling
- Increase in walking
- Improved perception of the area
- Improved community health

Related Projects or Projects in Close Proximity

- Community-Informed Mobility Issues (p. 58) –
 - Intersection: N. 35th St. & W. Capitol Dr.
 - Corridor: N. 35th St. – W. Congress St. to W. Townsend St.
- MCTS NEXT (p. 68) - route or stop changes could impact design
- 35th Street Multimodal Safety Improvements (W. Congress St. to W. Capitol Dr.) (p. 72)- The same traffic safety project funding may be used for improvements north of W. Capitol Dr. Use of this funding will depend on the extent of the stormwater reconstructions on N. 35th St.
- Capitol Drive Multimodal Safety Improvements (p. 82) - intersect
- W. Townsend St. Bike Connection (p. 90) – intersect
- 30th Street Corridor Trail (p. 100) – potential on-street connection and route

Funding Possibilities

Funded – Highway Safety Improvement Program (HSIP)

Supporting Plans and Policies

- 2010 Milwaukee by Bike Plan
- 2007 Milwaukee County Trails Plan
- Route of the Badger
- SEWRPC Vision 2050
- City of Milwaukee Comprehensive Outdoor Recreation Plan: 2016-2021



N. 35th St, looking north; cr. Google Maps

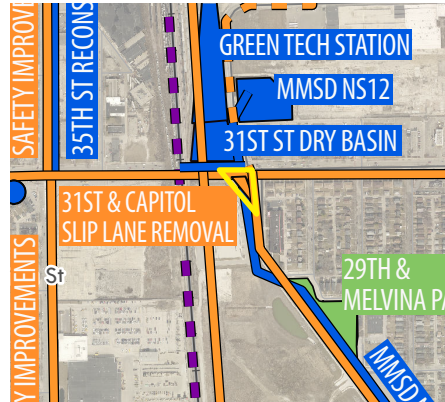


N. 35th St Walk, May 11, 2019; cr. NWSCDC

31st & Capitol Bypass Lane Removal

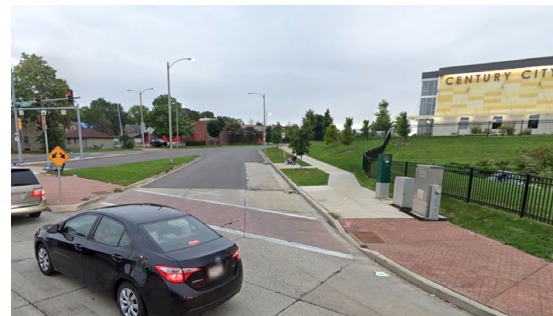
Project Description

The right-turn bypass lane at the southwest corner of the intersection of W. Capitol Dr. and N. 31st St. is planned to be removed to increase the safety of people walking and using transit. The removal of the bypass lane will create a new public space that could provide an opportunity for green infrastructure or other amenities.



Why is it important?

The purpose of the safety project is to improve safety, accessibility, and comfort for pedestrian and transit riders at the intersection. Removing the bypass lane will create more space for pedestrians, expanded waiting areas for large groups of transit riders, and smaller corner radii that will slow turning vehicles. The safety project provides an opportunity for a related project that would enhance the expanded public space with improved green space and green infrastructure that would complement the existing landscape at the adjacent Century City Business Park.



Slip lane, looking south; cr. Google Maps

Community Benefits Anticipated

- Reduction in crashes
- Reduction in vehicle speeds
- Safer routes and better connections for people walking, biking, and taking transit
- Increased greenspace and green infrastructure
- Increased transit ridership
- Enhanced marketability of Century City Business Park

Related Projects

- Community-Informed Mobility Issues (p. 58)
 - Corridor: W. Capitol Dr. – N. Sherman Blvd. to N. 20th St.
- Capitol Dr. Multimodal Safety Improvements (p. 82) – adjacent
- Hopkins Streetscape & Right-of-Way Improvements (p. 80) – adjacent, consider how project will complement
- MMSD NS12 (p. 110) – adjacent and similar timeframe
- 31st St. Dry Basin & Capitol Dr. Stormwater Connection (p. 114) – adjacent, coordinate
- Green Infrastructure Opportunities (p. 116) - explore opportunities

Lead

DPW Transportation Operations

Partners

- RACM
- DPW Stormwater
- MMSD

Timeframe

Near-term
Engineering & Design 2020
Construction 2021

Next Steps

1. RACM & DPW discuss GI possibilities
2. Bidding and Construction for Bypass Lane Project.

Funding Possibilities

- Funded through Transportation Alternatives Program
- Green Infrastructure or other amenities need additional funding. Possible funding: Green Solutions, MMSD GIPP, FFLM

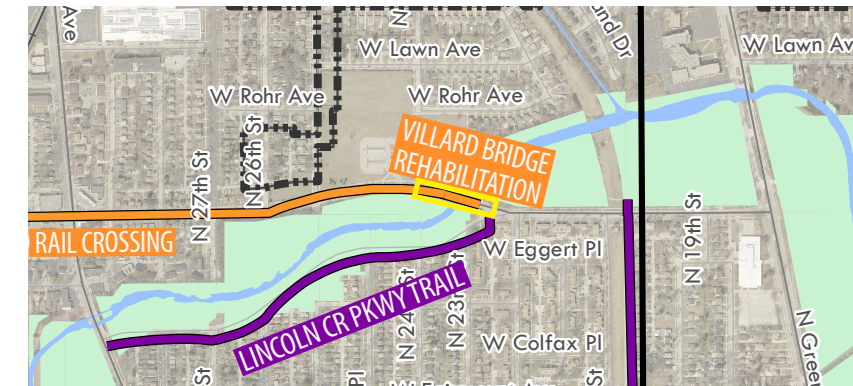
Supporting Plans and Policies

- Pedestrian Plan – High Injury Network
- Complete Streets Policy & Implementation
- Reckless Driving Task Force Recommendations (2020)
- Milwaukee County's 2016 Public Transit Human Services Transportation Plan

Villard Avenue Bridge Rehabilitation

Project Description

The bridge's deck, sidewalks, railings, and substructure will be removed and replaced. The lanes will be reconfigured to be two shared driving/bicycling lanes and two parking lanes in each direction.



Why is it important?

The ideal time to add multimodal improvements to standard rights-of-way is when the street or bridge comes due for regular maintenance. The reconstructed bridge will include shared bike lanes which improve bicycle connections to the trail network via the Oak Leaf Trail. This project presents another opportunity for multimodal enhancements for only an incremental cost. Since bridge repairs are already needed, there is an opportunity to plan for extending the existing Oak Leaf Trail along the southern side of Lincoln Creek and underneath the Villard Avenue Bridge. This would in turn creates another future opportunity to extend the trail along the river, rather than on Lincoln Creek Parkway.

Community Benefits Anticipated

- Safer routes and better connections for bicycles and pedestrians
- Increase in bicycling
- Increase in walking
- Improved street crossings
- Improved access to existing parks and trails
- Improved community health

Related Projects

- Villard Avenue Complete Streets (p. 76)– nearby multimodal improvement
- 20th Street Trail (p. 92)– nearby multimodal improvement
- Lincoln Creek Parkway Trail (p. 98)– intersects

Lead

DPW Bridges

Partners

- Milwaukee County Parks
- WisDOT

Timeframe

Near-term:
Design - 2020
Construction - 2021

Next Steps

1. Complete Designs
2. Construction

Funding Possibilities

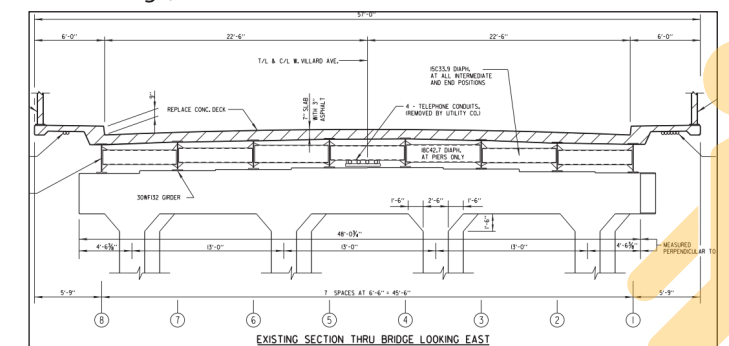
Funded – 80% Fed and 20% City with local bridge program funding

Supporting Plans and Policies

- Pedestrian Plan – High Injury Network
- Complete Streets Policy & Implementation



Villard Bridge; cr. DPW



Villard Bridge rehabilitation design; DPW

MCTS NEXT

Project Description

MCTS NEXT is Milwaukee County’s project to redesign the bus route network. Its goals are to create more high frequency service in busy corridors, improve people’s accessibility to the places they want to go, and reduce the time it takes to get their destination. MCTS believe these actions will advance racial equity and ultimately improve public health in our community.

By creating more high frequency bus routes, riders will be able to get to and from where they are going faster and transfers will be quicker. This strategy will strengthen the ability of MCTS to contribute to the economic competitiveness and quality of life in the County.

Why is it important?

MCTS bus lines are adjacent to or in close proximity to all of the projects, and MCTS provides a critical transportation mode for the community. Street projects need to be aware of the pending changes to the MCTS system, so that these changes are factored in. Several projects involve work in the right-of-way for significant periods of time. While coordinating timelines for these projects, project managers need to keep in mind that the current MCTS system may change before the project is constructed.

Community Benefits Anticipated

- Improved access to employers, schools, and other community assets
- Increase in transit use
- Safer routes and better connections for people walking, biking, and taking transit
- Increase in walking

Related Projects or Projects in Close Proximity

- MCTS bus lines are adjacent to or in close proximity to all of the projects. The following near-term projects will impact the right-of-way in corridors where there are currently bus routes:
- Fond du Lac Pedestrian Crossing Improvements (p. 60)
 - Teutonia Reconstruction (p. 61)
 - N. 35th Street & N. 27th Street Traffic Safety Improvement Projects (p. 62, 64)
 - Hampton Resurfacing (p. 70)
 - MMSD NS12 (p. 110)
 - MMSD Roosevelt SSO (p. 111)
 - 31st & Capitol Dry Basin & Capitol Dr. Stormwater Connection (p. 114)
 - 35th Street Stormwater Reconstruction (p. 115)

Lead

- Milwaukee County Transit System (MCTS)
- Milwaukee County Department of Transportation (MCDOT)

Partners

- DPW Transportation Operations
- DCD

Timeframe

Near-term

Next Steps

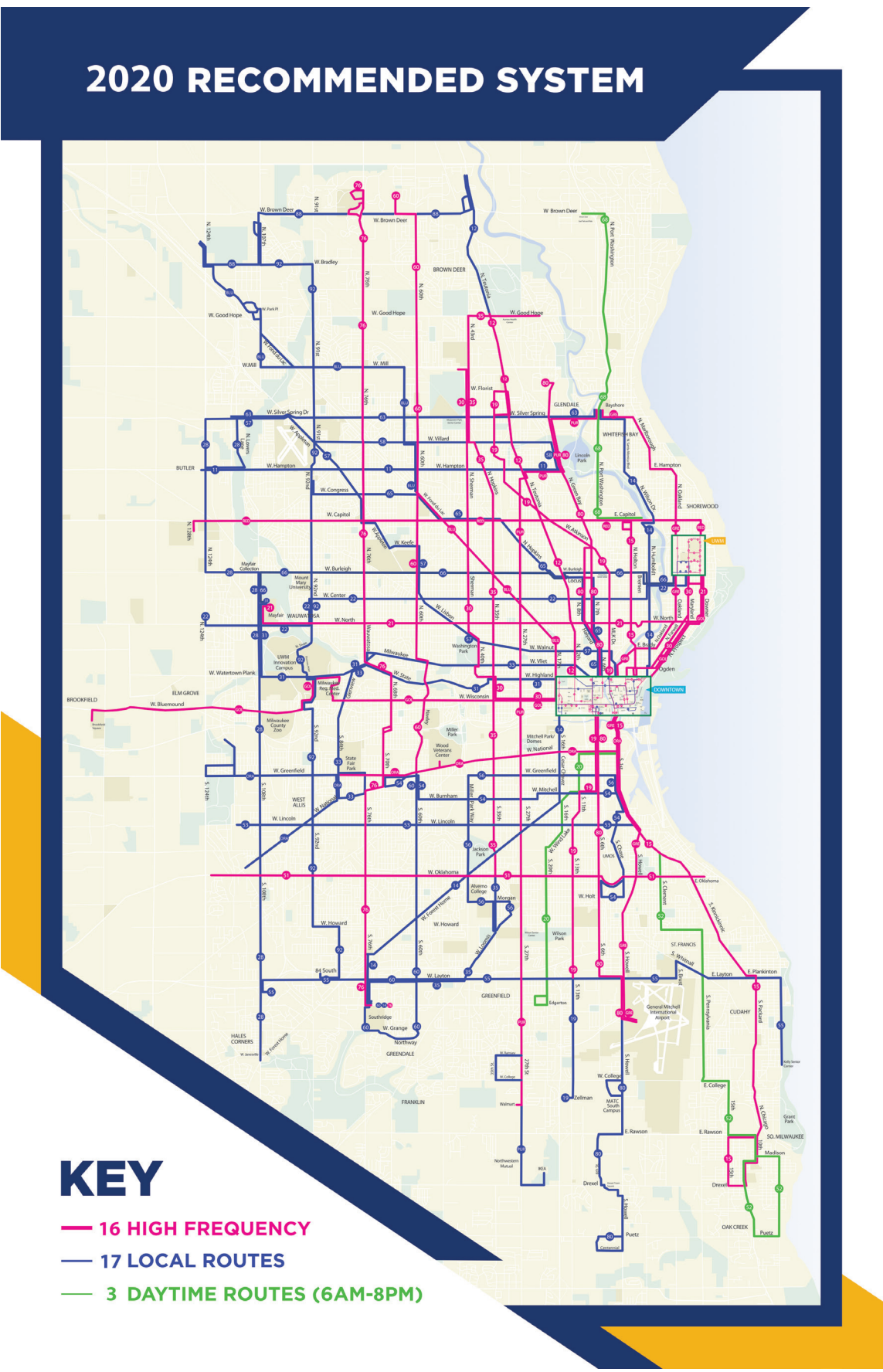
1. The County Board approved the updated Recommended System map in September 2020.
2. MCTS will then prepare a schedule for making incremental service changes consistent with the plan along with outreach efforts to inform riders, stakeholders, and the public.

Funding Possibilities

County Budget
*Cost-neutral plan

Supporting Plans and Policies

- MCTS NEXT



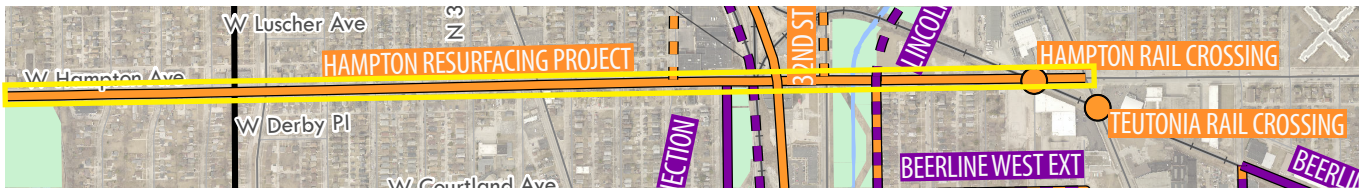
Hampton Ave. Resurfacing & Long-term Improvements

Project Description

This project is a two-mile resurfacing project with curb, sidewalk, and driveway replacement in some locations. There will be upgrades to ADA curb ramps, traffic signals, and street lighting. This project also includes considerations for the future of the Hampton corridor in relation to other recommended Connecting the Corridor projects.

Based on the Pedestrian Plan, outreach, projects included in the Connecting the Corridor plan, and the current bus network, this plan recommends pedestrian safety improvements at the following W. Hampton Ave. intersections:

- N. Sherman Blvd. and W. Hampton Ave. – High Risk Pedestrian Crash intersection and has bus stops
- N. 37th St. and W. Hampton Ave. – High Risk Pedestrian Crash intersection with a bus stop half a block away
- N. 35th St. and W. Hampton Ave. – Key north-south connection for bicyclists, bus stop, Boys and Girls Club and a school at northeast corner of the intersection
- N. 32nd St. and W. Hampton Ave. – Key north-south connection for bicyclists, part of the city's bike route system, bus stops
- N. Teutonia Ave. and W. Hampton Ave. - High Risk Pedestrian Crash intersection, several bus stops



Pedestrian safety improvements that are within the scope of the project include enhanced crossing treatments near pedestrian generators and safety and accessibility improvements at railroad crossings. This plan also recommends evaluating the corridor for bike lanes. While bike lanes are not specifically proposed in the city's bike plan, they currently exist on Hampton east of Teutonia Ave. Improved landscaping should also be considered along the corridor if the scope permits it.

To create a low-stress bike connection between other recommended off-street trail and mobility projects in the CTC plan, this plan specifically recommends evaluating bike accommodations in the section between N. 35th St. and N. 31st St., even if a bikeway does not extend farther down W. Hampton Ave. Future treatments for this segment of W. Hampton Ave. should be considered during the design decisions for the Hampton Ave. resurfacing project so that investments during the resurfacing project complement implementation of a future bikeway connections. Conceptual ideas include an on-street protected bike lane between N. 34th St. and N. 31st St. in place of an infrequently used parking lane and/or expanding the sidewalk into a shared use path.

Lead

DPW Major Projects

Partners

- DPW - Stormwater, Lighting, Transportation Operations
- MCTS
- Outreach support: DCD and NWSCDC

Timeframe

Near-term:

Design - 2020-2022

Construction - 2023

Long-term

Recommended connections - projects outside of resurfacing scope

Next Steps

1. Scoping and Design
2. Outreach
3. Design/Engineering
4. Implementation

Funding Possibilities

- Program 206: Design funding – STP Urban

Note: The Project Manager should work with MCTS to confirm any bus stop location changes with the pending implementation of MCTS NEXT.

Why is it important?

City and regional plans support pedestrian, bicycle, and transit improvements along this corridor. Traffic and crash data and comments from the public show a need to calm traffic in this area and improve bicycle and pedestrian accommodations. This portion of W. Hampton Ave. was identified in the Pedestrian High Injury Network in the City's Pedestrian Plan. Intersection improvements at W. Hampton Ave. will also provide key connections for pedestrians and bicyclists traveling north and south. Additionally, the bridge over Lincoln Creek on W. Hampton Ave. from N. 32nd St. to N. 31st St. is part of the city's bike route system.

The section of W. Hampton Ave. between N. 35th St. and N. 31st St. is a key east-west connection for pedestrians and bicyclists to cross under the 30th Street Rail Corridor, but traffic speeds make it an uncomfortable place to walk and bike. The sidewalk along this stretch of W. Hampton Ave. is about 6' feet wide and is attached to the street, which creates an uncomfortable environment for pedestrians.



W. Hampton Ave. near N. 32nd St., looking west; cr. DCD

Related Projects or Projects in Close Proximity

- Community-Informed Mobility Issues (p. 58)
 - Intersection: N. Teutonia Ave. & W. Hampton Ave.
 - Corridor: N. 27th St. – W. Hampton Ave. to W. Auer Ave.
- MCTS Next (p. 68) - route or stop changes could impact design
- 35th St. Bike Route Connection (p. 87) – intersects – need for pedestrian and bicycle improvements
- 32nd St Bike Route Connection (p. 88) – intersects – need for pedestrian and bicycle improvements
- Beerline Trail Extension (p. 94) - adjacent, network connection
- Lincoln Creek Trail Connection – Hampton to West Basin (p. 96) – intersects with Hampton near N. 34th St, 35th is a good location to cross to connect the north-south
- Lincoln Creek Trail Connection – Cameron to Hampton (p. 99) – intersects near N. 31st St., N. 32nd is a good location to cross
- 30th Street Corridor Rail-with-Trail (p. 100) – adjacent, potential connection

Community Benefits Anticipated

- Reduction in crashes
- Reduction in vehicle speeds
- Safer routes and better connections for bicycles and pedestrians
- Increase in bicycling
- Increase in walking
- Improved street crossings
- Aesthetic improvements (better crosswalks, etc.)
- Improved access to existing and planned parks and trails
- Improved community health



The sidewalk on Hampton, crossing under the 30th Street Rail Corridor; cr. DCD

Supporting Plans and Policies

- Pedestrian Plan (2019) – High Injury Network
- Complete Streets Policy & Implementation
- Milwaukee by Bike Plan 2010

N. 35th Street Multimodal Safety Improvements

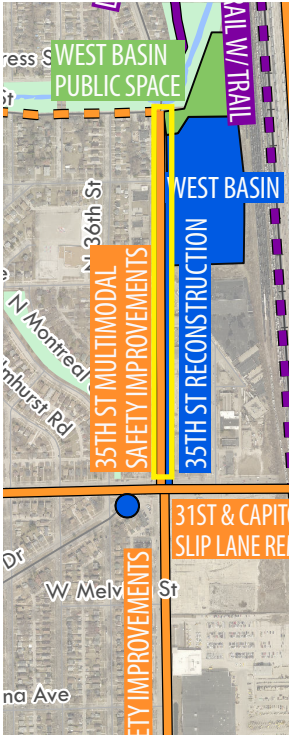
Project Description

This proposed project on N. 35th St. will reduce traffic speeds and crashes and provide safer accommodations for people walking, biking, and taking transit. The project extents are along N. 35th St. from W. Congress St. to W. Capitol Dr.

The exact safety improvements treatments will be determined in conjunction with the design process for the N. 35th Street Stormwater Infrastructure Reconstruction (p. 115). At this point, it is unknown if N. 35th St. will be partially or fully reconstructed for the stormwater project. The Highway Safety Improvement Program grant that is funding the N. 27th Street and N. 35th Street Traffic Improvement projects could be used to fund some improvements as long as they are in the scope of the grant.

The following mobility issues and ideas arose from CTC planning process:

- Improved crossings at N. 35th St., W. Hope Ave., & N. Hopkins St. and at N. 35th St. and W. Congress St.
- There is interest from the community to build a shared use path on the east side of 35th Street to connect from W. Capitol Dr. to the West Basin public space.
- Possible improvements include reducing the number of motor vehicle lanes, reducing pedestrian crossing distances, removing the right-turn bypass lane (at N. 35th St., W. Hope Ave, & N. Hopkins St.), signaling that intersection, improving the crosswalks, and providing bicycle accommodations.



Why is it important?

Traffic and crash data and comments from the public show a strong need to calm traffic along N. 35th St., and the need for safer pedestrian crossings. This portion of N. 35th St. is part of the Pedestrian High Injury Network in the city's Pedestrian Plan. Additionally, proposed public space north of MMSD's West Basin and a potential trail along Lincoln Creek will increase the need for low-stress routes and street crossings to help bicyclists and pedestrians make a safe, low-stress connection.

Regarding the N. 35th St., W. Hope Ave, & N. Hopkins St. intersection, the public first brought concerns forward with a Rally for Safe Streets in 2018. Concerns about this intersection came up in multiple public meetings and outreach venues during the Connecting the Corridor planning process as well. The intersection is on the High Injury Network, and treatments should be explored with the N. 35th Street improvements.

Lead

DPW Infrastructure Services

Partners

- DPW Stormwater
- MMSD

For Outreach:

- NWSCDC
- DCD
- WI Bike Fed

Timeframe

Near-term:

Design 2021

Construction between 2022-2024

(Safety improvements may be phased depending on funding)

Next Steps

1. Additional Outreach possible in conjunction with a West Basin outreach
2. Preliminary engineering/design
3. Finalize designs
4. Secure funding

Funding Possibilities

- Sewer fund (TBD - partial)
- Highway Safety Improvement Fund (HSIP) (partial)
- Additional funding TBD

Supporting Plans and Policies

- Pedestrian Plan (2019) – High Injury Network
- Complete Streets Policy & Implementation
- Reckless Driving Task Force Recommendations (2020)



N. 35th St. looking south near Congress St. - Aug. 2020; cr. DCD



N. 35th St Walk, near Capitol Dr. - May 2019; cr. DCD



N. 35th St Walk, near W. Hope Ave. - May 2019; cr. DCD

Community Benefits Anticipated

- Reduction in crashes
- Reduction in vehicle speeds
- Safer routes and better connections for bicycles and pedestrians
- Improved access to existing parks and trails
- Increase in bicycling
- Increase in walking
- Improved street crossings
- Aesthetic improvements (better crosswalks, less pavement, etc.)
- Improved community health
- Improved perception of the area

Related Projects or Projects in Close Proximity

- Community-Informed Mobility Issues (p. 58) –
 - Intersections: N. 35th St., W. Hope Ave, & N. Hopkins St. and N. 35th St. & W. Capitol Dr.
 - Corridor: N. 35th St. – W. Congress St. to W. Townsend St.
- 35th Street Traffic Safety Improvements - south of Capitol Dr. (p. 64) – intersects
- Capitol Drive Multimodal Safety Improvements (p. 82) - intersects
- Congress Ave. Bike Connection (p. 90) - intersects
- 30th Street Corridor Rail-with-Trail (p. 100) – adjacent, potential on-street connection to the trail
- West Basin Public Space (p. 104) - adjacent
- MMSD West Basin (p. 112) - adjacent
- 35th Street Stormwater Reconstruction– p. 115)- reconstruction is from W. Marion St. to W. Capitol Dr. so there are potential opportunities for street improvements depending on scope.
- Green Infrastructure Opportunities (p. 116) - explore opportunities

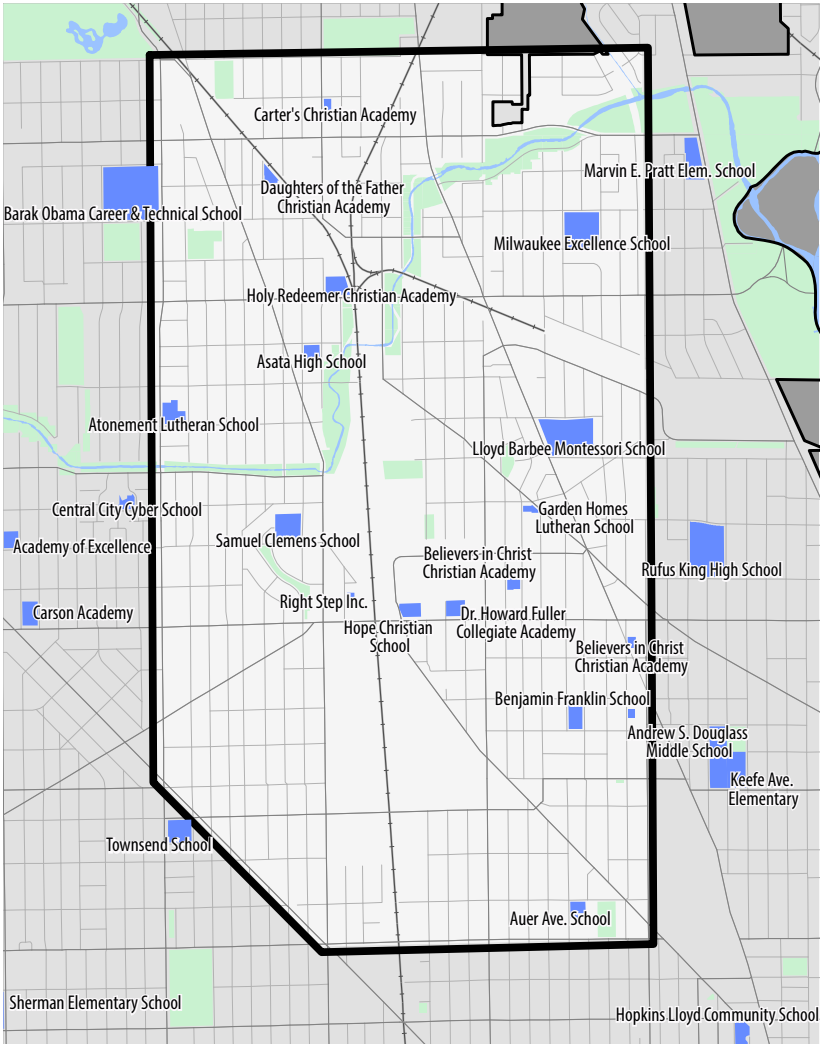
Safe Routes to School

Project Description

The City of Milwaukee Safe Routes to School (SRTS) Strategic Plan is expected to be adopted in 2020. The purpose of the plan is to coordinate Safe Routes to School efforts across agencies and organizations under a city-wide and district-wide program.

The plan identifies policies, programs, and initiatives of Milwaukee Public Schools (MPS) and various City of Milwaukee departments including the Department of Public Works that could be modified to improve conditions for walking and biking to school. The plan also provides several short-term and long-term recommendations that city departments, MPS, and other organizations and community partners can take to achieve the vision and goals of Safe Routes to School programming in Milwaukee.

Many schools are within or within walking distance (1 mile) of the Connecting the Corridor boundaries (see map). When street projects are scoped, the project team should make sure to scan for schools in the area. The project team should check the Safe Routes to School Plan and make sure to implement the city's crosswalk policy when schools are in close proximity to the project.



Lead

DPW Transportation Operations

Partners

- MPS
- Wisconsin Bike Fed
- Safe Routes to School Steering Committee
- Local and Neighborhood Community Partners: Safe Kids Southeast Wisconsin
- Other City agencies: Other DPW divisions, Health Department, Mayor's Office, DCD, Housing Authority
- Other MPS departments: Milwaukee Recreation, Transportation, Facilities & Maintenance
- Individual schools

Timeframe

Ongoing

See SRTS Strategic Plan

Next Steps

Varies by school – see SRTS Strategic Plan

Community Benefits Anticipated

- Reduction in crashes
- Reduced vehicle speeds near schools
- More children walking and biking to school
- Increase in bicycling
- Increase in walking
- Improved street crossings
- Increase in physical activity
- Improved concentration in students
- Improved community health

Why is it important?

Traffic safety and motorist behavior are pressing issues in Milwaukee. According to the 2019 Milwaukee Pedestrian Plan, drivers yield to pedestrians in crosswalks less than 33% of the time. 22% of the pedestrians in crashes between 2013 and 2018 were between the ages of 5 and 18. Only 1% of the bicyclists in crashes in Milwaukee were between the ages of 5 and 18. This may reflect the low rates of children that bicycle in Milwaukee due to the lack of bicycle parking at schools and homes, safe streets for bicycling near schools, and parent concerns. SRTS is focused on improving safety for students during their trip to and from school, by making streets safer and supporting programs that help them—and their families—feel safe about walking and biking to school.



Samuel Clemens Pop-up, August 23, 2019; cr. NWSCDC



N. 27th St. walk, August 7, 2019; cr. DCD

Funding Possibilities

- High Impact Paving Program (HIPP)
- Street Construction Program
- Street Improvements
- Major Redevelopment Projects
- Highway Safety Improvement Funds (HSIP)
- Surface Transportation Block Grant Program (STP-M)
- Transportation Alternatives Program (TAP) grants
- Congestion Mitigation Air Quality (CMAQ) grants
- Federal Section 402 State Highway Safety Programs

Related Projects or Projects in Close Proximity

- There are schools within walking distance (defined by 1 mile) for all projects. Therefore, when a project is undertaken, Safe Routes to School engineering recommendations and traffic flows should be taken into account, especially if the school is in close proximity.

Supporting Plans and Policies

- Safe Routes to School Strategic Plan (In progress)
- Pedestrian Plan (2019)
- Complete Streets Policy & Implementation
- Reckless Driving Task Force Recommendations (2020)

Villard Avenue Complete Streets



Project Description

This project describes short and long-term steps to improve traffic safety and implement traffic calming on W. Villard Ave. from N. Sherman Blvd. to Lincoln Creek Parkway.

This project was identified during the outreach process. In the spring of 2019, the Villard BID began working with the community and businesses to set forth a vision for the historic Villard Avenue Commercial Corridor and develop a Strategic Plan. One of the plan recommendations is to implement a Design Charette with Community Design Solutions. The charette took place in June 2020 and one of the chosen “sites” was the W. Villard Ave. right-of-way to look at street treatments and urban design.

Villard Ave. is an 80-year-old street and is in disrepair. DPW applied for a grant in December 2019 to reconstruct W. Villard Ave. but it was not chosen for an award. DPW is committed to looking for more funding opportunities. When funding becomes available, there will be opportunities for implementing permanent Complete Streets elements such as bump-outs at intersections and green infrastructure for stormwater management.

Until funding is identified for a complete reconstruction, opportunities for Rapid Implementation Improvements such as painted bump-outs and high-visibility crosswalks should be explored with the Villard BID.



Community Benefits Anticipated

- Reduction in crashes
- Reduction in vehicle speeds
- Increase in bicycling
- Increase in walking
- Improved street crossings
- Aesthetic improvements
- Enhanced marketability of Villard Ave
- Improved perception of the area
- Opportunities for placemaking and adding art to the streetscape
- Sense of community pride and ownership
- Increase in green infrastructure
- Improved community health

Lead

DPW Infrastructure Services

Partners

- Villard BID
- DPW Environmental
- WI Bike Fed
- DCD
- WISDOT

Timeframe

Short-term:
Rapid Implementation improvements

Long-term:
Street reconstruction

Funding Possibilities

- Surface Transportation Program (STP)
- Small-scale grants for rapid implementation projects.

Next Steps

1. Community Design Charette
2. Discuss potential short and long-term improvements with the BID
3. Identify and apply for funding opportunities (grants, etc.)
4. Design & engineering
5. Implementation – rapid
6. Infrastructure changes

Why is it important?

Traffic and crash data and comments from the public show a strong need to calm traffic in this area. Villard Avenue is identified in the Pedestrian HIN in the City of Milwaukee Pedestrian Plan. Additionally, improvements to W. Villard Ave. will help the Villard BID in their work to revitalize W. Villard Ave.

Related Projects or Projects in Close Proximity

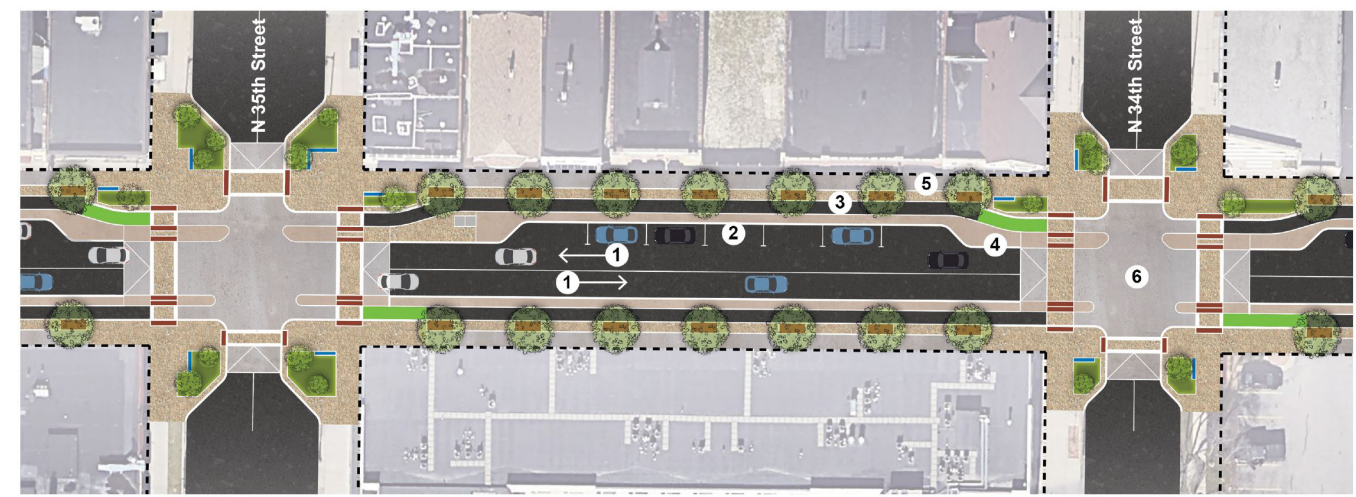
- Community-Informed Mobility Issues (p. 58) – Corridor: N. Teutonia Ave. – W. Villard Ave. to N. Atkinson Ave.
- At-grade Railroad Crossing Improvements (p. 78) – railroad crosses over W. Villard Ave. in two locations
- N. 35th Street Bike Connection (p. 87) – route connecting W. Villard Ave. to south of Hampton.
- 30th Street Corridor Rail-with-Trail (p. 100) – railroad intersects with Villard

Supporting Plans and Policies

- Pedestrian Plan (2019) – High Injury Network
- Complete Streets Policy & Implementation
- Villard Avenue BID’s Strategic Plan (2019)
- Milwaukee by Bike Plan 2010



Historic picture of the Ritz Theater on Villard Avenue; cr. unknown



- 1 10 FT DRIVE LANE
- 2 8 FT PARKING LANE
- 3 5 FT PROTECTED BICYCLE LANE
- 4 CURB EXTENSION, TYPICAL ALL CORNERS
- 5 PEDESTRIAN ZONE
- 6 TABLED (RAISED) INTERSECTION



Portion of the streetscape recommendation from the Villard Ave Community Design Charette, June 2020; cr. SmithGroup



At-Grade Railroad Crossing Improvements

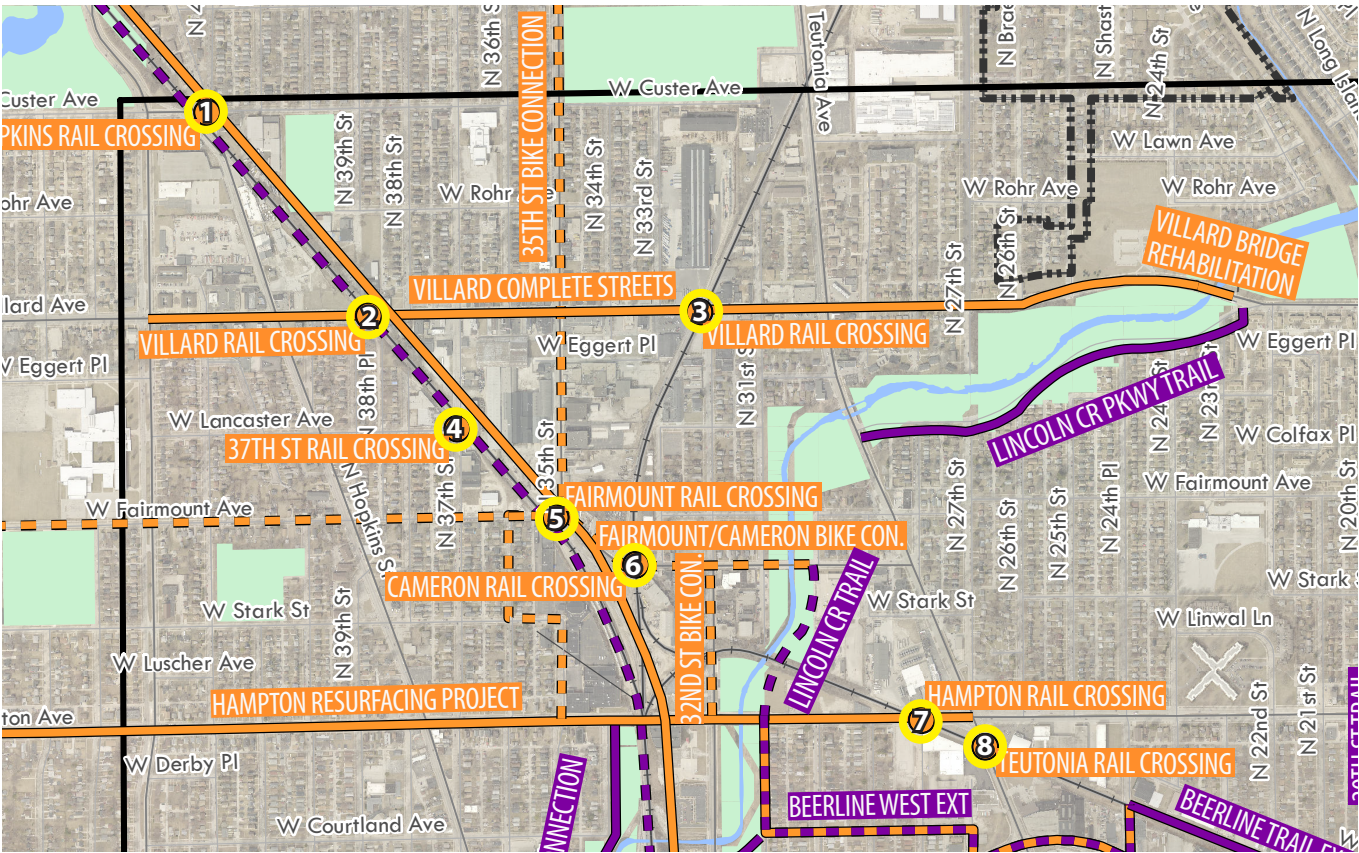
Project Description

There are eight (8) at-grade railroad crossings in the Connecting the Corridor plan boundary. The railroad tracks traverse the entire public right-of-way (ROW) including the driving lanes, bike lanes, parking lane, and sidewalks.

Approximate locations of the crossings:

1. N. Hopkins St. & W. Custer St.
2. N. 39th St. & W. Villard Ave.
3. N. 32nd St. & W. Villard Ave.
4. N. 37th St. & W. Lancaster St.
5. N. 35th St. & W. Fairmount Ave.
6. N. 33rd St. & W. Cameron Ave.
7. N. 28th St. & W. Hampton Ave.
8. N. Teutonia Ave. & W. Hampton Ave.

Locations 1-7 have skewed crossings where the tracks are not perpendicular to the public ROW. This creates a potential hazard for bicyclists crossing the tracks. The crossings have different types of material adjacent to the tracks – timber, asphalt, concrete, and gravel. This material is in various states of disrepair or deterioration. The primary goal is to improve the crossings and prevent bicycle and pedestrian injuries. DPW will improve at-grade crossings by implementing cost effective solutions through best practices during repaving, resurfacing, or other street maintenance projects. The crossings need to be safe and smooth and have a long service life.



Lead

- DPW
- WisDOT

Partners

- RACM
- DCD Planning
- City Attorney's Office

Timeframe

Ongoing

Integrate with projects in the area

Next Steps

1. Identify street repaving or reconstruction projects near crossings
2. Identify funding and design

Why is it important?

These improvements will help prevent bicycle and pedestrian injuries and crashes.

Funding Possibilities

- DPW Capital Budget
- Incorporate into other street projects

Community Benefits Anticipated

- Reduction in crashes
- Increase in bicycling
- Increase in walking
- Aesthetic improvements
- Improved perception of the area
- Improved community health

Related Projects or Projects in Close Proximity

- Hampton Ave. Resurfacing (p. 70)- intersects
- Villard Complete Streets (p. 76) – intersect at N. 32nd St. & N. 39th St.
- N. 35th Street Bike Connection (p. 87) – intersect
- N. 32nd Street Bike Connection (p. 88) – intersect
- Fairmount/Cameron Ave. Bike Connection (p. 87) - intersect
- 30th Street Corridor Commuter Rail (p. 91) - part of the rail line
- 30th Street Corridor Trail (p. 100) – intersect

Supporting Plans and Policies

- Pedestrian Plan (2018) – High Injury Network
- Complete Streets Policy & Implementation
- Villard Avenue BID's Strategic Plan (2019)
- Bike Plan



Railroad Crossings 1-3 and 5-8 - August 2020; cr. DCD
Railroad Crossing 4; cr. Google

Hopkins Streetscape & Right-of Way Improvements

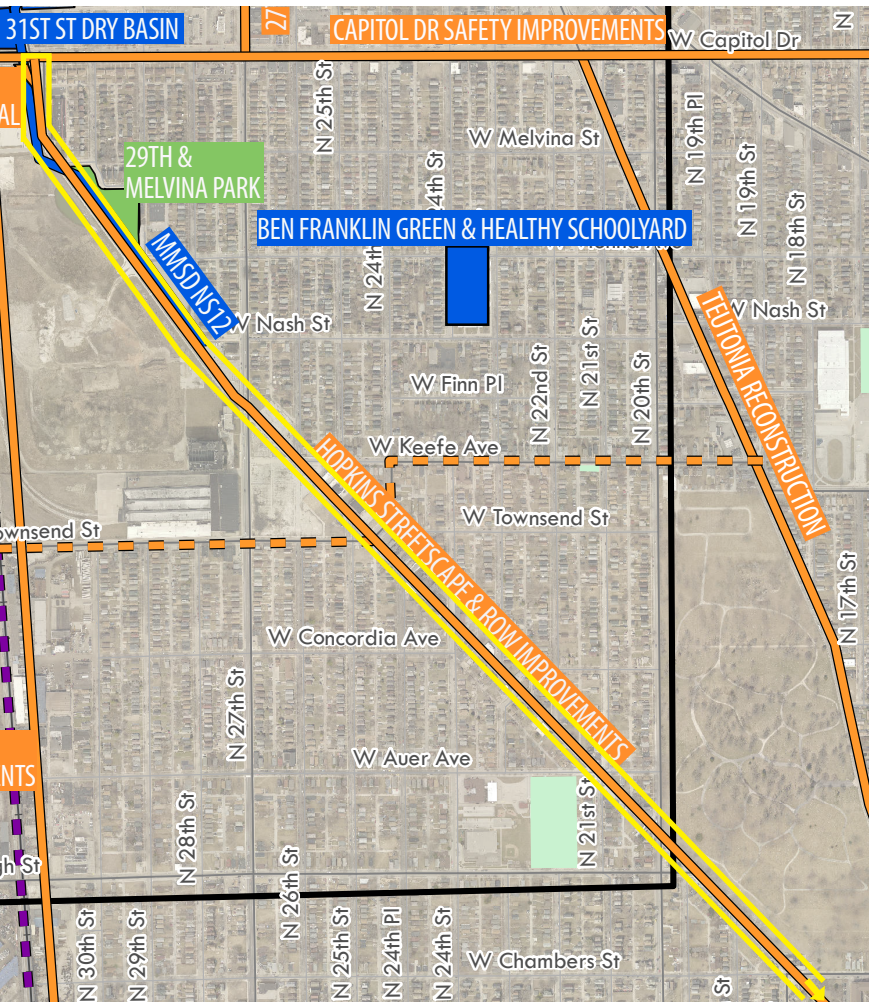
Project Description

This conceptual project is to redesign W. Hopkins St. between W. Capitol Dr. and N. 15th St. and to improve safety, slow traffic, and enhance the pedestrian realm building off of the Century City Business Park catalytic development.

Based on the Pedestrian Plan data, community outreach, and adjacent projects, this plan recommends pedestrian safety improvements at the following intersections:

- N. 31st St. and W. Capitol Dr.
- W. Hopkins St. and W. Vienna Ave.
- W. Hopkins St. and N. 27th St.
- W. Hopkins St., W. Townsend St. and N. 24th Pl.
- W. Hopkins St. and W. Burleigh St.
- W. Hopkins St. and W. Locust St.

This project includes exploring enhancements to the pedestrian realm through green infrastructure, bus stop improvements, landscaping, and other placemaking methods.



Lead

RACM

Partners

- DPW Transportation Operations
- DPW Environmental
- DCD Planning

Timeframe

Short-term:

Explore opportunities

Long-term:

Implementation (likely phased)

Next Steps

1. Preliminary design and cost estimates
2. Outreach
3. Fundraising
4. Pre-measures
5. Construction

Why is it important?

Frequent speeding and crashes cause an ongoing risk to the health and safety of community residents as well as property damage. Narrowing driving lanes, adding/ improving bicycle and pedestrian accommodations, and adding street trees, tree lawns, and green infrastructure would greatly enhance both the safety of all right-of-way users and the pedestrian realm. Improving the corridor and creating a sense of place also supports the economic development efforts occurring along Hopkins and in the Century City business park.

Community Benefits Anticipated

- Reduction in crashes
- Reduction in reckless driving
- Reduction in vehicle speeds
- Safer routes and better connections for people walking, biking, and taking transit
- Increased physical activity
- Increase in bicycling
- Increase in walking
- Improved street crossings
- Improved access to existing parks and trails
- Improved stormwater management
- Aesthetic improvements
- Improved perception of the area
- Sense of community pride and ownership
- Enhanced marketability of Century City Business Park
- Opportunities for artists and art entrepreneurs



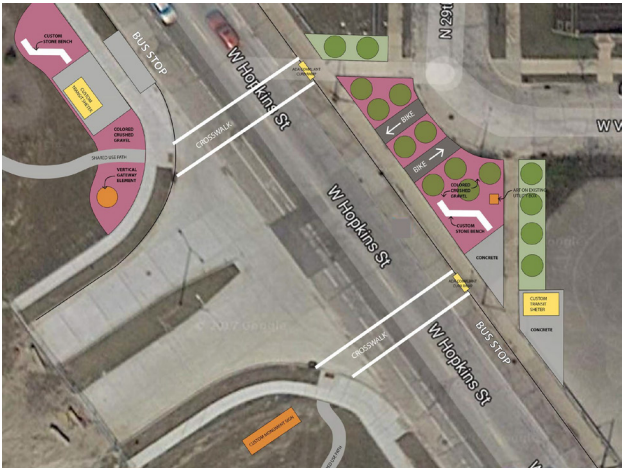
Pedestrian crossing at the intersection of Hopkins and N. 27th Street, Aug. 2019; cr. DCD



Hopkins near N. 25th Street, Aug. 2020; cr. DCD



Conceptual ideas from previous planning work can help inform future ideas



Funding Possibilities

This project is currently conceptual. Potential funding could come from local capital funds, stormwater grants, and transportation grants.

Related Projects or Projects in Close Proximity

- 31st & Capitol Bypass Lane Removal (p. 66) – adjacent
- 29th & Melvina Park (p. 102) – adjacent project that will attract many park users that may travel on foot or bike.
- 31st/ Hope/ 30th St. Connection (p. 89) - intersect
- MMSD NS12 (p. 110)– overlapping project area, potential green infrastructure opportunities
- Green Infrastructure Opportunities (p. 116)

Supporting Plans and Policies

- Pedestrian Plan (2019) – High Injury Network
- Complete Streets Policy & Implementation
- Reckless Driving Task Force Recommendations (2020)
- ThinkBike Workshop (2016)
- Milwaukee's Green Infrastructure Plan (2019)
- MMSD 30th Street Greenway Corridor Report

Capitol Drive Multimodal Safety Improvements



Project Description

Capitol Drive is a State Highway and important street for the Milwaukee Region. For this conceptual project, the city will work with WISDOT to explore opportunities for safety improvements and improved walking, biking, and transit accommodations along W. Capitol Dr. within and beyond the CTC planning area. There are also likely opportunities for stormwater management and adding green space.

Changes to the Capitol Drive Corridor need to be considered and thought through comprehensively. As near-term opportunities arise, they should be designed with considerations of what W. Capitol Dr. could be, not necessarily what it is today.

Potential projects that could be integrated include: reducing the width of the street, building a two-way protected bike lane or shared use path on the south side of W. Capitol Dr. between N. 35th St. and N. 31st St. to connect to other bikeways, removing right-turn bypass lanes, adding lighting under the 30th St. Corridor railroad bridge, adding stormwater infrastructure and trees, enhancing transit stops and facilities, and working with RACM and community partners to implement branding and placemaking.



N. 35th Street Walk - crossing Capitol Dr. with group waiting in the median, May 2019; cr. NWSCDC

Lead

- DPW
- DCD
- WISDOT

Partners

- Community Partners
- MCTS

Funding Possibilities

- This project is currently conceptual. Potential funding could come from local capital funds, stormwater grants, and transportation grants.

Timeframe

Short-term:

Initiate discussions

Long-term:

Implementation (likely phased)

Some outreach was completed during the Connecting the Corridor process. Take advantage of any opportunities as they arise to improve on conditions with other projects.

Next Steps

1. Building partnerships
2. Additional outreach
3. Design/Engineering
4. Implementation

Why is it important?

W. Capitol Dr. is identified in the Pedestrian Plan's High Injury Network (HIN) as one of the city's 10 most dangerous corridors. In 2017, the intersection at N. 35th St. and W. Capitol Dr. was rated the most dangerous intersection in the state of Wisconsin. This data was echoed by comments from residents and businesses during the Connecting the Corridor planning process. In 2018, the city and state made some improvements to the N. 35th St. and W. Capitol Dr. intersection, but there are still additional opportunities to improve how vehicles, bicyclists, and pedestrians travel through this portion of W. Capitol Dr. and connect with adjacent corridors.

Thousands of vehicles travel down the Capitol Drive corridor daily and that includes frequent bus service. Residents and employees in the area need safe routes to access their homes, business, and local assets in the community.

There are multiple projects and investments in the area that make exploring treatment options in the near-term ideal. MMSD is investing in the West Basin and providing land for a public space to the north. Providing a safe route to visit the new space is important. Two other stormwater projects in the area require some street reconstruction, and this reconstruction should consider how potential changes to W. Capitol Dr. interact with the reconstruction designs. The city recently acquired a large property to the southwest of N. 35th St. and W. Capitol Dr., which opens up opportunity for how that property interacts with the street edge. MKE Plays is re-developing the park at N. 29th St. and W. Melvina St., so safe connections are needed across W. Capitol Dr. to help local residents and employees enjoy this amenity.

Community Benefits Anticipated

- Reduction in crashes
- Reduction in vehicle speeds
- Safer routes and better connections for bicycles and pedestrians
- Increase in bicycling
- Increase in walking
- Improved street crossings
- Aesthetic improvements (better crosswalks, less pavement, green infrastructure etc.)
- Improved access to existing parks and trails
- Improved stormwater management
- Increase in greenspace
- Increase in green infrastructure
- Sense of community pride and ownership
- Improved perception of the area
- New private investments in the area
- Enhanced marketability of Century City Business Park leading to new jobs and sustaining current businesses
- Improved community health

Related Projects or Projects in Close Proximity

- 31st & Capitol Slip Lane Removal (p. 66) - intersects
- 31st/ Hope/ 30th St. Connection (p. 89) - intersect
- 35th Street Reconstruction (p. 115) - intersect
- 30th Street Corridor Rail-with-Trail (p. 100) - The preliminary feasibility study (in development) has identified an on-street connection between N. 35th St. and N. 31st St. as essential.
- 31st Street Dry Basin & Capital Drive Stormwater Connection (p. 114) - overlaps, look for opportunities within funding constraints

Supporting Plans and Policies

- Pedestrian Plan (2019)
- Complete Streets Policy & Implementation
- Reckless Driving Task Force Recommendations (2020)
- ThinkBike Workshop (2016)



Additional Bikeway Recommendations



The City of Milwaukee's master bike plan, *Milwaukee by Bike*, was adopted in 2010. Since then bike lanes and buffered bike lanes have been installed at several locations in the planning area. See Chapter 3 for more information on existing bikeways.



This set of projects furthers recommendations from the 2010 *Milwaukee by Bike* plan and recommends a few additional corridors for bikeways that were identified through the Connecting the Corridor planning process. These recommendations include on-street recommendations for connecting to existing and potential off-street trails.



Certain projects in this section are highlighted as Connecting the Corridor projects since they intersect with near-term projects identified in the Connecting the Corridor plan. Recommendations from the 2010 Milwaukee by Bike Plan that are in the Connecting the Corridor planning area are also noted in this section.

Overall Recommendation: Recommendations within this plan and the 2010 Milwaukee by Bike plan should be reviewed as part of street corridor projects and spot improvements in the area with the goal of creating an on-street low-stress bicycle network. Low-stress bikeways can include protected bike lanes, bike boulevards, and shared use trails, and can be achieved through new projects or by enhancing existing bikeways into low-stress accommodations. Protected bike lanes are preferred over standard bike lanes. Also, even if a bikeway is not shown on a specific corridor in a plan, adding or improving upon bicycle and pedestrian accommodations should be explored in the planning stages of all street projects. Improvements at intersections should be improved for both bicyclists and pedestrians.

Community Benefits Anticipated

- Safer routes and better connections for bicycles and pedestrians
- Increase in bicycling
- Increase in walking
- Improved street crossings
- Improved access to parks and trails
- Improved community health
- Reduction in crashes
- Reduced vehicle speeds
- Safer crosswalks for pedestrians
- Aesthetic improvements (better crosswalks, less pavement, etc.)
- Sense of community pride and ownership

Supporting Plans and Policies

- Complete Streets Policy & Implementation
- Milwaukee by Bike - 2010 Bicycle Master Plan
- ThinkBike Workshop (for the Hopkins and Townsend Corridors)

Funding Possibilities

These projects are conceptual. Potential funding could come from local capital funds, integrating improvements with street projects, and transportation grants.

Lead

DPW Transportation Operations

Partners

- DPW Major Projects
- DPW Infrastructure
- WI Bike Fed
- DCD
- Community Partners in close proximity

Timeframe

Ongoing: Review recommendations with street projects

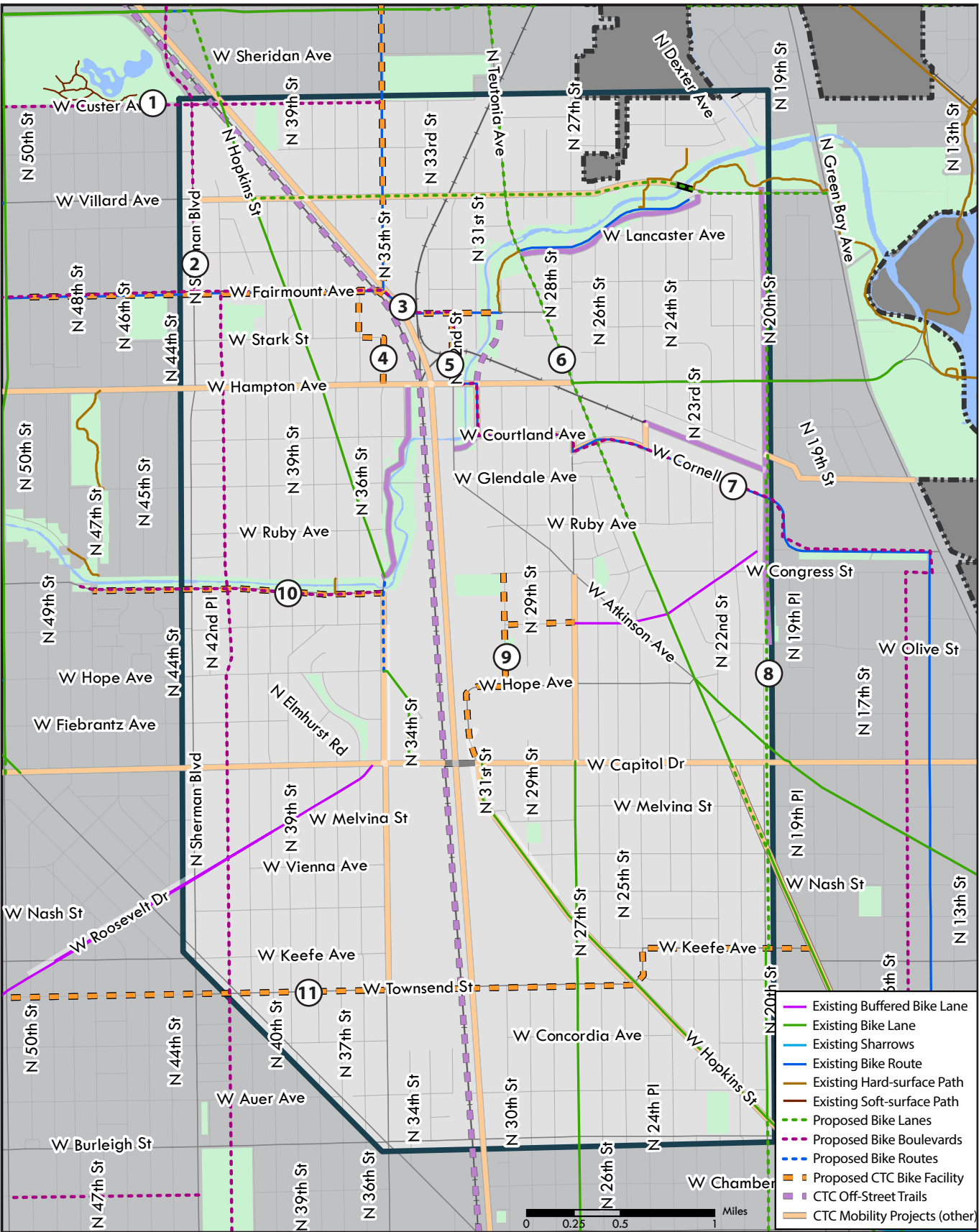
Long-term: implement improvements on corridors

Next Steps

Various

Corridors:

1. Custer Ave. Bike Connection
2. Sherman Blvd./N. 42nd Street Bike Connection
3. Fairmount Ave./Cameron Ave Bike Connection
4. 35th Street Bike Connection
5. 32nd Street Bike Connection
6. Teutonia Ave. Bike Connection
7. Cornell Street Bike Connection
8. 20th Street Bike Connection
9. 31st/Hope/30th St. Bike Connection
10. Congress Street Bike Connection
11. Townsend Street Bike Connection



Additional Bikeway Recommendations continued...



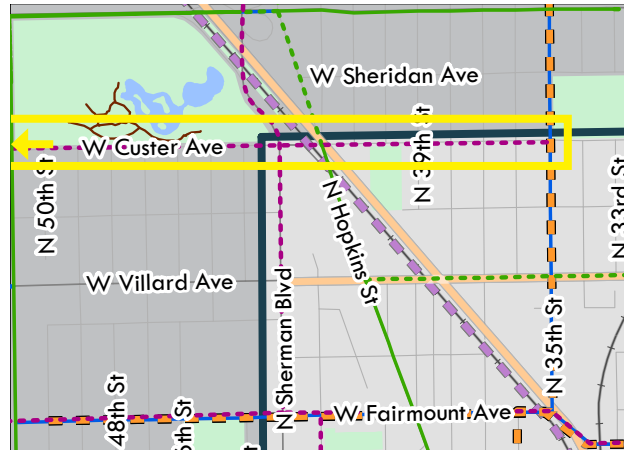
CUSTER AVE. BIKE CONNECTION

Project Description

Bike Plan recommendation
- This corridor is along W. Custer Ave. from N. 53rd St. to N. 35th St. it is a proposed Bike Boulevard in the 2010 Bike Plan.

Why is it important?

This corridor provides an east-west connection to N. 35th St., the Sherman Blvd./42nd St. Bike Connection, and the proposed 30th Street Corridor Rail-with-Trail. It also connects the community to McGovern Park and Smith Park.



SHERMAN BLVD./42ND ST. BIKE CONNECTION

Project Description

Bike Plan recommendation
- This corridor along N. Sherman Blvd. from the Havenwoods State Forest to W. Fairmount Ave. and then moves to N. 42nd St. from Fairmount to Burleigh. It is a proposed Bike Boulevard in the 2010 Bike Plan.

Why is it important?

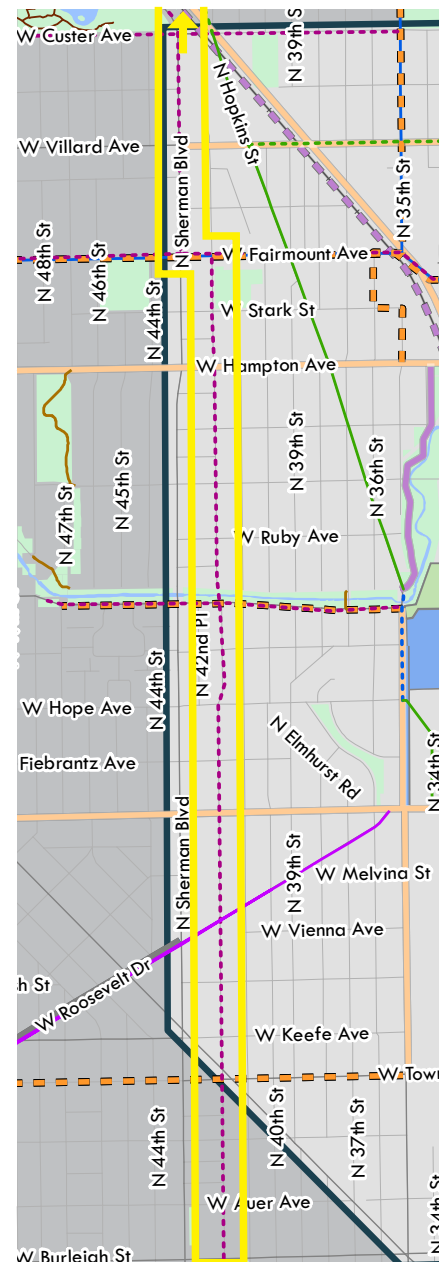
This corridor provides an north-south connection throughout the western edge of the planning area and connects with other proposed bikeways.

Related Projects or Projects in Close Proximity

- Hampton Ave. Resurfacing (p. 70) – intersect
- Villard Ave. Complete Streets (p. 76) – intersect
- Capitol Dr Multimodal Safety Improvements (p. 82) - intersects
- Custer Ave. Bike Connection (p. 86) - intersect
- Fairmount/Cameron Bike Connection (p. 87) - intersect
- Congress Bike Connection (p. 90) - intersect
- Townsend Bike Connection (p. 90) - intersect
- 30th Street Corridor Rail-with-Trail (p. 100) - potential on-street connection for the trail

Related Projects or Projects in Close Proximity

- At-grade Railroad Crossing Improvements (p. 78) - intersect
- 35th St. Bike Connection (p. 87) - intersect
- Sherman Blvd/42nd St. Bike Connection- intersect
- 30th Street Corridor Rail-with-Trail (p. 100) - potential on-street connection for the trail

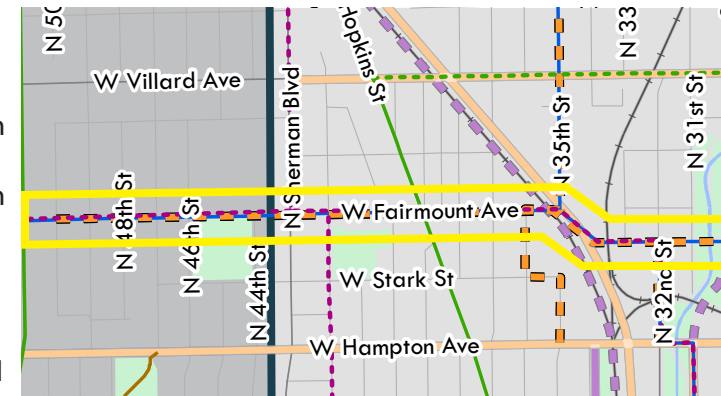


FAIRMOUNT/CAMERON AVE. BIKE CONNECTION



Project Description

CTC recommendation and Bike Plan recommendation - This corridor is along W Fairmount Ave. and W. Cameron Ave. from N. 53rd Street east to the Lincoln Creek Oak Leaf trail. It is currently part of the city's bike route system and most of the corridor is a proposed bike boulevard. The CTC plan especially highlights the section between 36th and the Lincoln Creek Oak Leaf trail.



Related Projects or Projects in Close Proximity

- At-grade Railroad Crossing Improvements (p. 78) - intersect
- 35th St. Bike Connection (p. 87) - intersect
- 32nd St. Bike Connection (p. 88) - intersect
- Lincoln Creek Trail Connection - Cameron to Hampton (p. 99) - intersect
- 30th Street Corridor Rail-with-Trail (p. 100) - potential on-street connection for the trail

35TH ST. BIKE CONNECTION

Project Description

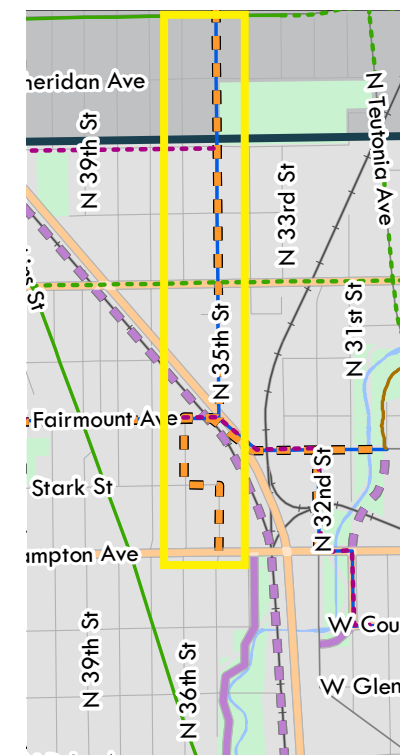
CTC Plan and Bike Plan recommendation - the majority of the route is on N. 35th St. with a shift onto N. 36th St. near the railroad. The northern portion is part of the city's bike route system. This plan adds on the segment between Fairmount and Hampton.

Why is it important?

This route provides a key connection between the Villard Avenue area and the neighborhood south of Hampton. With MMSD's upcoming West Basin and the public space amenity that will result from it, this project would connect the northern neighborhood to this new community asset. This project may also enhance the marketability of Villard Avenue area.

Related Projects or Projects in Close Proximity

- Hampton Avenue Resurfacing (p. 70) – intersects at N. 35th St and W. Hampton Ave.
- Villard Ave. Complete Streets (pg. 76) – intersects with Villard
- At-grade Railroad Crossing Improvements (p. 78) - intersect
- Custer Ave. Bike Connection (p. 86)- intersect
- Fairmount/Cameron Bike Connection (p. 87) - intersect
- 32nd St. Bike Connection (p. 88) - intersect
- Lincoln Creek Trail Connection - Hampton to West Basin (p. 96) - controlled intersection at N. 35th St. and W. Hampton Ave. helps connect to the trail
- 30th Street Corridor Rail-with-Trail (p. 100) - potential on-street connection for the trail



Why is it important?

This corridor provides an east-west key connection between the west side of the 30th Street rail corridor to the east side of the rail corridor and connects residents and employees in the area with the Oak Leaf trail system along Lincoln Creek. In conjunction with the N. 32nd St. bicycle route, this corridor also provides a route from the Beerline Expansion project to the Lincoln Creek Oak Leaf Trail. A conceptual proposed segment of the Lincoln Creek Oak Leaf trail system between W. Cameron Ave. and W. Hampton Ave. would also connect with this bike route. This project may also enhance the marketability of Villard Avenue area.

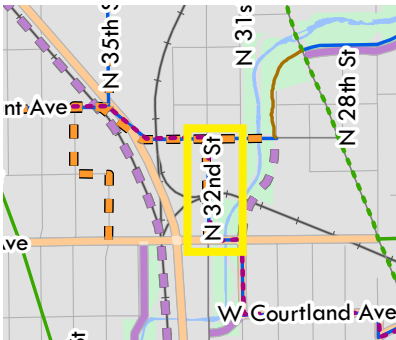
Additional Bikeway Recommendations continued...



32ND ST. BIKE CONNECTION

Project Description
CTC Plan and Bike Plan recommendation - this is a short connection between W. Cameron Ave. and W. Hampton Ave. on N. 32nd St. It is currently considered a bike route and is a proposed bike boulevard.

Why is it important?
This corridor provides a key connection between the Beerline Expansion and Oak Leaf Trail system along Lincoln Creek. This project may also enhance the marketability of the Villard Avenue area.

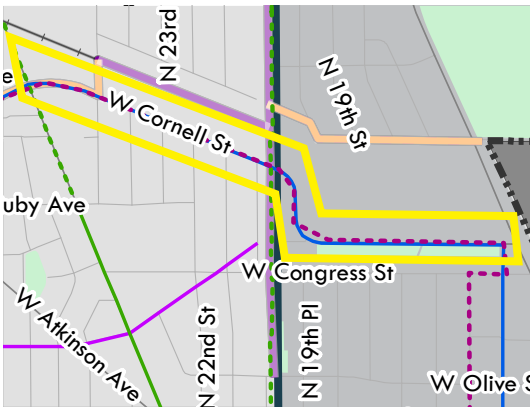


- Related Projects or Projects in Close Proximity**
- Hampton Ave. Resurfacing (p. 70) - intersects at N. 32nd St. and W. Hampton Ave.
 - Fairmount/Cameron Bike Connection (p. 87) - intersect
 - Beerline Trail Extension (p. 94) - connection between the Oak Leaf Trail system and the western end of the Beerline extension.

CORNELL ST. BIKE CONNECTION

Project Description
Bike Plan recommendation - this bike route is along W. Cornell St. from Teutonia to N. 14th St. It is currently designated as a bike route and is a proposed bike boulevard in the Bike Plan. Plans for the 20th Street bike path and Beerline extension provide an alternative for part of this route.

Why is it important?
This route is a lower-stress east-west connection that connects to Green Bay Ave. to planned north-south bikeways.



- Related Projects or Projects in Close Proximity**
- Teutonia Bike Connection (p. 88) - intersect
 - 20th St. Bike Connection (p. 89) - intersect
 - Beerline Trail Extension (p. 94) - intersect
 - 20th Street Corridor Trail (p. 92) - intersect

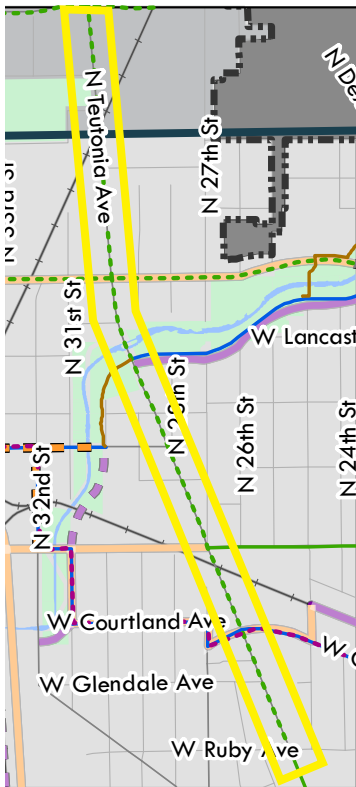
TEUTONIA AVE. BIKE CONNECTION

Project Description
Bike Plan recommendation - This corridor is along N. Teutonia Ave. from W. Silver Spring Dr. to W. Ruby Ave. and the 2010 Bike Plan proposes bike lanes. If implemented, additional routes and protected bike lanes should be explored as this is a high volume traffic corridor.

Why is it important?
This corridor provides a north-south connection east of the 30th Street rail corridor and connects with other proposed bikeways.

Related Projects or Projects in Close Proximity

- Villard Complete Streets (p. 76) - intersect
- At-grade Railroad Crossing Improvements (p. 78) - intersect
- Cornell St. Bike Connection (p. 88) - intersect
- Townsend Bike Connection (p. 90) - intersect
- Lincoln Creek Parkway Trail - W. Cameron Ave. to W. Hampton Ave. (p. 99) - intersect
- Beerline Trail Extension (p. 94) - intersect



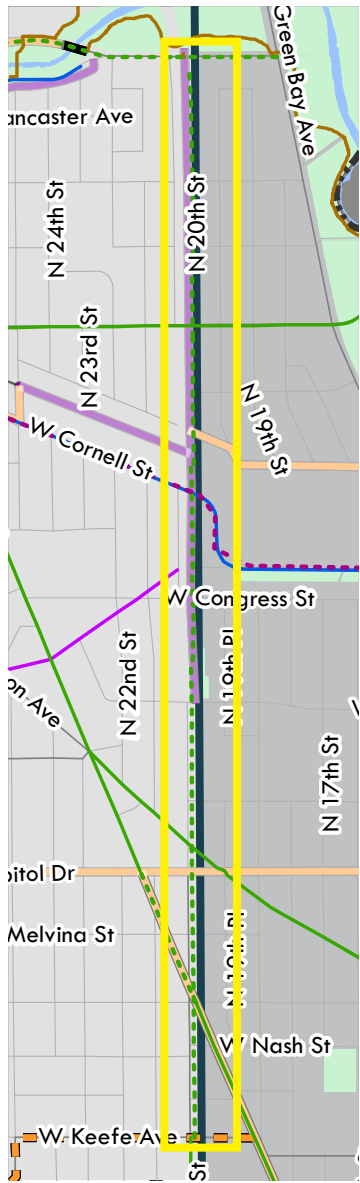
20TH ST. BIKE CONNECTION

Project Description
Bike Plan recommendation - this corridor is along N. 20th St. from W. Villard Ave. to W. Keefe St. and is a proposed Bike Boulevard in the bike plan. Per the 20th Street Corridor Trail project in this plan, the portion of this corridor that is along the 20th Street utility corridor from W. Villard Ave. to W. Olive St. is recommended to become a trail instead of bike lanes.

Why is it important?
This corridor provides a north-south connection throughout the eastern edge of the planning area and connects with other proposed bikeways.

Related Projects or Projects in Close Proximity

- Capitol Dr. Multimodal Safety Improvements (p. 82) - intersect
- Cornell St. Bike Connection (p. 88) - intersect
- Townsend Bike Connection (p. 90) - intersect
- 20th Street Corridor Trail (p. 92) - intersect



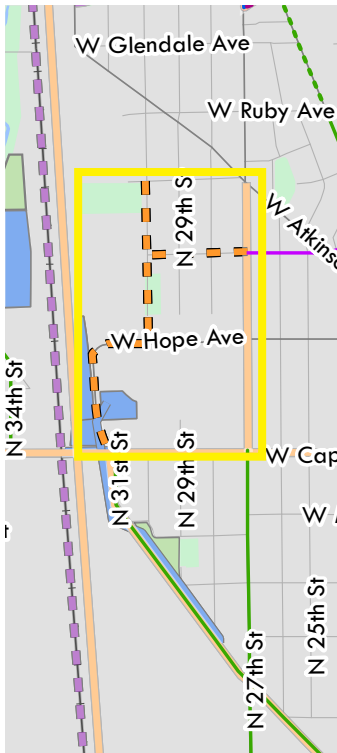
31ST/HOPE/30TH ST. BIKE CONNECTION

Project Description
CTC Plan recommendation - this route is also a recommendation in the MMSD 30th St. North Corridor Planning Report as it connects the North and East Basins. The route includes sections of N. 30th St., N. 31st St., W. Roosevelt Dr., and W. Hope Dr. A small section just south of the East Basin would require a connection across what is currently the parking lot for the Century City Tower. The portion of N. 30th St. west of the East Basin is also a green street that is closed to vehicle traffic.

Why is it important?
This series of connections create safer connections to several community amenities - the MMSD North and East Basins, Green Tech Station, the Century City Tower, Century City, and 29th and Melvina Park. The section on W. Roosevelt Dr. also connects to an existing bike boulevard to the east on W. Roosevelt Dr. Additionally, this project creates a connection to two other plan project recommendations - the Hopkins Streetscape & Right-of-Way Improvements and the 30th Street Corridor Rail-with Trail.

Related Projects or Projects in Close Proximity

- 27th St. Traffic Safety Improvements (p. 62) - intersect
- Hopkins Streetscape & Right-of-Way Improvements (p. 80) - intersect
- Capitol Dr. Multimodal Safety Improvements (p. 82) - intersect
- 30th Street Corridor Rail-with-Trail (p. 100) - potential on-street connection for the trail
- Green Tech Station (p. 106) - adjacent
- MMSD NS12 (p. 110) - overlap
- 31st St. Dry Basin & Capital Drive Stormwater Connection (p. 114) - adjacent



Additional Bikeway Recommendations continued...

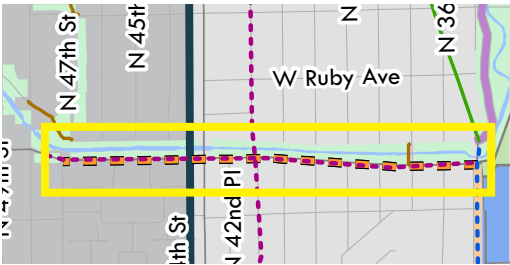
CONGRESS AVE. BIKE CONNECTION

Project Description

CTC Plan and Bike Plan Recommendation - this proposed route is along W. Congress St. from N. 48th St. to N. 35th St. It is a proposed bike boulevard in the 2010 Bike Plan.

Why is it important?

The CTC plan is highlighting this 2010 Bike Plan recommendation since W. Congress St. provides a key connection to the upcoming public space at the West Basin. A low-stress bikeway on Congress would also provide a path to the proposed Lincoln Creek Trail connection between W. Hampton Ave. and W. Congress St..



Related Projects or Projects in Close Proximity

- 35th St. Multimodal Safety Improvements (p. 64) - intersect
- Sherman Blvd./42nd St. Bike Connection (p. 86)
- Lincoln Creek Trail - Hampton to Congress (p. 96) - intersect
- West Basin Public Space (p. 104) - Congress is an east-west corridor that ends at the public space

TOWNSEND BIKE CONNECTION

Project Description

CTC Plan recommendation - this project is to implement traffic calming and a bicycle boulevard on W. Townsend

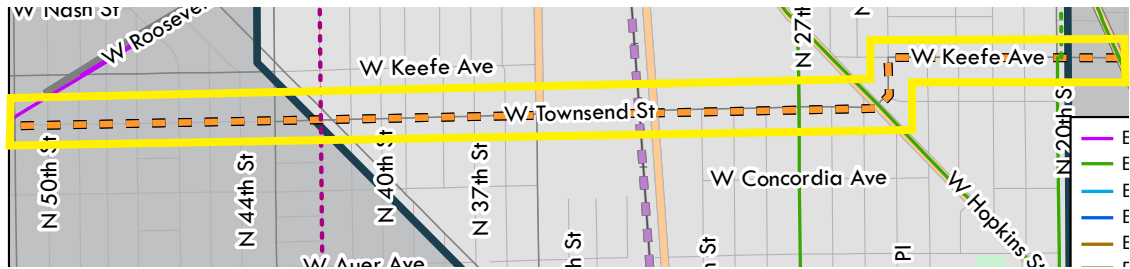
St. from N. Roosevelt Dr. east to N. 24th St., across Hopkins and then north to W. Keefe Ave., and then W. Keefe Ave. to N. Teutonia Ave. Intersections with Townsend that should be looked at include: N. Sherman Blvd., W. Fond du Lac Ave., N. 35th St., N. 27th St., W. Hopkins St. & N. 24th Place. Intersections along Keefe that should be looked at include: N. 24th St., and N. Teutonia Ave.

In 2016, a ThinkBike workshop was held to look at this route and another bike route in the area. The recommendation coming out of the workshop is to implement changes to Townsend to create a bicycle boulevard.

Why is it important?

There are few low-stress bicycle east-west routes in this area of the city, and there is an elementary school and neighborhood park on this route. Additionally, the eastern end of this route is located at Teutonia and with the upcoming reconstruction of Teutonia, there is opportunity to look at pedestrian and bicycle improvements at that intersection in the near-term.

During the Connecting the Corridor process, the community expressed concerns for speeds on Townsend and issues at the N. 27th St. & W. Townsend St. intersection. Several north-south corridors that are part of the Pedestrian Plan's HIN cross over Townsend.



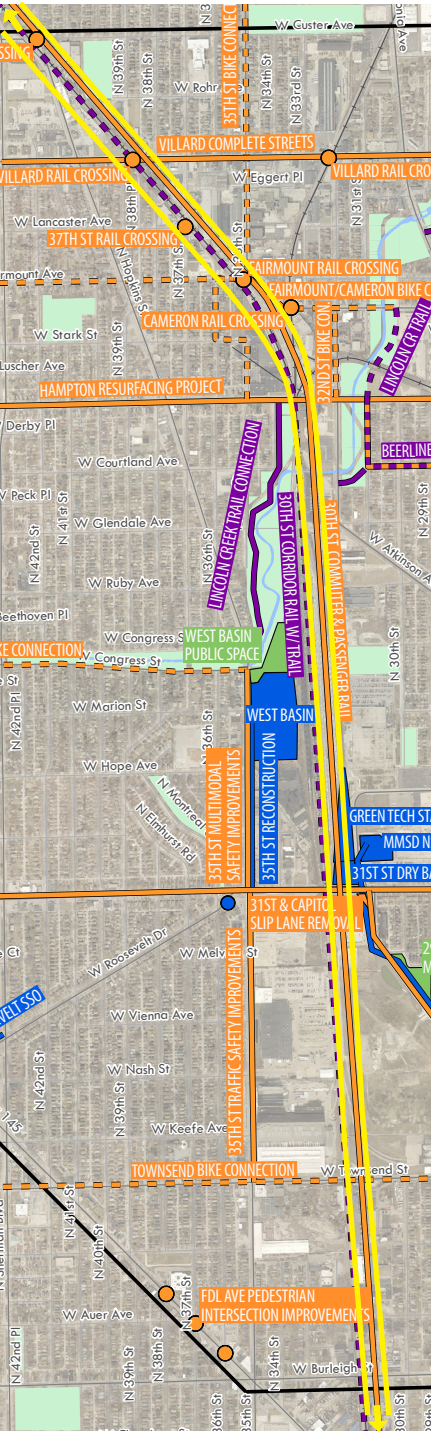
Related Projects or Projects in Close Proximity

- Teutonia Reconstruction (p. 61) – intersects at eastern end
- 35th St. Traffic Safety Improvements (p. 64) – intersects
- Safe Routes to School (pg. 74) – Townsend Public School is at the southeast corner of N. Sherman Blvd. and W. Townsend St.
- Hopkins Streetscape & Right-of-Way Improvements (p. 80) - intersects
- 30th Street Corridor Rail-with-Trail (p. 100) - potential on-street connection for the trail
- Benjamin Franklin Schoolyard (p. 108) improved bike facilities would increase access to the new schoolyard

30th Street Corridor Commuter & Passenger Rail

Project Description

WisDOT Rail Plan 2030, SEWRPC, and Transform Milwaukee plans identify the 30th Street Industrial Corridor as a possible location for commuter rail and high-speed passenger rail. The City's 30th Street Economic Development Master Plan suggests a stop near the intersection of N. 35th St. and W. Capitol Dr. In either case commuter or passenger rail will share the rail corridor with freight carriers. These uses may also share sections of the rail corridor with bike/pedestrian trails.



In 2010 the City made a \$10M investment in a rail maintenance facility at the Century City Business Park. Spanish passenger train maker Talgo, Inc. maintains a facility as this location. They build, refurbish, and repair passenger rail cars for public and private entities throughout the U.S. and Canada.

WisDOT and SEWRPC identify two conceptual commuter rail routes that run through the 30th Street Corridor and connect to Saukville and West Bend.

There are private companies exploring the possibility of commuter rail in the region. Commuter rail along the corridor remains a long-term possibility.

Why is it important?

Commuter Rail provides the broader community with greater access to Century City and the neighborhoods surrounding the 30th Street Industrial Corridor. The city is actively working to bring jobs back to the Century City area. Commuter rail will also provide residents with more mobility options to access job and schools in the region.

Intercity passenger rail would connect residents, employers, and visitors to regional centers such as Chicago, Minneapolis/St. Paul, the Fox Valley, and General Mitchell International Airport.

Lead

WisDOT

Partners

- Amtrak
- DCD
- SEWRPC
- DPW
- Canadian Pacific Railway
- WATCO (Wisc. & Southern Railroad)
- Private commuter rail companies

Timeframe Long-term

Next Steps TBD

Funding Possibilities

- Private capital
- Government funding

Community Benefits Anticipated

- Enhanced marketability of Century City Business Park and the neighborhoods surrounding the 30th Street Industrial Corridor
- New mobility option for residents, workers, and employers

Related Projects or Projects in Close Proximity

- 30th Street Corridor Rail-with-Trail (p. 100) – Close proximity.
- Capitol Dr. Safety Improvements (p. 82) - intersects and potential stop location

Supporting Plans and Policies

- SEWRPC Vision 2050
- Transform Milwaukee
- 30th Street Corridor Economic Development Master Plan
- WisDOT Wisconsin Rail Plan 2030

20th Street Corridor Trail

Project Description

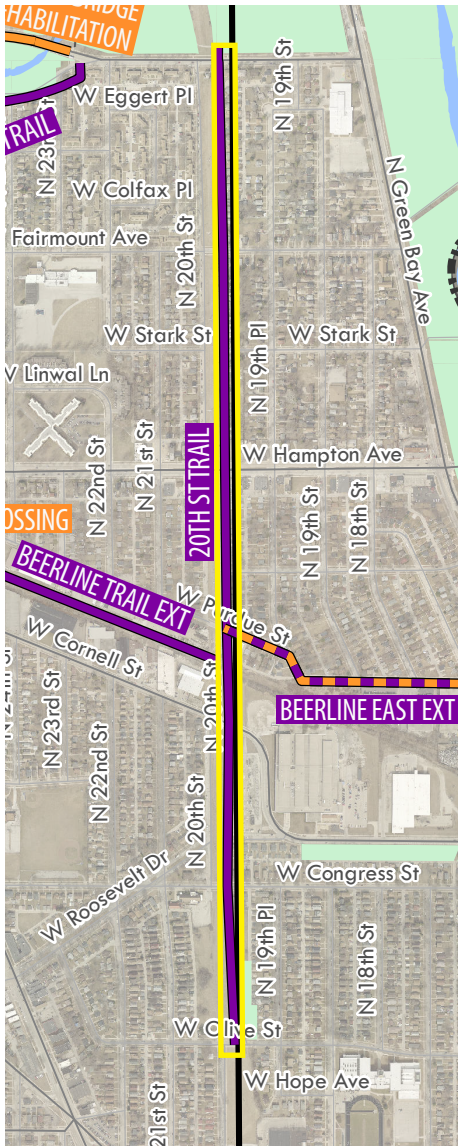
This project is a new shared use path that would follow the existing WE Energies powerline corridor along N. 20th St., beginning at W. Olive St. and the recently reconstructed William Ira Gore Park and running north to W. Villard Ave. where it will connect users to Meaux Park and the Oak Leaf Trail. This new trail will also provide a connection to the Beerline Trail Extensions. The City was awarded a Transportation Alternatives Program grant in September 2020. This grant will cover the cost of design and construction of the 20th Street Corridor Trail and for the design and construction of the off-street portion of the Beerline Trail Extension.

Why is it important?

This proposed new trail will provide recreational opportunities for nearby residents and help connect residents of the Rufus King neighborhood to the larger regional trail network via the Oak Leaf Trail. Construction of this trail will reduce disparities in trail access and allow neighborhood residents to more easily access the parks at both ends of the proposed trail.

Community Benefits Anticipated

- Increased physical activity
- Improved access to existing parks and trails
- New passive and active recreational opportunities
- Increased walking and biking in the community
- Improved access to employers, schools, and other community assets
- Improved street crossings
- Safer routes and better connections for people walking and biking
- Aesthetic improvements
- Sense of community pride and ownership
- Improved perception of the area
- Opportunities for artists and art entrepreneurs
- Improved community health



Lead

DPW – Transportation Operations

Partners

- WE Energies
- Milwaukee County
- NWSCDC
- Friends of Lincoln Park

Timeframe

Near-term:

The City was awarded a grant in September 2020, so the process is just beginning. The trail is expected to be completed by the end of 2024.

Next Steps

1. Finalize WE Energies trail lease agreement
2. Engage community on design
3. Work out responsibilities – construction and maintenance
4. Construct

Funding Possibilities

- Funded: Transportation Alternatives Program (TAP)
- Additional funding may be needed if green infrastructure is included along the trail

Related Projects or Projects in Close Proximity

- Beerline Trail Extension (p. 94): The 20th Street Corridor Trail would connect to the Beerline Trail Extension near W. Cornell St. The off-street segment of the Beerline Trail Extension between N. 20th St. and N. 24th St. will be developed in conjunction with the 20th Street Corridor Trail.
- Lincoln Creek Parkway Trail (p. 98) - close proximity to Lincoln Creek Parkway and 20th Street Corridor Trail would connect to the Oak Leaf trail system just east of Lincoln Creek Parkway.
- Green Infrastructure Opportunities (p. 116) - explore opportunities with trail design

Supporting Plans and Policies

- 2010 Milwaukee by Bike Plan
- 2007 Milwaukee County Trails Plan
- Route of the Badger
- SEWRPC Vision 2050
- City of Milwaukee Comprehensive Outdoor Recreation Plan: 2016-2021



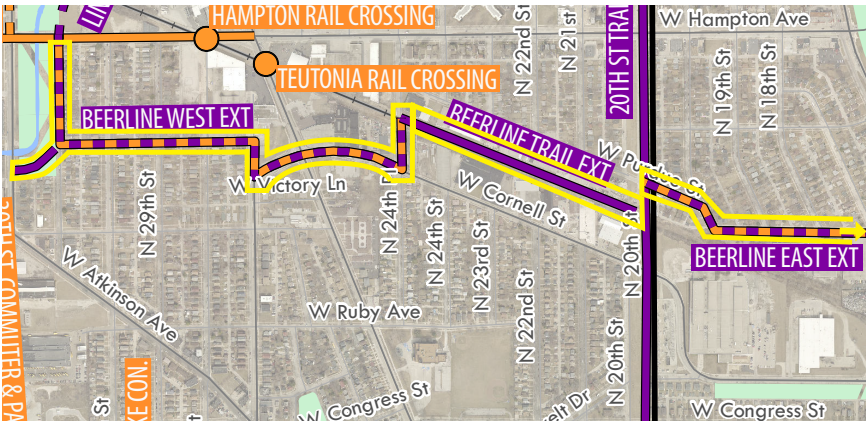
Existing WE Energies powerline corridor along 20th Street; Curt Waltz for DCD

Beerline Trail Extension

Project Description

The Beerline Trail currently runs along a former rail corridor from Commerce St. and the Milwaukee River north and west to Capitol Dr. near Port Washington Road. The Beerline Trail is envisioned to be extended further northwest to Lincoln Creek near W. Hampton Ave. This extension will connect the Lincoln Creek neighborhood to the job opportunities and commercial areas within the Riverworks Business Improvement District, as well as provide connections from the 30th Street Corridor to Riverwest, the Eastside, and Downtown. The extension would also provide a connection to the future Beerline Trail Linear Park proposed south of W. Capitol Drive between N. 3rd St. and N. Richards St. There are two distinct segments of this extension:

- The eastern segment would run northwest from the current end of the Beerline Trail at W. Capitol Dr. to N. 20th St. near W. Cornell St., where it would connect to the proposed 20th Street Trail. This segment will require coordination with the City of Glendale, WISDOT, and potentially private property owners. The pending WISDOT reconstruction of I43 north of Capitol Drive should be designed to accommodate this connection.
- The western segment would run from N. 20th St. northwest to Lincoln Creek. This includes an off-street portion between N. 20th St. and N. 24th St. that will be constructed in conjunction with the 20th Street Corridor Trail. There is an on-street portion west of N. 24th St. Pending improvements to W. Hampton Ave. should be designed to accommodate the connection of the Beerline Trail to Lincoln Creek. The city acquired the parcel between N. 24th St. and N. 20th St. in 2019.



Lead

DPW – Transportation Operations

Partners

- Milwaukee County
- City of Glendale
- Beerline Trail Project Leadership Team
- WISDOT
- Adjacent Private property owners
- NWSCDC
- Rail to Trails Conservancy

Timeframe

Near-term:

Planning & Design of 20th-24th St. off-street segment

Short/Long-term:

Continued planning for the other parts of the extension and Implementation of the off-street segment.

Next Steps

1. Finalize routing and secure any required access/easement agreements
2. Coordinate with WISDOT to ensure I43 reconstruction accommodates trail extension.
3. Secure funding.

Why is it important?

The extension of the Beerline Trail would provide a new transportation corridor and recreational amenity for neighbors and help connect Lincoln Creek and the 30th Street Corridor to the larger regional trail network. Extending the Beerline Trail will help reduce disparities in trail access, attract new users to the trail, and better connect residents to job centers and recreational destinations including the Beerline Trail Linear Park.

Related Projects or Projects in Close Proximity

- Hampton Ave. Resurfacing (p. 70) - western segment of the trail extension intersects with W. Hampton Ave. at N. 31st St.
- 32nd St. Bike Connection (p. 88) - 32nd Street provides a route for the Beerline extension to connect with the Oak Leaf trail system north of Hampton Ave.
- 20th Street Corridor Trail (p. 92) - The segment of the Beerline Trail Extension between N. 20th St. and N. 24th St. will be constructed in conjunction with the development of the N. 20th Street Corridor Trail.
- 30th Street Corridor Rail-with-Trail (p. 100) – Connections to the western edge of the on-street portion of the Beerline Trail Extension should be examined with planning for 30th Street Corridor Rail-with-Trail.

Community Benefits Anticipated

- Increased physical activity
- Increased walking and biking in the community
- New passive and active recreational opportunities
- Improved access to employers, schools, and other community assets
- Improved access to existing parks and trails
- Improved street crossings
- Safer routes and better connections for people walking and biking
- Sense of community pride and ownership
- Improved perception of the area
- Opportunities for artists and art entrepreneurs
- Improved community health

Funding Possibilities

- Funded through TAP: Off-street portion between N. 20th -24th Streets
- Grant funding opportunities: Transportation Alternatives Program (TAP), Congestion Mitigation Air Quality (CMAQ) grants, Recreational Trails Program (RTP).
- Can be completed in phases



ARTery Season One - bike luminaries on the existing Beerline Trail; cr. Mitch Branscombe

Lincoln Creek Trail Connection- Hampton to West Basin

Project Description

This project is a proposed trail along Lincoln Creek between W. Hampton Ave. and approximately W. Congress Ave. In 2003, as part of efforts to reduce flooding in the Lincoln Creek sub-basin, MMSD completed stream rehabilitation along this stretch of Lincoln Creek and enhanced the vegetation in the flood plain. The meandering creek and adjacent land present an opportunity to develop various types of trails along the creek and provide new recreational opportunities for the residents in nearby neighborhoods.

The trail is envisioned as one part of three integrated components of the MMSD N. 30th Street Corridor Stormwater Project. The MMSD N. 30th Street Corridor Stormwater Project includes the landscaped stormwater basin (pg. 112), open green space for public use (pg. 104), and the trail. Most of the land is owned by MMSD, with the County and City owning a couple of small parcels closer to W. Hampton Ave.

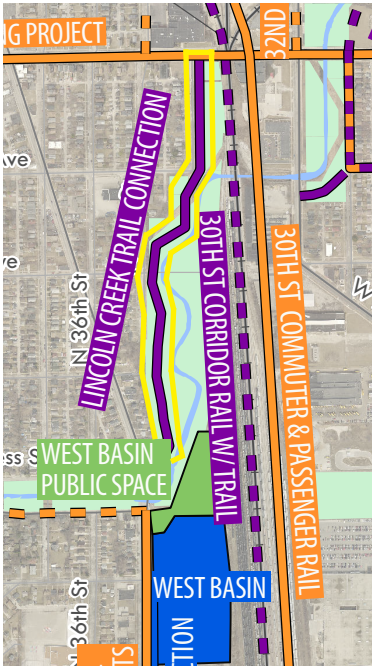
Why is it important?

Currently the residents in the surrounding area do not have access to natural areas or trails and therefore are not getting the health benefits associated with trails and natural areas. A trail or perhaps trails in this area will provide access to the natural areas along Lincoln Creek and will connect to the green space being planned in the West Basin project area. The trail will create recreational opportunities for residents as well as an outdoor classroom for youth from nearby schools to engage in environmental education.

Additionally, adding an extension of the Oak Leaf Trail system along Lincoln Creek is proposed in Milwaukee County's 2007 Trail Plan. A shared use trail in this area provides an important link in that potential expansion.

Community Benefits Anticipated

- Increase of access to natural areas
- Improved access to parks and trails
- New outdoor educational opportunities
- Increased physical activity
- New passive recreational opportunities
- Safer routes and better connections for bicycles and pedestrians
- Increase in bicycling
- Increase in walking
- Sense of community pride and ownership
- Improved perception of the area
- Improved community health



Lead

- MMSD
- DPW
- Milwaukee County

Partners

- NWSCDC
- MHD
- DCD
- Milwaukee City Parks and Recreation
- Sierra Club
- Cream City Conservation
- Rails to Trails Conservancy
- WI Bike Fed
- MPD

Timeframe

Near-term:
Community outreach for the project will advance in coordination with West Basin Stormwater Project Qtr. 4 2020- Qtr 1 2022

Long-term:
Implementation

Next Steps

1. Construction design firm selection
2. Stakeholder engagement for West Basin
3. Trail specific community engagement to determine priorities and address issues
4. Fundraising



Volunteer group explores along Lincoln Creek; cr. MMSD



West Side of Lincoln Creek looking south, August 2019; cr. DCD

Related Projects

- Hampton Ave. Resurfacing Project (p. 70) - northern end of trail intersects with W. Hampton Ave.
- 35th Street Multimodal Safety Improvements (p. 72) - enhancements south of the trail on N. 35th St. would provide an on-street connection to the trail
- 35th Street Bike Connection (p. 87) - connects the trail with an on-street route north of Hampton Ave.
- 30th Street Corridor Rail-with-Trail (p. 100) – adjacent, alternative route
- 35th Street Stormwater Reconstruction (p. 115) - nearby
- West Basin Public Space (p. 104) - adjacent and community outreach will take place at the same time
- MMSD West Basin (p. 112) – adjacent and community outreach will take place at the same time

Funding Possibilities

- Potential grant funding sources (Transportation Alternatives Program (TAP), Congestion Mitigation Air Quality (CMAQ) grants, Recreational Trails Program (RTP).

Supporting Plans and Policies

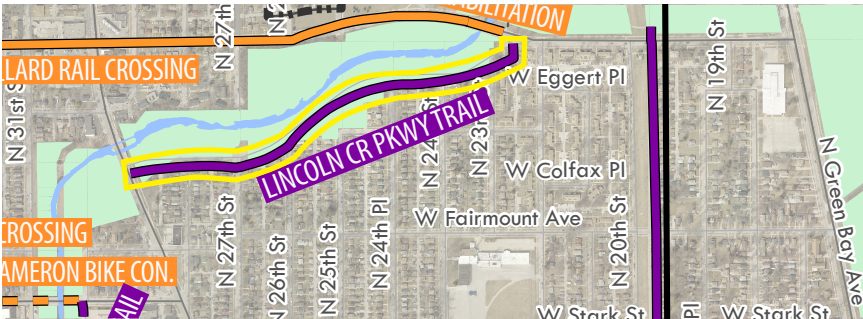
- Milwaukee County Trails Plan (2007)
- 30th St. Industrial Corridor Greenway Corridor Report: MMSD, WHEDA, CDM Smith (2015 MMSD Regional Green Infrastructure Plan (2013))
- City of Milwaukee Comprehensive Outdoor Recreation Plan: 2016-2021

Lincoln Creek Parkway Trail

Project Description

The Lincoln Creek Parkway on-street section of the Oak Leaf is about ½ mile in length. The on-parkway section is not very conducive to biking and is not generally seen as a biking option by residents. Walking is difficult as there is not a sidewalk along the parkway.

For this project, different options can be explored such as: development of new a connecting trail, creatively enhancing the parkway such as creating an in-parkway protected bikeway, temporary or permanent Active Streets, wayfinding signage, and improving on-street connections in partnership with the City of Milwaukee. As part of this project, Milwaukee County should work with DPW to implement pedestrian safety improvements near N. Teutonia Ave. and W. Villard Ave. to improve connections to the existing trail.



Why is it important?

The northern area of the city is underserved by trails. Community members recommended improving this facility and saw it as a potential asset if improvements were made. Some community members already walk and bike down this corridor, but don't feel safe with cars that use it as a short-cut through the area.

Milwaukee County Parks aims to assess the Oak Leaf Trail system to ensure that the trail system equitably serves all of Milwaukee's neighborhoods, especially Milwaukee's north and northwest side. The Lincoln Creek segment is short and not well connected to the 130 miles Oak Leaf Trail system.

Community Benefits Anticipated

- Increased physical activity
- Improved access to existing parks and trails
- New passive and active recreational opportunities
- Increased walking and biking in the community
- Improved access to employers, schools, and other community assets
- Improved street crossings
- Safer routes and better connections for people walking and biking
- Sense of community pride and ownership
- Improved perception of the area
- Improved community health

Lead

Milwaukee County

Partners

- DPW
- NWSCDC
- WI Bike Fed

Timeframe

Short-term:

Planning

Long-term:

Implementation

Next Steps

1. Identify funding to develop a strategic plan to expand the Oak Leaf trail system in the area
2. Implement

Funding Possibilities

Possible grant funding sources (Transportation Alternatives Program (TAP), Congestion Mitigation Air Quality (CMAQ) grants, Recreational Trails Program (RTP)

Related Projects or Projects in Close Proximity

- Villard Complete Streets (p. 76) – nearby
- Villard Ave Bridge Rehabilitation (p. 67) – intersects
- 20th Street Corridor Trail (p. 92) – nearby, would connect to the Oak Leaf Trail
- Other Lincoln Creek Trails (pp. 96 & 99) – part of the overall network

Supporting Plans and Policies

- Milwaukee County Trails Plan (2007)
- Milwaukee by Bike Plan (2010)
 - City of Milwaukee Comprehensive Outdoor Recreation Plan: 2016-2021

Lincoln Creek Trail Connection - Cameron to Hampton

Project Description

This is a conceptual project for a shared use trail between W. Cameron Ave. and W. Hampton Ave. along Lincoln Creek. The northern end of the trail would connect to the Lincoln Creek Oak Leaf trail segment north of W. Cameron Ave. The south end would end at Hampton and could then connect with the Beerline Trail extension on the south side of W. Hampton Ave. Land along the creek in this area is owned by MMSD, Milwaukee County, and the railroad.

Why is it important?

Trails provide low-stress routes for people of all ages and abilities to ride. This route would also provide an opportunity for residents and employees in the area to access a natural environment, which is good for personal health.

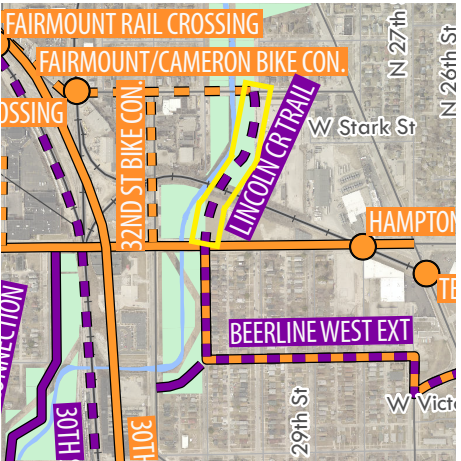
Milwaukee County Parks aims to assess the Oak Leaf Trail system to ensure that the trail system equitably serves all of Milwaukee's neighborhoods, especially Milwaukee's north and northwest side. The Lincoln Creek segment is short and not well connected to the 130 miles Oak Leaf Trail system.

Community Benefits Anticipated

- Increased physical activity
- Improved access to existing parks and trails
- New passive and active recreational opportunities
- Increased walking and biking in the community
- Improved access to employers, schools, and other community assets
- Safer routes and better connections for people walking and biking
- Sense of community pride and ownership
- Improved perception of the area
- Improved community health

Supporting Plans and Policies

- Milwaukee County Trails Plan (2007)
- City of Milwaukee Comprehensive Outdoor Recreation Plan: 2016-2021



Related Projects or Projects in Close Proximity

- Hampton Avenue Resurfacing Project (p. 70) – intersects near N. 31st St.
- 32nd St. Bike Connection (p. 88) - intersect
- Fairmount/Cameron Ave. Bike Connection (p. 87) - intersect
- Beerline Trail Extension (p. 94) – western segment intersects
- Other Lincoln Creek Trails (pp. 96 & 98) – part of the overall network

Lead

Milwaukee County

Partners

- DPW
- NWSCDC
- MMSD
- Rails to Trails Conservancy
- WI Bike Fed

Timeframe

Short-term:

Pre-planning

Long-term:

Implementation

Next Steps

1. Identify funding to develop a strategic plan to expand the Oak Leaf trail system in the area
2. Implement

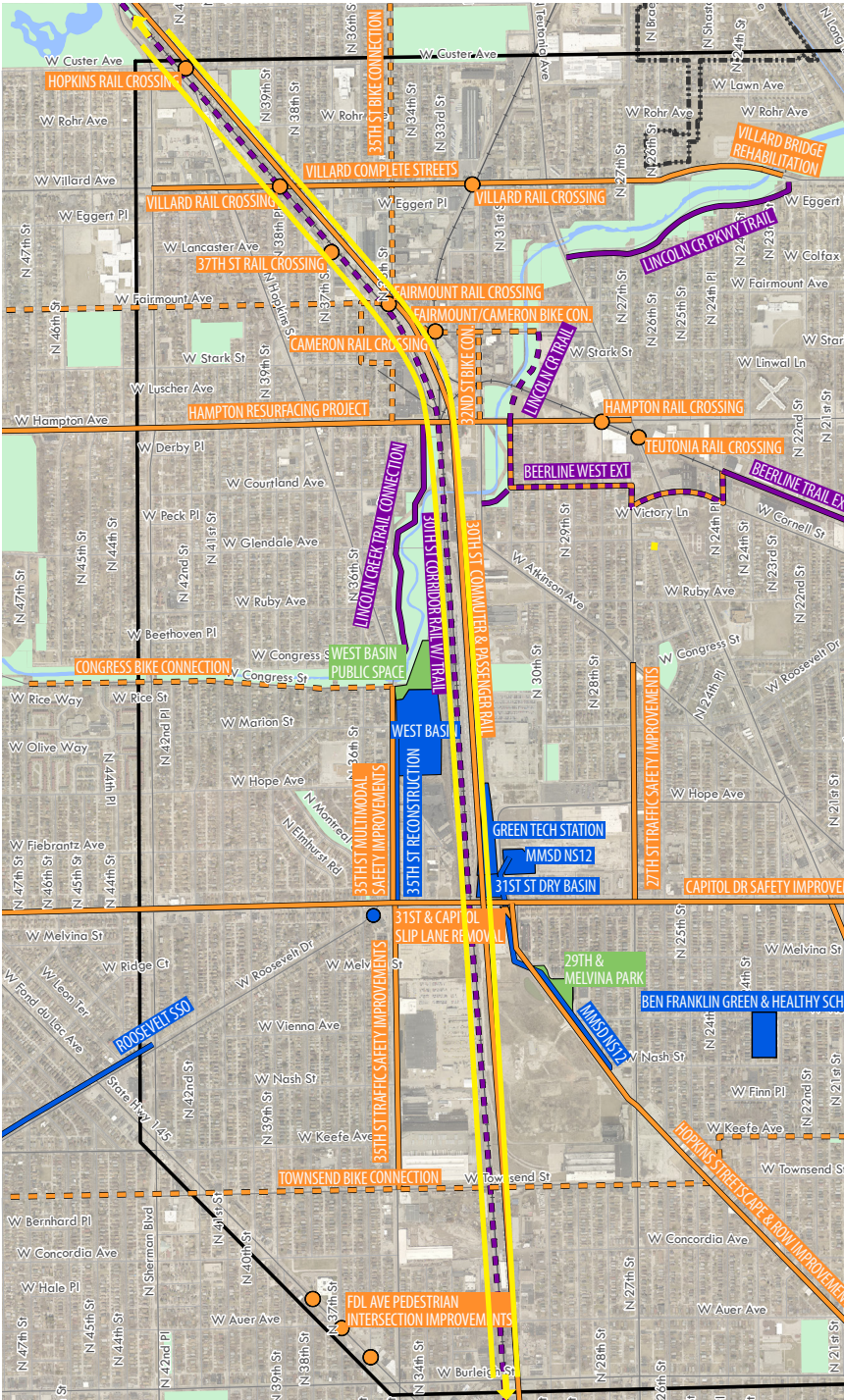
Funding Possibilities

Possible grant funding sources (Transportation Alternatives Program (TAP), Congestion Mitigation Air Quality (CMAQ) grants, Recreational Trails Program (RTP).

30th Street Corridor Rail-with-Trail

Project Description

This project is part of the proposed Route of the Badger trail network. Route of the Badger is a plan to build upon southeastern Wisconsin’s 340 miles of existing trails with a vision to better connect these trails into a 700-mile regional bike and pedestrian trail system. A portion of this proposed new trail network is a 5.2-mile connection along or near the 30th Street Rail Corridor from the Havenwoods State Park to the Hank Aaron State Trail.



Lead

Rails-to-Trails Conservancy (RTC)

Partners

- DPW
- DCD
- Milwaukee County
- MMSD
- WISDOT
- NWSCDC
- The 30th Street Industrial Corridor Corp
- Villard Ave. BID
- Near West Side Partners
- Urban Ecology Center
- SEWRPC
- Wisconsin Bike Fed

Timeframe

Short-term

A Preliminary Feasibility Study (PFS) is currently underway

Long-term:

Future timeline not yet developed

Next Steps

1. Complete Preliminary Feasibility Study to inform next steps

Funding Possibilities

Funding needs to be identified. Potential strategies include Local Government Capital Budgets, Foundations, Grants



Rail with Trail Example, Milwaukee KK Trail; DCD

Community Benefits Anticipated

- Increased biking and walking
- Safer routes and better connections for people walking, biking, and taking transit
- Improved access to job centers
- New private investments in the area
- Enhanced marketability the area leading to new jobs and sustaining current businesses
- Improved access to existing parks and trails
- Increase of opportunities for passive recreational activities
- Increase of access to natural areas
- Opportunities for artists and art entrepreneurs
- New outdoor educational opportunities
- Sense of community pride and ownership
- Improved perception of the area
- Improved community health

Related Projects or Projects in Close Proximity

- Community-Informed Mobility Issues (p. 58)
 - Intersections: N. 35th St. & W. Capitol Dr.; N. 35th St., W. Hope Ave, & N. Hopkins St.
 - Corridors: W. Capitol Dr. – N. Sherman Blvd. to N. 20th St.; N. 35th St. – W. Congress St. to W. Townsend St.
- 35th St. Traffic Safety Improvements (p. 64) - possible on-street connection or route.
- Hampton Ave. Resurfacing (p. 70) - potential connection to street grid at W. Hampton Ave.
- 35th Street Multimodal Safety Improvements (p. 72) - potential on-street portion of the route
- Villard Ave. Complete Streets (p. 76) – trail connections
- At-grade Railroad Crossings Improvements (p. 78)
- Capitol Dr. Multimodal Safety Improvements (p. 72) - connection to the street grid at Capitol
- 32nd St. Bike Connection (p. 88) - on-street connection
- 35th St. Bike Connection (p. 87) - on-street connection
- Fairmount/Cameron Ave. Bike Connection (p. 87) - on-street connection
- 31st/Hope/30th St. Connection (p. 89) - on-street connection
- 30th Street Commuter & Passenger Rail (p. 91) - overlapping project area
- Beerline Trail Extension (p. 94) – plan on-street or off-street connection between the trails
- West Basin Public Space (p. 104) – adjacent, could include part of the trail
- Lincoln Creek Trail - Hampton to West Basin (p. 96) – alternative to having the 30th St trail along the rail line.
- Art in the Corridor (p. 118) - trail may create opportunities for art.
- Community Clean-up (p. 119) - develop of trail should include clean-up plans



The 30th Street Rail Corridor; cr. DCD

Why is it important?

RTC’s “Reconnecting Milwaukee, a BikeAble™ Study of Opportunity, Equity and Connectivity” found that neighborhoods where a concentration of the population lives under the poverty line, is unemployed, does not have a high school degree, does not own a vehicle, and is either African-American or Hispanic disproportionately lack access to biking and walking facilities. This project would help address disparate access issues and provide opportunities for economic development along the route.

Additionally, there would be significant opportunities to connect to other relevant nearby projects.

Supporting Plans and Policies

- Route of the Badger Preliminary Feasibility Study (2020)
- Milwaukee by Bike Plan (2010)
- SEWRPC Vision 2050
- City of Milwaukee Comprehensive Outdoor Recreation Plan: 2016-2021

29th & Melvina Park

Project Description

This project will redevelop an aging neighborhood park and brownfield into a larger park. The park will have a community-driven design and expanded amenities including a dog park, basketball courts, soccer field, playgrounds, performing arts venue, community garden planters and green infrastructure elements including bioswales, rainwater catchment, and pervious pavement.



Why is it important?

The Melvina Park project is more than a simple park redevelopment. It is a way to build and sustain community within the Century City Tri-Angle Neighborhood. The Century City Tri-Angle Neighborhood Association (CCTNA) was formed in 2010 and has repeatedly demonstrated their commitment to enhancing their community's quality of life through a multi-faceted approach outlined in their 2014 neighborhood plan. Melvina Park is the heart of the neighborhood and as such, is being redesigned at the direction of the community and in collaboration with many stakeholder groups. The vision for the park includes environmental education at its core since environmental stewardship is a critical element of the community development work conducted by CCTNA on a regular basis. The upcoming design and outreach phase of the project will involve students from local schools and neighborhood children.

Lead

DPW – MKE Parks

Partners

- Century City Tri-Angle Neighborhood Association (CCTNA)
- Clean Wisconsin
- Reflo
- RACM
- DPW Stormwater

Timeframe

Near-term:

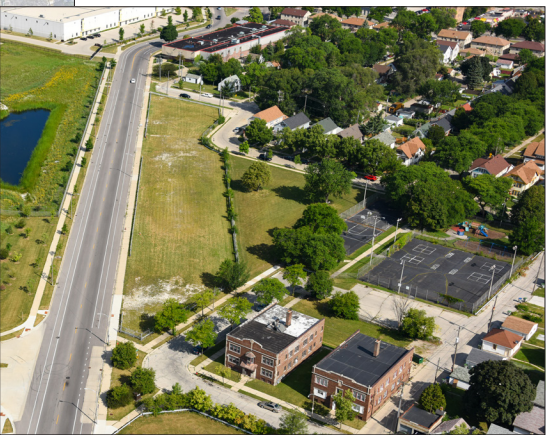
Community Outreach, Design, Engineering in 2020. Construction slated for Spring 2021.

Next Steps

1. Ongoing community engagement
2. Design engineering and cost estimates
3. Additional Fundraising
4. Construction



Concept Rendering: Aerial View; Community Design Solutions



Existing 29th & Melvina Park; Curt Waltz for DCD



Concept Rendering: Park & Interactive Bioswale



Concept Rendering: Park & Game Tables

MELVINA PARK
SEPTEMBER 2020



Ce Planning
Studio

new eden
LANDSCAPE ARCHITECTURE

THE SIGMA
GROUP

Related Projects or Projects in Close Proximity

- Hopkins ROW and Streetscape (p. 80) – adjacent, ideas for improving the street edge should be incorporated into the final park plans.
- Benjamin Franklin Schoolyard (p. 108) - in close proximity and similar partnerships
- MMSD NS12 (p. 110) – adjacent
- Green Infrastructure Opportunities (pg. 116) – will be incorporated into the park.
- Art in the Corridor (p. 118) - possibility to integrate art

Funding Possibilities

- Funding received: Capital Funding, Burke Foundation Grant, MMSD GIPP Grant, WDNR UNPS & SW Construction Grant
- Possibility: DPW Green Solutions

Community Benefits Anticipated

- New passive and active recreational opportunities
- New outdoor educational opportunities
- Increase in greenspace
- Increase in green infrastructure
- Improved stormwater management
- Sense of community pride and ownership
- Improved perception of the area
- Improved community health
- Enhanced marketability of Century City Business Park

Supporting Plans and Policies

- City of Milwaukee Comprehensive Outdoor Recreational Plan 2016-2021
- CCTNA Neighborhood Plan
- MMSD Green Infrastructure Plan (2013)

West Basin Public Space

Project Description

MMSD owns two acres of open, green space north of the West Basin. This area provides the opportunity to develop needed community-prioritized green space amenities. Outreach is underway to gather input to identify the community's priorities for this space.

The West Basin Public Space project is envisioned as one of three integrated components of the MMSD N. 30th Street Corridor Stormwater Project. The West Basin Stormwater Project includes the stormwater basin (p. 112), public space, and a trail (p. 96) along Lincoln Creek north of the public space.

MMSD is partnering with the Northwest Side Community Development Corporation (NWSCDC) to lead community engagement efforts. Residents and stakeholders will work with MMSD, NWSCDC and the Basin design consultants to determine priorities and to develop a vision for the two acres of public space.



Why is it important?

There is a current lack of safe, high-quality green spaces in the nearby neighborhoods. There is no open space for community gatherings which bring opportunities to strengthen neighborhood cohesion and provide a safe area to enjoy shared amenities. The West Basin Stormwater Project presents an opportunity to create a new community asset that neighbors can take pride in. The public space and associated pathways will also provide an area for safe, passive recreation and social interactions.

Related Projects or Projects in Close Proximity

- 35th St. Multimodal Safety Improvements (p. 72) - adjacent, will help provide safe access to the space
- Congress Ave. Bike Connection (p. 90) - adjacent, connects
- Lincoln Creek Trail Connection – Hampton to West Basin (p. 96) – adjacent, connection to the space, part of outreach
- 30th Street Corridor Rail-with-Trail (p. 100) – adjacent, review connections
- 29th & Melvina Park project (p. 102) – parks should complement each other
- MMSD Stormwater West Basin (p. 112) - adjacent
- Green Infrastructure Opportunities (p. 116) - opportunity to include
- Art in the Corridor (p. 118) - possibility to integrate art

Lead

- MMSD
- NWSCDC

Partners

- MKE Plays
- Little Canada Stormwater Basin Council
- Milwaukee County
- MPS

Timeframe

Near-term:

Community outreach in coordination with West Basin Stormwater Project - Qtr 4 2020- Qtr 1 2022

Short-term:

Phased construction, some possible as early as 2022

Next Steps

1. Continue soliciting feedback from community members and stakeholders on preferred amenities
2. Integrate priorities with stormwater basin planning
3. Form project team to lead development of draft site plan and community engagement for draft plan
4. Finalize site plan
5. Fundraising
6. Phased construction



Green space north of the West Basin; cr. DCD



Community members imagine what could fill the green space north of the West Basin; cr. NWSCDC



Northside Pop-up Farmers Market at West Basin, August 2020; cr. NWSCDC

Community Benefits Anticipated

- Sense of community pride and ownership
- New community gathering space
- Aesthetic improvements (new vegetation, paths, public art, etc.)
- New passive and active recreational opportunities
- New outdoor educational opportunities
- Increase in greenspace
- Increased pollinator habitat
- Opportunities for artists and art entrepreneurs
- Improved perception of the area
- Improved community health

Funding Possibilities

- MKE Plays funding
- Private foundations
- Additional grant opportunities
- U.S. Economic Development Administration

Supporting Plans and Policies

- 30th St. Corridor Stormwater Study and Neighborway Development Plan 2017: NWSCDC/MMSD
- 30th St. Industrial Corridor Greenway Corridor Report 2015: MMSD/WHEDA
- NWSCDC/MMSD reports re: initial community priorities for public space
- CORP

Green Tech Station

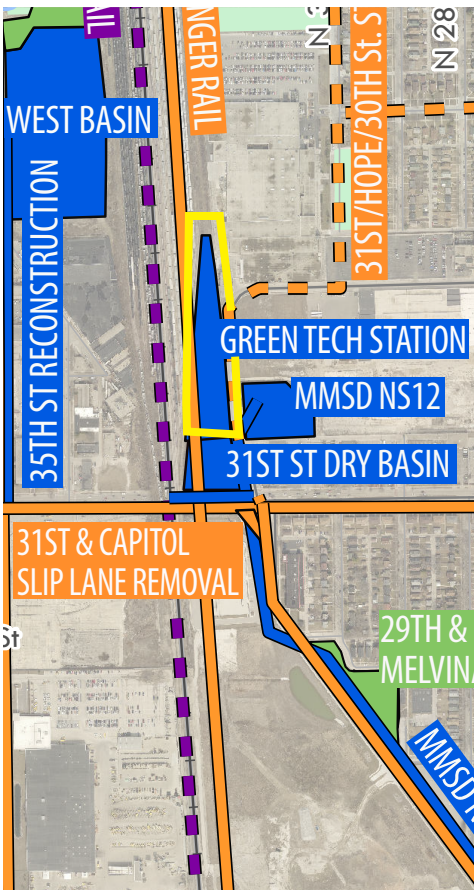
Project Description

Green Tech Station is a green infrastructure demonstration and environmental education destination. The site currently features 500 new trees, a 20,000-gallon underground cistern and pumping system, 4 bioswales, a native prairie, and a permeable pavement demonstration plaza. In 2020-2021, a solar-powered pavilion and classroom space, walking paths, and educational nodes with signage will be added.

Why is it important?

This project site sits in the center of an area of Milwaukee that has experienced significant stormwater issues and flooding and converts a formerly blighted brownfield site into a destination greenspace available to schools, tour groups, and job training organizations.

As one of multiple public infrastructure projects in the CTC planning area, there is an opportunity for a robust outreach effort aimed at educating neighbors on the components of the overall public infrastructure system, the rationale for construction scheduling, and what individuals can do to support clean water and a healthy environment.



Lead

Northwest Side Community Development Corporation (NWSCDC)

Partners

- RACM
- Reflo

Timeframe

Near-Term

Under construction

Next Steps

1. Construction of solar-powered pavilion and classroom space, walking paths, and educational nodes with signage will take place in 2020.
2. Programming will begin in Spring 2021.
3. Continuing collaboration with MMSD on NS12 impacts.
4. Collaborate with DPW Stormwater on connections to 31st Street Dry Basin (both physical and educational)

Funding Possibilities

- Planned 2020-2021 work funded by existing grants
- Future improvements, operation and maintenance, and programming to be funded by NWSCDC and additional grants



A drone photo of Green Tech Station, taken August 2019; cr. Reflo



Renderings of the educational area; cr. Reflo



Community Benefits Anticipated

- Improved stormwater management
- Increased pollinator habitat
- Additional tree cover
- Improved pedestrian infrastructure
- New outdoor educational opportunities
- Sense of community pride and ownership
- Opportunities for artists and art entrepreneurs

Supporting Plans and Policies

- Developing a Regional Approach to Storm Water Management in the 30th Street Industrial Corridor
- MMSD Green Infrastructure Plan
- NWSCDC Eco Tech Redevelopment Visioning for N. 27th St. and W. Capitol Dr.

Related Projects or Projects in Close Proximity

- 31st/Hope/30th St. Bike Connection (p. 89) - adjacent
- 29th & Melvina Park (p. 102) – nearby greenspace with complementary educational opportunities
- Green Infrastructure Opportunities (p. 116) - green infrastructure is being incorporated into the site
- MMSD NS12 (p. 110) – adjacent and similar timeframe
- 31st Street Dry Basin (p. 114) – adjacent and opportunities for connections
- Art in the Corridor (p. 118) - possibility to integrate art



More than 90 volunteers helped assemble aqua blox that make up the 20,000 gallon underground cistern at Green Tech Station in October 2018; cr. NWSCDC



Bradley Tech students constructed 10 wooden benches to be used at the outdoor classroom in October 2019; cr. Reflo

Benjamin Franklin Green & Healthy Schoolyard

Project Description

The Benjamin Franklin Green and Healthy Schoolyard project is a result of the nonprofit organization Reflo's work with the Milwaukee Metropolitan Sewerage District on Milwaukee-area schools to design greener, healthier schoolyards. Five schools are chosen per year and each project is tailored to the specific needs and enthusiasm of the school's community. Many of these projects involve replacing asphalt with green spaces including bioswales, rain gardens, and trees. Benjamin Franklin school received the planning grant in November 2019 and is currently in the conceptual planning process.



Why is it important?

The project is an exciting opportunity to engage with the school, the neighborhood, and project partners to redevelop an asphalt covered public space. The multi-year collaboration will result in a project that supports the community, environment, and health and educational outcomes of the students at Benjamin Franklin school.



Ben Franklin Schoolyard, August 2020; cr. DCD

Lead

Reflo, Inc.

Partners

- Benjamin Franklin School
- MPS
- MMSD
- CDS
- Green Schools Consortium of Milwaukee
- CCTNA
- Fund for Lake Michigan

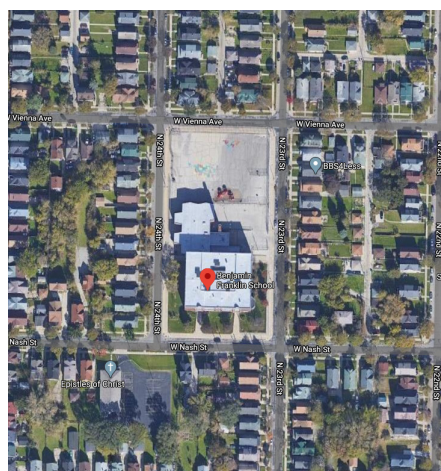
Timeframe

Near-Term

Conceptual Planning 2020
Fundraising 2021
Construction 2022

Next Steps

1. Complete Outreach and Conceptual Planning
2. Fundraise
3. Construction



Ben Franklin School aerial; cr. Google Images



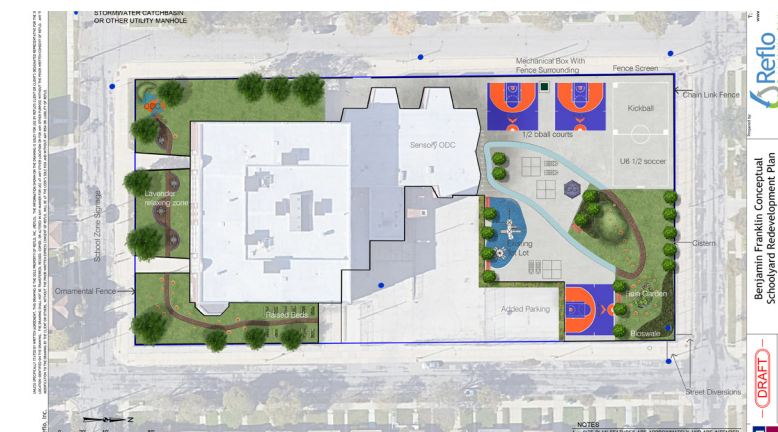
Aerial Rendering; cr. Community Design Solutions



Schoolyard Rendering; cr. Community Design Solutions



Schoolyard rendering at overhang; cr. Community Design Solutions



Site Plan Rendering; cr. Community Design Solutions

Funding Possibilities

- MMSD's Green Infrastructure Partnership Program
- City of Milwaukee's Department of Public Works
- School / Community Fundraisers

Community Benefits Anticipated

- Improved stormwater management
- Increase in greenspace
- Increase of access to natural areas
- Increase in green infrastructure
- Additional tree cover
- Increased pollinator habitat
- Sense of community pride and ownership
- Improved perception of the area
- Opportunities for artists and art entrepreneurs
- Increased physical activity
- New passive /or active recreational opportunities
- New outdoor educational opportunities
- Improved community health

Related Projects or Projects in Close Proximity

- 29th and Melvina Park (p. 102), close proximity and similar partnerships
- Townsend Bike Connection (p. 90), improved bike facilities on Townsend would increase access to the new schoolyard for the broader community

Supporting Plans and Policies

- City of Milwaukee Green Infrastructure Plan
- MMSD Regional Green Infrastructure Plan (2013)

MMSD NS12

Project Description

This project improves and adds capacity to MMSD's Near Surface Collector (NSC) sewer system along W. Hopkins St. and N. 31st St. between N. 27th St. and W. Hope Ave. An 84-inch pipe and two large stormwater structures will be installed below street grade. There will be no noticeable changes above ground once the project is complete.

Why is it important?

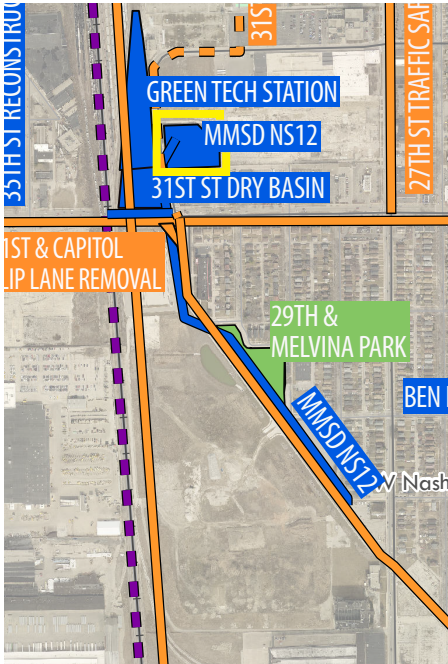
This project addresses two main problems with the Sewerage District's system: (1) adds capacity in the NSC system so that combined sewer overflows to Lincoln Creek don't happen when there is still additional capacity in the deep tunnel system; and (2) prevents manhole lids in N. 31st St. and a nearby alley from dislodging when the deep tunnel system is at capacity.

Overall, this project adds capacity to the sewer system ultimately protecting human health and the environment.

As one of multiple public infrastructure projects in the CTC planning area, there is an opportunity for a robust outreach effort aimed at educating neighbors on the components of the overall public infrastructure system, the rationale for construction scheduling, and what individuals can do to support clean water and a healthy environment.

Related Projects or Projects in Close Proximity

- 31st & Capitol Slip Lane Removal (p. 66) – adjacent, will coordinate with construction timing and pipe location.
- MCTS Next (p. 68) - bus routes or stops may change before project is constructed - may need to adjust traffic plan
- Capitol Drive Multimodal Safety Improvements (p. 72)– intersects
- 31st/Hope/30th St. Bike Connection (p. 89)- overlap
- 29th & Melvina Park (p. 102) – direct construction impacts from NS12 project and potential to collaborate on green infrastructure elements in park.
- Green Tech Station (p. 106) – direct construction impacts from NS12 project and potential to collaborate via an educational station at GTS that would highlight the role of gray infrastructure in the overall system of stormwater management in Milwaukee.
- 31st Street Dry Basin (p. 104) – adjacent, will coordinate with construction timing



Lead

MMSD

Partners

- DPW
- Design/Engineering consultant: Symbiont Science, Engineering and Construction, Inc.
- RACM

Timeframe

Near-term

Design to be completed in Fall 2020

Construction to begin in Spring 2021

Next Steps

1. DCD to coordinate with MMSD and DPW to see how green infrastructure at 29th & Melvina could complement the project
2. Project to be advertised in Late 2020.
3. Outreach to public regarding timing
4. Construction Duration is 16 months

Funding Possibilities

- Funded by MMSD Capital Budget

Community Benefits Anticipated

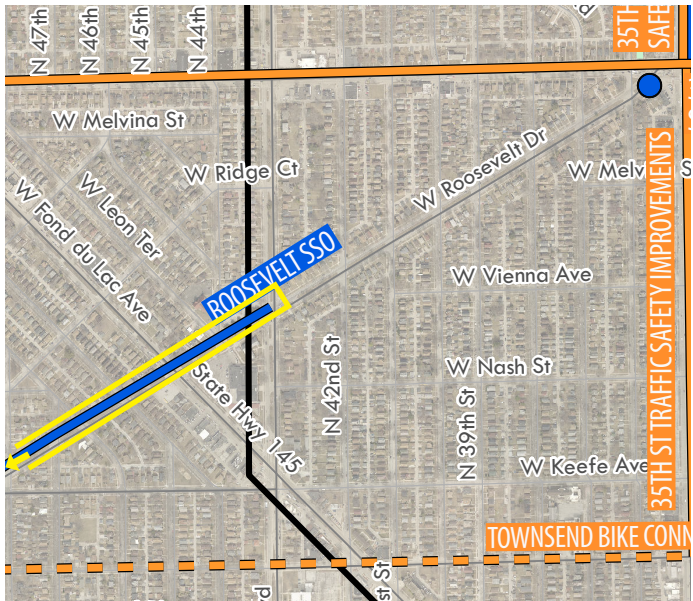
- Improved stormwater management
- Improved community health

Project Description

This MMSD project will reduce the probability that a wet weather pump station near N. 35th St. and W. Capitol Dr. will be needed during wet weather events. MMSD will relay sanitary sewer pipe for approximately 10 blocks within W. Roosevelt Ave. between N. Sherman Blvd. and N. 53rd St. The new sewer will redirect sanitary flow reducing the risk of sanitary sewer overflows and prevent combined sewer overflows from entering the MMSD West Basin. The new sewer pipe will range in size from 24"-48" and there will be approximately six new manhole structures within the public right-of-way.

Traffic will need to be temporarily re-aligned to accommodate construction. MMSD will work with DPW on a restoration plan for the street pavement and boulevard greenspace.

Specific details of the project will be determined during the Design Phase.



Why is it important?

This project will reduce the risk of sanitary sewer overflows in the area and will eliminate the risk of sanitary flow being directed to the West Basin.

Related Projects or Projects in Close Proximity

- MCTS Next (p. 68) - bus routes or stops may change before project is constructed - may need to adjust traffic plan
- MMSD West Basin (p. 112)- The 35th & Roosevelt SSO Improvement Project needs to be completed before the West Basin project comes online.
- 31st St. Dry Basin (p. 114) - The 35th & Roosevelt SSO Improvement Project needs to be completed before the 31st St. Basin project comes online.
- 35th St Stormwater Reconstruction (p. 115) - The Roosevelt SSO Improvement Project needs to be completed before the reconstructed 35th Street comes online.

MMSD Roosevelt SSO

Lead

MMSD

Partners

- DPW
- Design/Engineering consultant (TBD)
- RACM

Timeframe

Near-Term

Design 2021, anticipated completion date is Fall 2022

Next Steps

1. RFP for design is expected to take place in Fall 2020. The award of the design contract is expected in December 2020.
2. Design Phase will take place January 2021- January 2022.
3. Project to be advertised for construction in Late 2021.
4. Construction Duration is 12 months.

Funding Possibilities

Funded by MMSD Capital Budget

Community Benefits Anticipated

- Keep effluent from CSOs out of West Basin during wet weather events
- Improved stormwater management in the area

MMSD West Basin

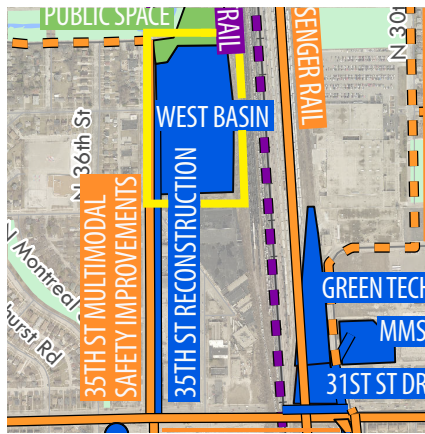
Project Description

The MMSD is constructing the third of a system of three stormwater basins in the 30th Street Corridor on 8 acres of abandoned industrial property on N. 35th St. between W. Congress St. and W. Hopkins St. The basin has a planned capacity of 31 million gallons, which is designed to reduce stormwater flooding for storm events up to the 100-year storm event. The City of Milwaukee will be a major project partner with significant concurrent stormwater improvements along N. 35th St.

The West Basin is the anchor for the MMSD N. 30th Street Corridor Stormwater Project which includes the stormwater basin, public space (p. 104), and a trail (p. 96) along Lincoln Creek north of the public space.

Why is it important?

Flooding in 2008 and 2010 caused significant property damage in the neighborhood. MMSD's flood management plan to reduce flooding from future major storm events calls for building three stormwater basins that will be dry most of the time until they are needed to hold stormwater from heavy rains so that the water can slowly drain to Lincoln Creek after the storms have passed. The three stormwater basins will also help address concerns of industries and businesses considering locations in the 30th St. Industrial Corridor.



Community Benefits Anticipated

- Improved stormwater management (31 million gallon capacity)
- Reduced flood risk and associated adverse health and safety impacts
- Reduction of pollutants in Lincoln Creek from overflow
- Increase in greenspace
- Increased pollinator habitat
- Aesthetic improvements
- Enhanced marketability of Century City Business Park leading to new jobs and sustaining current businesses
- Improved perception of the area

Lead

MMSD

Partners

- NWSCDC
- DPW
- MHD
- Design/Engineering consultant (TBD)

Timeframe

Near-term:
Outreach and Design: Qtr 4 2020 - Qtr 1 2022

Short-term:
Construction: Qtr 2 2022 - Qtr 2 2024

Next Steps

1. MMSD hires design/engineering consultant
2. NWSCDC continues outreach and partnership building efforts
3. Public stakeholder meetings held to solicit feedback and refine designs
4. Construction begins 2022

Funding Possibilities

- Funded- MMSD capital budget & potentially WDNR
- U.S. Economic Development Administration



West Basin location, pre-implementation, August 2019; cr. DCD



Aerial near the West Basin Project and N. 35th Street, July 2020; cr. Curt Waltz for DCD

Related Projects or Projects in Close Proximity

- 35th Street Multimodal Safety Improvements (p. 72) - adjacent
- Lincoln Creek Trail Connection – West Basin to Hampton (p. 96) – to be discussed during outreach for the West Basin and West Basin Public Space.
- West Basin Public Space Project (p. 104) – to be planned at the same time and implemented after.
- 35th Street Stormwater Reconstruction (p. 115) - this underground infrastructure connects the 31st St Dry Basin to the West Basin, so construction will be time accordingly.
- MMSD Roosevelt SSO (p. 111) - needs to be completed before the West Basin comes online
- 31st St. Dry Basin & Capitol Drive Stormwater Connection (p. 114) – underground infrastructure will connect these projects to the West Basin, so the construction will be timed accordingly.

Supporting Plans and Policies

- 30th St. Industrial Corridor Study Greenway Corridor Report MMSD & WHEDA/CHM Smith 2015
- Planning Reports: 30th St. Corridor Stormwater Study North and South Sections MMSD/CDM Smith 2014
- MMSD Regional Green Infrastructure Plan 2013
- City of Milwaukee DCD: Developing a Regional Approach to Stormwater Management in the 30th St. Industrial Corridor 2010

31st St. Dry Basin & Capitol Dr. Stormwater Connection

Project Description

The property at 3100-20 W. Capitol Dr. (former Ned's Pizza) will be cleared and remediated to accommodate the construction of a dry stormwater detention basin. The basin will remain dry most of the time until it is needed during heavy rain events. The basin will work in combination with the West Basin being built by MMSD at 4200-4330 N. 35th St. New underground infrastructure will be installed in the westbound and eastbound lanes of W. Capitol Dr. to connect the 31st & Capitol Dry Basin to MMSD's West Basin.

Why is it important?

The new dry basin will reduce flooding on W. Capitol Dr. between N.31st St. and N. 34th St. It will provide flood protection and help prevent dangerous conditions underneath the W. Capitol Dr. underpass during heavy rain events. Flood mitigation will allow traffic on W. Capitol Dr. to flow unobstructed during heavy rain events.



Community Benefits Anticipated

- Improved stormwater management
- Reduced flood risk and associated adverse health and safety impacts
- Improved perception of the area
- Improved community health

Related Projects or Projects in Close Proximity

- 31st & Capitol Slip Lane Removal (p. 66) – adjacent to eastbound underground infrastructure that will be installed
- MCTS Next (p. 68) - bus routes or stops may change before project is constructed - may need to adjust traffic plan
- Capitol Drive Multimodal Safety Improvements (p. 82) - adjacent
- 31st/Hope/30th St. Bike Connection (p. 89)-
- Green Tech Station (p. 106) – This project is directly to the north.
- MMSD NS12 (p. 110) – This project is adjacent and construction and design will be coordinated.
- MMSD Roosevelt SSO (p. 111) - must be completed before the 31st St. Dry Basin can come online
- MMSD West Basin (p. 112) – The West Basin will receive the storm water from the dry basin during flood events. The projects will be done concurrently and coordinated.
- 35th St Stormwater Reconstruction (p. 115) - new stormwater pipes under N. 35th St. will connect the basins.

Lead

DPW Environmental

Partners

- MMSD
- RACM

Timeframe

Near-Term:

Design 2020-2021

Short-Term:

Construction for 6-8 months between 2022-2024

Next Steps

1. Coordinate design and timing of construction with MMSD.
2. Design/Engineering
3. Implementation

Funding Possibilities

Funded through DPW – Sewer Maintenance Fund

Supporting Plans and Policies

- City of Milwaukee Capital Improvements
- MMSD Flood Management Projects

Project Description

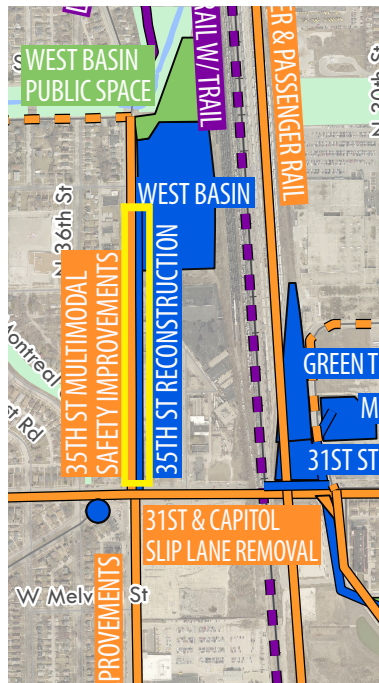
A full or partial reconstruction of N. 35th St. between W. Marion St. and W. Capitol Dr. is necessary to update the underground stormwater system in relation to three stormwater management projects in the area (West Basin, Roosevelt SSO, and 31st and Capitol Basin).

This stormwater project may create opportunities to increase safety for all transportation modes along N. 35th St. Exact street improvements that can be implemented through this funding source will depend on the necessary stormwater infrastructure improvements which will be determined during the design process.

Why is it important?

This work is necessary for the basin projects in the area.

Regarding the need to review traffic calming possibilities, traffic and crash data and comments from the public show a strong need to calm traffic along N. 35th St. This portion of N. 35th St. is part of the High Injury Network (HIN) in the city's Pedestrian Plan.



Community Benefits Anticipated

- Improved stormwater management
- Reduced flood risk and associated adverse health and safety impacts
- Aesthetic improvements
- Improved community health

Related Projects or Projects in Close Proximity

- 35th Street Multimodal Safety Improvements (p. 72) – same corridor and coordinate planning and design with DPW Multimodal so that safety improvements are incorporated.
- MCTS Next (p. 68) - bus routes or stops may change before project is constructed - may need to adjust traffic plan
- Capitol Dr. Multimodal Safety Improvements (p. 82) - intersects
- Roosevelt SSO (p. 111) – related timing, will be completed first
- MMSD West Basin (p. 112) – adjacent and connected, timing coordinated, coordinate outreach through West Basin project
- 31st St. Dry Basin & Capitol Drive Stormwater Connection (p. 114) – related and connected, timing coordinated

35th St. Stormwater Reconstruction

Lead

DPW Environmental

Partners

- MMSD
- DPW Infrastructure Services

Timeframe

Short-term:

Design 2021; Construction between 2022-2024

(Some outreach was completed during the CTC planning process, additional opportunities through West Basin Project.)

Next Steps

- Coordinate planning and any outreach efforts with MMSD and DPW Infrastructure Services
- Design/Engineering
- Implementation

Funding Possibilities

- Funded through DPW – Sewer Maintenance Fund

Supporting Plans and Policies

- City of Milwaukee Capital Improvements
- MMSD Flood Management Projects

Green Infrastructure Opportunities

Project Description

This project represents the goal of multiple agencies that seek to increase the overall acreage of green infrastructure within the Corridor, the City of Milwaukee, and the greater region. Additionally, other non-stormwater agencies generally support green infrastructure because of the co-benefits it brings in terms of improved aesthetics, open spaces and green spaces, and increased public space.

Why is it important?

The realities of climate change and ongoing urbanization in our communities mean that we cannot continue to expect that gray infrastructure solutions are the best and only answers to the increasing problems of urban flooding. The National Climate Assessment predicts climate change will increase the frequency and severity of heavy rainfall in the Midwest resulting in ongoing and increasing flood risk. Green infrastructure – the practice of working to manage precipitation where it falls – is an environmentally-sound practice that has widespread support among environmental and public works agencies across the country.

Lead

- MMSD
- DPW Environmental
- ECO

Partners

- RACM
- DCD
- MKE Parks
- Army Corp of Engineers

Timeframe

Ongoing

Next Steps

1. Monitoring of Agency GI Plans
2. Ongoing collaboration and efforts to connect funding to potential projects
3. Ongoing education and community outreach



Bioswale on W. Roosevelt Dr., August 2020; cr. DCD



Green street next to the East Basin, August 2020; cr. DCD

Funding Possibilities

Multiple grant opportunities exist to fund GI including: MMSD's Green Infrastructure Partnership Program, Green Solutions Funding, Fund for Lake Michigan, WDNR's Urban Nonpoint Source & Stormwater Planning and Construction Grants, Save our Great Lakes, Great Lakes Restoration Initiative, and WDOA Coastal Management Grants

Related Projects or Projects in Close Proximity

Green infrastructure can be incorporated into many of the projects. In particular, there may be opportunities with these near-term projects:

- 31st & Capitol Slip Lane Removal (p. 66)
- 29th & Melvina Park (p. 102)
- Green Tech Station (p. 106)
- West Basin Public Space (p. 104)
- 20th Street Corridor Trail (p. 92)
- 35th Street Multimodal Safety improvements (p. 72)

Community Benefits Anticipated

- Improved Stormwater Management
- Increase in green infrastructure
- Increase in greenspace
- Increased pollinator habitat
- Improved community health

Supporting Plans and Policies

- MMSD Regional Green Infrastructure Plan (2013)
- City of Milwaukee Green Streets Stormwater Management Plan (2013)
- ReFresh MKE Green Infrastructure Baseline Inventory (2015)
- City of Milwaukee Green Infrastructure Plan (2019)
- MMSD's Planning Optimal GI in the CSSA (2020)



Bioswale at Century City, August 2020; cr. DCD

Art in the Corridor

Project Description

Multiple organizations are pursuing initiatives to add and enhance art in the 30th Street Industrial Corridor including Imagine MKE and City as a Living Laboratory through the WaterMarks project. This work includes locations along the 30th Street Industrial Corridor south of the planning area.

Imagine MKE is focused on bringing both visual and performing arts exhibits and performances into creative and innovative spaces within the 30th Street Industrial Corridor, in an effort termed an “Arts and Culture Corridor”.

The WaterMarks project is an effort to develop a dispersed series of projects that will be part of a citywide network that helps communities develop a tangible, intimate understanding of and engagement with water. Various sites of hydrologic importance throughout the Corridor and the City will be identified with a vertical marker topped by a large blue lit letter that will pulse when storms are pending and residents can consider limiting their individual water use to help prevent flooding and combined sewer overflows. Each site is also paired with online content and an art installation created by a local artist in consultation with the community.

Why is it important?

Increased opportunities to elevate the arts and local artists help to build community, draw interest, and drive investment in the 30th Street Industrial Corridor. Also, art helps make the connection between critical but unseen infrastructure and local residents that are impacted by how the infrastructure functions. Art can connect environmental challenges to the personal experience of residents and empower them to take action to find solutions.

Related Projects or Projects in Close Proximity

Art can be incorporated into many of the projects. In particular, there may be opportunities with these projects:

- Hopkins Streetscape & Right-of-Way Improvements (p. 80)
- Capitol Dr. Multimodal Safety Improvements (p. 82)
- 20th Street Corridor Trail (p. 92)
- Beerline Trail Extension (p. 94)
- Lincoln Creek Trail Connection - Hampton to West Basin (p. 96)
- 30th Street Corridor Rail-with-Trail (p. 100)
- 29th & Melvina Park (p. 102) – possible WaterMark site or performance space
- Green Tech Station (p. 106) – possible WaterMark site
- West Basin Public Space (p. 104) – possible WaterMark site or performance space

Lead

- Northwest Side Community Development Corporation (NWS CDC)
- City as a Living Lab
- Imagine MKE

Partners

- City of Milwaukee Arts Board
- Greater Milwaukee Foundation
- MMSD
- RACM
- DCD
- DPW
- Artworks for Milwaukee

Timeframe

Ongoing

(Could be phased)

Next Steps

Ongoing brainstorming as part of Imagine MKE’s Neighborhood Partnerships Work Group Meeting

Ongoing brainstorming as part of Greater Milwaukee Committee WaterMarks working group

Funding Possibilities

- MMSD Capital Projects, TID opportunities, grants, and foundations

Community Benefits Anticipated

Improved perception of the area

- Sense of community pride and ownership
- Aesthetic improvements
- Enhanced marketability of the corridor leading to new jobs and sustaining current businesses
- Opportunities for artists and art entrepreneurs

Supporting Plans and Policies

- Comprehensive Outdoor Recreation Plan

Project Description

The existing condition of the 30th Street railroad corridor and associated bridges and underpasses should be cleaned up and improved. This project could range in scope, but should include the following activities:

- Remove large debris, tires, and trash due to illegal dumping
- Cut back overgrown vegetation
- Remove graffiti, power-wash and/or sand-blast older surfaces, and apply fresh paint
- Add/improve lighting under bridges
- Incorporate public art to aesthetically improve bridges/underpasses and create a sense of neighborhood pride and identity
- Make structural and safety improvements

Why is it important?

Throughout this planning process, residents have expressed a strong desire to clean up the railroad corridor and associated bridges and underpasses. Currently there is significant illegal dumping occurring along the Corridor, and existing bridges are dark, rusty, and generally uninviting, especially for pedestrians and bicyclists. Other projects in the City have shown there is potential to transform existing bridges into beacons of neighborhood pride and identity with a fresh coat of paint. This can help limit future negative behavior like illegal dumping, graffiti, etc. It is also a necessary first step to adding a trail and/or passenger rail service to the Corridor.

Community Benefits Anticipated

- Improves the pedestrian experience when traveling on sidewalks under existing railroad bridges
- Environmental benefits from removal of trash and debris
- Sense of community pride and ownership
- Potential to include green infrastructure and new vegetation for stormwater management and beautification purposes

Funding Possibilities

- City of Milwaukee – Big Clean MKE initiative, Dept. of Neighborhood Services,
- Private foundations (art, murals, etc.)
- BID #37 funds

Related Projects or Projects in Close Proximity

- 30th Street Commuter & Passenger Rail (p. 91) - In the same geographical area. Clean-up will be necessary to implement commuter rail.
- 30th Street Corridor Rail-with-Trail (p. 100) - In the same geographical area. Clean-up will be necessary to implement trail
- Art in the Corridor (p. 118) – Discussions about art should be included with clean-up plans.

Corridor Clean-up

Lead

- The Corridor Corp./BID #37
- Dept. of Neighborhood Services
- Railroad property owners
- Railroad corridor

Partners

- City of Milwaukee: Dept. of Neighborhood Services, DCD, ECO, DPW, MPD, etc
- WISDOT
- Northwest Side Community Development Corporation
- Rails-to-Trails Conservancy
- Arts-based partners
- Businesses adjacent to the Corridor

Timeframe

Short-term

(Could be phased)

Next Steps

1. Gather stakeholders to define scope of issues and responsibilities
2. Identify funding
 - Give citations to property owners and/or individuals who are illegally dumping waste on the railroad property.
 - Commence large-scale cleanup activities.
 - Begin partnering with arts-based organizations to plan public art improvements to various railroad underpasses.
 - Add/improve lighting under bridges.

Supporting Plans & Policies

- ReFresh Milwaukee Sustainability Plan, 2013
- WHEDA Transform Milwaukee Plan, 2012

Near-term Projects

Estimated Implementation Schedule

The chart below shows the estimated implementation timeframe for near-term projects as of August 2020. Near-term projects are those that have begun or are expected to begin within one year of the CTC plan's adoption.

	2020			2021				2022				2023				2024			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
PROJECT																			
Fond du Lac Pedestrian Crossing Improvements																			
Teutonia Reconstruction																			
27th St. Traffic Safety Improvements					2-3 days														
35th St Traffic Safety Improvements					2-3 days														
31st & Capitol Slip Lane Removal																			
Villard Ave Bridge Rehabilitation																			
Hampton Ave. Resurfacing																			
35th Street Multimodal Safety Improvements																			
20th St. Corridor Trail			Since the grant was recently awarded, the timing for construction is not determined																
Beerline Extension (Partial)			Since the grant was recently awarded, the timing for construction is not determined																
Green Tech Station																			
Ben Franklin School																			
MMSD NS12																			
Roosevelt SSO																			
MMSD West Basin																			
31st & Capitol Basin and Capitol Drive																			
35th St. Stormwater Reconstruction									Est. 6-8 mo										
West Basin Public Space																			
29th and Melvina Park																			

Light Gray = Design Phase
 Dark Grey = Construction Timeframe (Actual construction time varies and can change. The chart shows within the timeframe that construction is expected to start and end.



Completed Fond du Lac Pedestrian Crossing Improvement near the Sherman Phoenix; cr. DPW

7. Next Steps & Conclusion

Next Steps

At the time of the completion and adoption of this plan, the City of Milwaukee and world are still navigating the COVID-19 pandemic, and the marches for racial equity continue to push for change. There is still much to be done to reduce health disparities, end all types of racism and discrimination, and to make sure all residents are provided with the tools and support system to succeed in their lives.

The work to “Connect the Corridor” does not end with the writing of this plan document.

Connecting the Corridor projects provide opportunities to improve the Social Determinants of Health and inequities in the Connecting the Corridor neighborhoods. Use of the guiding principles described in Chapter 6 will lead to more informed, efficient and impactful projects. The City also encourages community members to stay involved to ensure that projects reflect the community’s vision.

Carrying out all of the projects included in Connecting the Corridor will take a sustained and dedicated effort from the City of Milwaukee and its partners and the community. Some projects will occur in the short term, while others represent a longer term concept or vision requiring additional community engagement and study. Funding is in place for a number of projects to proceed in the coming months and years, while additional resources will need to be identified to begin others.



Images, top to bottom: N. 35th St. walk, cr. NWSCDC; Community members re-imagine the green space north of the West Basin, cr. NWSCDC; N. 27th St. walk, cr. NWSCDC; Volunteers help assemble aqua blox at the Green Tech Station, NWSCDC; Farmer's Market at the West Basin, August 2020; NWSCDC

Implemented Fond du Lac Pedestrian Crossing Improvement at N. 36th St. & new Sherman Phoenix plaza, July 2020 ; DPW

Measuring Success

The projects outlined in this plan aim to improve the overall quality of life for residents, employees, and visitors in Connecting the Corridor neighborhoods, further the city’s sustainability and resilience goals, and help facilitate new investments in housing and jobs by improving the built environment.

This plan proposes utilizing before and after measures for projects in order to gauge their success in furthering the guiding principles set forth in this plan. The City of Milwaukee has recently strengthened its framework for measuring the impact of infrastructure investments through the implementation of its Complete Streets Policy. The Complete Streets Healthy and Equity Annual Report provides definitions and measurable criteria to evaluate the impact of major transportation projects.

Baseline data should be gathered at the beginning of each project, and to the right is a list of the success measures that can be used when evaluating Connecting the Corridor projects. The ability to gather data and the extent of what data is collected will vary by project type and scale. The Area Summary in Chapter 3 contains some before data for the full Connecting the Corridor plan area.

Streets Projects

- Reduction in crashes
- Reduced vehicle speeds
- Safer conditions for pedestrians and bicyclists
- Traffic counts

Trail Projects

- Number of individuals using trails
- Number of additional miles of trails added
- Number of activities and events hosted on trails

Parks and Public Space Projects:

- Number of individuals using public space and new amenities
- Self-reported time spent at public space per/week or month
- Number of activities and events held in public space
- Number of diverse groups hosting programs or events associated to the public space
- Use of new outdoor classrooms for environmental education

Stormwater Management Projects

- Reduced impacts from stormwater flooding

Multiple types of projects

- Self-reported level of physical activity
- Self-reported mental health
- Self-reported time spent outside per/week or month
- Sense of community pride and ownership
- Increase in bicycling and walking
- Increase of access to natural areas
- Land value
- Crime – real and perceived
- Development – vacant properties redeveloped
- Jobs

Conclusion

The projects called for in Connecting the Corridor Strategic Action Plan represent an interwoven vision for improvements to off-street trails, stormwater management, mobility and streets, and parks and public space. Connecting the Corridor projects were also designed to help achieve the goals that area residents and business owners have for their neighborhoods.

Each project on its own will result in significant improvement within the neighborhoods surrounding the 30th Street Corridor. However, Connecting the Corridor projects were also designed to build upon each other, multiplying their impacts. Collectively, the projects called for in Connecting the Corridor will achieve measurable results in advancing the plan goals of sustainability and resilience, safety and accessibility, equity, health, and community engagement.

As part of the City of Milwaukee’s Comprehensive Plan, Connecting the Corridor serves as the official guiding document that will guide City departments in advising land use decisions, identifying neighborhood priorities, and informing policies and public investments. As demonstrated in the project summaries in this plan, the City will be joined by a committed and capable team of partners working to carry out Connecting the Corridor projects and ensure they remain anchored to the goals of the community.

Combined with the ongoing neighborhood and economic development initiatives taking place throughout the neighborhood, the implementation of Connecting the Corridor will demonstrate the commitment of the City of Milwaukee and its partners to an equitable and comprehensive revitalization of the 30th Street Corridor.



CTC Meeting and Resource Fair for businesses in the Corridor - October 2019; cr. DCD



Clean WI & NWSCDC implementing stormwater management curriculum at Samuel Clemens - Spring 2019; cr. NWSCDC

Community's Role

How do you, as a community member, use this plan and move things forward?

- **Contact your Alderperson** when you have ideas, comments, or concerns - visit milwaukee.gov/CommonCouncil or call (414) 286-2221
- **Sign up for the City of Milwaukee's E-Notify system** to receive emails about projects, public meetings, and more at milwaukee.gov/enotify. We recommend subscribing to the following categories:
 - Under *News Releases*:
 - Your Aldermanic District - 1st, 6th, or 7th
 - Department of Public Works
 - Milwaukee County Parks
 - Under *Information Updates*
 - 30th Street Industrial Corridor News
 - Bicycle and Pedestrian News
 - Environmental Sustainability Initiatives
 - What's New on Milwaukee.gov
 - Under *Plans for Future City Development*
 - Near North Plan
- **Contact the Department of City Development's Planning Division** to ask about the status of the projects in this plan - nearnorthsideplan@milwaukee.gov or (414) 286-5730
- **Get involved with local organizations.** These could include:
 - Neighborhood Associations – Century City Tri-Angle Neighborhood Association, Garden Homes, Rufus King, Sherman Park, Residents for Change
 - Block Clubs/Block Watches, other groups – Little Canada Stormwater Basin Council
 - Safe streets and walking/biking advocacy groups – WI Bike Fed, Safe & Healthy Streets MKE, Coalition for Safe Driving MKE
 - Northwest Side Community Development Corporation
 - Business Improvement Districts: The Corridor, Villard BID
- **Social Media:** Follow the groups above, city departments, and alderpersons on Facebook, Instagram, and Twitter. Not all groups will have accounts, but many do.
- **Get outside and explore** your neighborhood and surrounding public spaces
- **Participate** in future community input meetings and events
- **Sign up for a free rain barrel or rain garden** with Clean Wisconsin (some restrictions apply)
- **Talk with your neighbors** about these projects to spread awareness
- Start a walking group with your neighbors and plan regular neighborhood walks
- Report issues to Department of Neighborhood Services, Department of Public Works or Milwaukee Police Department when you notice things that seem unsafe or irregular. 414-286-CITY or 414-933-4444 (MPD's non-emergency number)
- Visit MMSD Fresh Coast Resource Center for green infrastructure advice, resources, information and funding opportunities homeowners or businesses.
 - Fresh Coast Resource Center, 247 Freshwater Way, Suite 440 Milwaukee, WI 53204
 - (414) 225-2222
- Visit MMSD Managing Water on Your Property web pages. Resources for homeowners for reducing risk of water in basements
 - www.mmsd.com/what-you-can-do/managing-water-on-your-property
- Sign up for the MMSD Water Drop Alert
 - People can sign up to receive alerts when heavy precipitation is pending with advice on what to do to reduce the risk of flooding and basement backups when an alert is issued.



Community and MMSD work together to build a large rain garden in the Century City Tri-Angle neighborhood; cr. MMSD

Appendix A

To aid in implementation, the chart on the following pages provides brief summaries of each of the projects and lists related projects. Icons are included to reference when projects are related to other themes.



Mobility & Streets



Off-Street Trails



Parks & Public Spaces



Stormwater Management







Community Informed






Mobility & Streets

The Mobility & Streets projects are related to city street projects and continuing to create a safe, connected, and reliable transportation system that is right for everyone. This includes providing options for people to travel around the city by foot, on bike, on public transit, or driving. Some of the projects are current street projects with opportunity to integrate multimodal improvements, some are focused on walking and biking, and some are focused on transit.


Project Name	Timing	Related Projects or Projects in Close Proximity	Lead	Partners	Funding Possibilities	Themes
Community-Informed Mobility Issues - To Inform Projects Intersections: <ul style="list-style-type: none">• N. 35th St. & W. Capitol Dr.• N. 35th St., W. Hope Ave., & N. Hopkins St.• N. Teutonia Ave. & W. Hampton Ave.• N. 27th St. & W. Atkinson Ave. Corridors: <ul style="list-style-type: none">• W. Capitol Dr. – N. Sherman Blvd. to N. 20th St.• N. 35th St. – W. Congress St. to W. Townsend St.• N. Teutonia Ave. – W. Villard Ave. to N. Atkinson Ave.• N. 27th St – W. Hampton Ave. to W. Auer Ave.• N. Sherman Blvd. – W. Glendale Ave. to N. Townsend St.• N. Atkinson Ave. – N. 27th St to N. 19th St.	Ongoing incorporate and identify new projects	<ul style="list-style-type: none">• 27th St. Traffic Safety Improvements (p. 62)• 35th St. Traffic Safety Improvements (p. 64)• 31st and Capitol Slip Lane Removal (p. 66)• Hampton Ave. Resurfacing (p. 70)• 35th St. Multimodal Safety Improvements (p. 72)• Safe Routes to School (p. 74)• Villard Ave. Complete Streets (p. 76)• Capitol Dr. Multimodal Safety Improvements (p. 82)	DPW	<ul style="list-style-type: none">• DCD Planning• Community Partners in proximity	<ul style="list-style-type: none">• Opportunities with street projects• Grants such as TAP, HSIP, CMAQ, STP, MMSD, SRTS• City funds	
Fond du Lac Pedestrian Crossing Improvements <i>N. 36th St., N. 37th St. & N. 38th St. and W. Fond du Lac Ave.</i>	Complete	None identified	DPW Infra-structure Services	<ul style="list-style-type: none">• Sherman Phoenix	Funded: City Capital Paving Funds	

Teutonia Reconstruction - Capitol to Groeling <i>N. Teutonia Ave from W. Capitol Dr. to W. Groeling Ave.</i>	Near-term Construc- tion March-Dec. 2020	<ul style="list-style-type: none"> • Townsend Bike Connection (p. 90) 	DPW Infra- structure Services	<ul style="list-style-type: none"> • Other DPW Divisions 	Funded: (80% State/ Fed and 20% City with STP-U \$)	
27th St. Traffic Safety Improvements <i>N. 27th St. from W. Atkinson Ave. to W. Capitol Dr.</i>	Near-term Design - 2020 Construc- tion - 2021	<ul style="list-style-type: none"> • Community-Informed Mobility Issues (p. 58):<ul style="list-style-type: none">- Intersection: N. 27th St. & W. Atkinson Ave.- Corridor: N. 27th St – W. Hampton Ave. to W. Auer Ave. • MCTS Next (p. 68) • 31st/Hope/30th Bike Connection (p. 89) • MMSD NS12 (p. 110) 	DPW Trans- portation Opera- tions	<ul style="list-style-type: none"> • For Outreach: DCD Planning NWSCDC WI Bike Fed The Corridor 	Funded: HSIP	
35th St. Traffic Safety Improvements <i>N. 35th St. from W. Capitol Dr. to W. Townsend St.</i>	Near-term Design - 2020 Construc- tion - 2021 Additional implemen- tation may occur north of Capitol Dr. at a later point.	<ul style="list-style-type: none"> • Community-Informed Mobility Issues (p. 58):<ul style="list-style-type: none">- Intersection: N. 35th St. & W. Capitol Dr.- Corridor: N. 35th St. – W. Congress St to W. Townsend St. • MCTS Next (p. 68) • 35th St. Multimodal Safety Improvements (Congress St. to Capitol Dr.) (p. 72) • Capitol Dr. Multimodal Safety Improvements (p. 82) • Townsend Bike Connection (p. 90) • 30th Street Corridor Rail-with-Trail (p. 100) 	DPW Trans- portation Opera- tions	<ul style="list-style-type: none"> • For Outreach: DCD Planning NWSCDC WI Bike Fed The Corridor 	Funded: HSIP	
31st & Capitol Slip Lane Removal <i>Southwest corner of N. 31st St. and W. Capitol Dr.</i>	Near-term Engineer- ing & De- sign 2020 Construc- tion 2021	<ul style="list-style-type: none"> • Community-Informed Mobility Issues (p. 58):<ul style="list-style-type: none">- Corridor: W. Capitol Dr. – N. Sherman Blvd. to N. 20th St. • Capitol Dr. Multimodal Safety Improvements (p. 82) • Hopkins Streetscape & Right-of-Way Improvements (p. 80) • MMSD NS12 (p. 110) • 31st St. Dry Basin & Capitol Dr. Stormwater Connection (p. 114) • Green Infrastructure Opportunities (p. 116) 	DPW Trans- portation Opera- tions	<ul style="list-style-type: none"> • RACM • DPW Stormwater • MMSD 	<ul style="list-style-type: none"> • Funded: TAP • Green Infrastructure or other amenities need additional funding. Possible funding: Green Solutions, MMSD GIPP, FFLM 	  

Villard Ave. Bridge Rehabilitation <i>Bridge over Lincoln Creek on W. Villard Ave.</i>	Near-term Design - 2020 Construc- tion - 2021	<ul style="list-style-type: none"> • Villard Ave. Complete Streets (p. 76) • 20th Street Corridor Trail (p. 92) • Lincoln Creek Parkway Trail (p. 98) 	DPW Bridges	<ul style="list-style-type: none"> • Milwaukee County Parks • WISDOT 	Funded: 80% State/ Fed and 20% City with local bridge program funding	
MCTS Next <i>various corridors</i>	Near-term (if ap- proved by county board)	<ul style="list-style-type: none"> • MCTS bus lines are adjacent to or in close proximity to all of the projects. The following near-term projects will impact the right-of-way in corridors where there are currently bus routes:<ul style="list-style-type: none">• Fond du Lac Pedestrian Crossing Improvements (p. 60)• Teutonia Reconstruction (p. 61)• 27th Street Traffic Safety Improvement Project (p. 62)• 35th Street Traffic Safety Improvement Project (p. 64)• Hampton Resurfacing (p. 70)• MMSD NS12 (p. 110)• MMSD Roosevelt SSO (p. 111)• 31st & Capitol Dry Basin & Capitol Dr. Stormwater Connection (p. 114)• 35th Street Stormwater Reconstruction (p. 115) 	MCTS	<ul style="list-style-type: none"> • DPW Transportation Operations • DCD 	County Budget	
Hampton Ave. Resurfacing & Long-term Recommendations <i>W. Hampton Ave. from N. 60th St. to N. Teutonia Ave.</i>	Near-term Design- 2020-2022 Construc- tion- 2023 Long-term Recom- mended connec- tions - projects outside of resurfacing scope	<ul style="list-style-type: none"> • Community-Informed Mobility Issues (p. 58):<ul style="list-style-type: none">- Intersection: N. Teutonia Ave. & W. Hampton Ave.- Corridor: N. 27th St – W. Hampton Ave. to W. Auer Ave. • MCTS Next (p. 68) • 35th St. Bike Connection (p. 87) • 32nd St. Bike Connection (p. 88) • Beerline Trail Extension (p. 94) • Lincoln Creek Trail Connection – Hampton to West Basin (p. 96) • Lincoln Creek Trail Connection – Cameron to Hampton (p. 99) • 30th Street Corridor Rail-with-Trail (p. 100) 	DPW Major Projects	<ul style="list-style-type: none"> • DPW - Stormwater, Lighting, Transportation Operations • MCTS • Outreach support: DCD and NWSCDC 	Funded: Program 206: Design funding – STP Urban	 

35th Street Multimodal Safety Improvements <i>N. 35th St from W. Congress St. to W. Capitol Dr.</i>	Near-term Design-2021 Construction between-2022-2024 (Safety improvements may be phased depending on funding)	<ul style="list-style-type: none"> Community-Informed Mobility Issues (p. 58): <ul style="list-style-type: none"> Intersections: N. 35th St., W. Hope Ave, & N. Hopkins St.; and N. 35th St. & W. Capitol Dr. Corridor: N. 35th St. – W. Congress St to W. Townsend St. 35th St. Traffic Safety Improvements south of Capitol (p. 64) Capitol Dr. Multimodal Safety Improvements (p. 82) Congress Ave. Bike Connection (p. 90) 30th Street Corridor Rail-with-Trail (p. 100) West Basin Public Space (p. 104) MMSD West Basin (p. 112) 35th St. Stormwater Reconstruction (p. 115) Green Infrastructure Opportunities (p. 116) 	DPW Infrastructure Services	<ul style="list-style-type: none"> DPW Environmental MMSD MHD For Outreach: NWSCDC, DCD, WI Bike Fed 	Partially Funded: Sewer fund (TBD - partial) Highway Safety Improvement Fund (HSIP) (partial) Additional funding TBD	  
Safe Routes to School <i>All schools within walking distance of the planning boundaries</i>	Ongoing See SRTS Strategic Plan	<ul style="list-style-type: none"> There are schools within walking distance (defined by 1 mile) for all projects. Therefore, when a project is undertaken, Safe Routes to School engineering recommendations and traffic flows should be taken into account, especially if the school is close proximity. 	DPW Transportation Operations	<ul style="list-style-type: none"> MPS WI Bike Fed Safe Routes to School Steering Committee Local and Neighborhood Community Partners: Other City agencies: Other MPS departments Individual schools 	See Project Page	
Villard Ave. Complete Streets <i>W. Villard Ave. from N. Sherman Blvd. to Lincoln Creek</i>	Short-term Rapid Implementation improvements Long-term Street reconstruction	<ul style="list-style-type: none"> Community-Informed Mobility Issues (p. 58): <ul style="list-style-type: none"> Corridor: N. Teutonia Ave. – W. Villard Ave. to N. Atkinson Ave At-grade Railroad Crossing Improvements (p. 78) 35th Street Bike Connection (p. 87) 30th Street Corridor Rail-with-Trail (p. 100) 	DPW Infrastructure Services	<ul style="list-style-type: none"> Villard BID DPW Stormwater WI Bike Fed DCD WISDOT 	<ul style="list-style-type: none"> Surface Transportation Program (STP) Small-scale grants for rapid implementation projects. 	




At-grade Railroad Crossings Improvements 1) N. Hopkins St. & W. Custer St. 2) N. 32nd St. & W. Villard Ave. 3) N. 39th St. & W. Villard Ave. 4) N. 37th St. & W. Lancaster St. 5) N. 35th St. & W. Fairmount Ave. 6) N. 33rd St. & W. Carmen Ave. 7) N. 28th St. & W. Hampton Ave. 8) N.Teutonia Ave. & West Hampton Ave.	Ongoing integrate with projects in area	<ul style="list-style-type: none"> Hampton Ave. Resurfacing (p. 70) Villard Complete Streets (p. 76) 35th St. Bike Connection (p. 87) 32nd St. Bike Connection (p. 88) Fairmount/Cameron Ave. Bike Connection (p. 87) 30th Street Corridor Commuter Rail (p. 91) 30th Street Corridor Rail-with-Trail (p. 100) 	<ul style="list-style-type: none"> DPW WisDOT 	<ul style="list-style-type: none"> RACM DCD Planning City Attorney's Office 	<ul style="list-style-type: none"> DPW Capital Budget Incorporate into other street projects 	
Hopkins Streetscape & Right-of-Way Improvements <i>W. Hopkins St. from W. Capitol Dr. to N. 15th St.</i>	Short-term Initiate discussions Long-term Implementation (likely phased)	<ul style="list-style-type: none"> 31st/Hope/30th Bike Connection (p. 89) 31st & Capitol Slip Lane Removal (p. 114) 29th & Melvina Park (p. 102) MMSD NS12 (p. 110) Green Infrastructure Opportunities (p. 116) 	RACM	<ul style="list-style-type: none"> DPW Transportation Operations DPW Environmental DCD Planning 	This project is conceptual. Potential funding could come from local capital funds, stormwater grants, and transportation grants.	  
Capitol Dr. Multimodal Safety Improvements <i>All of W. Capitol Dr. in Milwaukee, with some notes for the area between 36th and 31st</i>	Short-term Initiate discussions Long-term: Implementation (likely phased)	<ul style="list-style-type: none"> 31st & Capitol Slip Lane Removal (p. 66) 31st/Hope/30th Bike Connection (p. 89) 35th St. Stormwater Reconstruction (p. 115) 30th Street Corridor Rail-with-Trail (p. 100) 31st St. Dry Basin (p. 114) 	<ul style="list-style-type: none"> DPW DCD WisDOT 	<ul style="list-style-type: none"> Community Partners 	This project is conceptual. Potential funding could come from local capital funds, stormwater grants, and transportation grants.	





Bikeway Recommendations						
Cornell St. Bike Connection <i>Along W. Cornell St. from N. Teutonia Ave. to N. 14th St.</i>	Long-term	<ul style="list-style-type: none"> • Teutonia Bike Connection (p. 88) • 20th St. Bike Connection (p. 89) • Beerline Trail Extension (p. 94) • 20th Street Corridor Trail (p. 92) 	DPW Transportation Operations	<ul style="list-style-type: none"> • DPW Major Projects • DPW Infrastructure • WI Bike Fed • DCD Community Partners in close proximity 	These projects are conceptual. Potential funding could come from local capital funds, integrating improvements with street projects, and transportation grants	
Custer Ave. Bike Connection <i>W. Custer Ave. from N. 53rd St. to N. 35th St.</i>	Long-term	<ul style="list-style-type: none"> • 35th St. Bike Connection (p. 87) • Sherman Blvd./42nd St. Bike Connection (p. 86) • 30th Street Corridor Rail-with-Trail (p. 100) 				
Sherman Blvd./42nd St. Bike Connection <i>On Sherman Blvd between Havenwoods State Forest and W. Fairmount Ave, then N. 42nd St to W. Burleigh St.</i>	Long-term	<ul style="list-style-type: none"> • Hampton Ave. Resurfacing (p. 70) • Villard Complete Streets (p. 76) • Capitol Dr. Multimodal Safety Improvements (p. 82) • Custer Ave. Bike Connection (p. 86) • Fairmount/Cameron Bike Connection (p. 87) • Congress Bike Connection (p. 90) • Townsend Bike Connection (p. 90) • 30th Street Corridor Rail-with-Trail (p. 100) 				
Fairmount/Cameron Ave. Bike Connection <i>On Cameron Ave. between N. 35th St. and Lincoln Creek Oak Leaf Trail</i>	Long-term	<ul style="list-style-type: none"> • 35th St. Bike Connection (p. 87) • 32nd St. Bike Connection (p. 88) • Lincoln Creek Trail Connection - Cameron to Hampton (p. 99) • 30th Street Corridor Rail-with-Trail (p. 100) 				
35th St. Bike Connection <i>Mainly on N. 35th St. between W. Villard Ave. and W. Hampton Ave.</i>	Long-term	<ul style="list-style-type: none"> • Hampton Ave. Resurfacing (p. 70) • Villard Complete Streets (p. 76) • Custer Ave. Bike Connection (p. 86) • Fairmount/Cameron Bike Connection (p. 87) • 32nd St. Bike Connection (p. 88) • Lincoln Creek Trail Connection - Hampton to West Basin (p. 96) • 30th Street Corridor Rail-with-Trail (p. 100) 				
32nd St. Bike Connection <i>On N. 32nd St. between W. Cameron Ave. and W. Hampton Ave.</i>	Long-term	<ul style="list-style-type: none"> • Hampton Ave. Resurfacing (p. 70) • Fairmount/Cameron Bike Connection (p. 87) • Beerline Trail Extension (p. 94) 				
Teutonia Ave. Bike Connection <i>On N. Teutonia Ave. between W. Silver Spring Dr. and W. Ruby Ave.</i>	Long-term	<ul style="list-style-type: none"> • Villard Complete Streets (p. 76) • Cornell St. Bike Connection (p. 88) • Townsend Bike Connection (p. 90) • Lincoln Creek Parkway Trail - Cameron to Hampton (p. 99) • Beerline Trail Extension (p. 94) 				

20th St. Bike Connection <i>Along N. 20th St from Villard Ave. to W. Keefe Ave.</i>	Long-term	<ul style="list-style-type: none"> • Capitol Dr Multimodal Safety Improvements (p. 82) • Cornell St. Bike Connection (p. 88) • Townsend Bike Connection (p. 90) • 20th Street Corridor Trail (p. 92) 	DPW Transportation Operations	<ul style="list-style-type: none"> • DPW Major Projects • DPW Infrastructure • WI Bike Fed • DCD Community Partners in close proximity 	These projects are conceptual. Potential funding could come from local capital funds, integrating improvements with street projects, and transportation grants	
31st/Hope/30th St. Bike Connection <i>Small sections of N. 30th St, N. 31st St., W. Hope Ave. & W. Roosevelt Dr. between W. Congress St. and W. Capitol Dr.</i>	Long-term	<ul style="list-style-type: none"> • Capitol Dr Multimodal Safety Improvements (p. 82) • 27th St. Traffic Safety Improvements (p. 62) • Hopkins Streetscape & Right-of-Way Improvements (p. 80) • 30th Street Corridor Rail-with-Trail (p. 100) • Green Tech Station (p. 106) • MMSD NS12 (p. 110) • 31st Street Dry Basin (p. 114) 				
Congress Ave Bike Connection <i>Congress from N. 48th St. to N. 35th St.</i>	Long-term	<ul style="list-style-type: none"> • 35th St. Multimodal Safety Improvements (p. 72) • Sherman Blvd./42nd St. Bike Connection (p. 86) • Lincoln Creek Trail Connection - Hampton to West Basin (p. 96) • West Basin Public Space (p. 104) 				
Townsend Bike Connection <i>On W. Townsend St. from N. Sherman Blvd., east along Townsend to N. 24th St. then north to W. Keefe Ave., taking Keefe to Teutonia Ave.</i>	Long-term (some near-term improvement at Townsend and 35th)	<ul style="list-style-type: none"> • Teutonia Reconstruction (p. 61) • 35th St. Traffic Safety Improvements (p. 64) • Safe Routes to School (p. 74) • Hopkins Streetscape & Right-of-Way Improvements (p. 80) • 30th Street Corridor Rail-with-Trail (p. 100) • Benjamin Franklin Schoolyard (p. 108) 	WisDOT	<ul style="list-style-type: none"> • Amtrak • DCD • SEWRPC • DPW • Canadian Pacific Railway • WATCO (Wisc. & Southern Railroad) • Private commuter rail companies 	<ul style="list-style-type: none"> • Private capital • Government funding 	
30th Street Commuter & Passenger Rail <i>Commuter rail on the rail corridor - stop contemplated near Capitol</i>	Long-term	<ul style="list-style-type: none"> • 30th Street Corridor Rail-with-Trail (p. 100) • Capitol Dr. Safety Improvements (p. 82) • Corridor Clean-up (p. 119) 				

Off-Street Trails







The Off-Street Trails projects are paths primarily intended for people walking or biking and can be used for recreational trips, or getting to work, school, shopping, or other destinations. When developing these projects it will be important to work with the community to make sure they connect with local destinations.

Project Name	Timing	Related Project or Projects in Close Proximity	Lead	Partners	Funding Possibilities	Themes
20th Street Corridor Trail <i>WE Energies Corridor from Lincoln Creek to W. Olive St/William Ira Gore Park</i>	Near-term: Grant awarded; fully constructed est by end of 2024	<ul style="list-style-type: none">• Beerline Trail Extension (p. 94)• Lincoln Creek Parkway Trail (p. 98)• Green Infrastructure Opportunities (p. 116)	DPW Transportation Operations	<ul style="list-style-type: none">• WE Energies• Milwaukee County• NWSCDC• Friends of Lincoln Park	Funded: TAP, CMAQ, RTP	
Beerline Trail Extension <i>Eastern Segment: from N. 20th St. traveling southeast to the existing Beerline (potential routes are being explored)</i> <i>Western Segment: Off-street from N. 20th St. to N. 24th Pl. and then connecting to W. Hampton Ave. and Lincoln Creek by way of W. Cornell St., W. Courtland Ave. and N. 31st St.</i>	Near-term: off-street section to be constructed by 2024. Pre-planning for other segments Short/Long-term: Implementation	<ul style="list-style-type: none">• Hampton Ave. Resurfacing (p. 70)• 32nd St Bike Connection (p. 88)• 20th Street Corridor Trail (p. 92)• 30th Street Corridor Rail-with-Trail (p. 100)	DPW Transportation Operations	<ul style="list-style-type: none">• Milwaukee County• City of Glendale• Beerline Trail Project Leadership Team• WISDO• Adjacent Private property owners• NWSCDC• Rail to Trails Conservancy	Partially Funded: for off-street segment • Grant funding sources TAP, CMAQ, RTP	 
Lincoln Creek Trail Connection - Hampton to West Basin <i>Shared use trail near Lincoln Creek between W. Hampton Ave. and the West Basin Public Space</i>	Near-term: Community outreach in coordination with West Basin Stormwater Project; Qtr. 4 2020-Qtr 1 2022 Long-term: Implementation	<ul style="list-style-type: none">• Hampton Ave. Resurfacing Project (p. 70)• 35th Street Multimodal Safety Improvements (p. 72)• 35th Street Bike Connection (p. 87)• 30th Street Corridor Rail-with-Trail (p. 100)• 35th Street Stormwater Reconstruction (p. 115)• West Basin Public Space (p. 104)• MMSD West Basin (p. 112)	MMSD DPW Milwaukee County	<ul style="list-style-type: none">• NWSCDC• MHD• DCD• Milwaukee City Parks and Recreation• Sierra Club• Cream City Conservation• Rails to Trails Conservancy• MPD	• Grant funding sources: TAP, CMAQ RTP	

Lincoln Creek Parkway Trail <i>Lincoln Creek Parkway between N. Teutonia Ave. and W. Villard Ave.</i>	Short-term: Planning Long-term: Implementation	<ul style="list-style-type: none">• Villard Ave. Complete Streets (p. 76)• Villard Ave Bridge Rehabilitation (p. 67)• 20th Street Corridor Trail (p. 92)• Other Lincoln Creek Trails (pp. 96 & 99)	Milwaukee County	<ul style="list-style-type: none">• DPW Multimodal• NWSCDC• WI Bike Fed	• Grant funding sources (TAP), (CMAQ) grants, (RTP).	
Lincoln Creek Trail Connection - Cameron to Hampton <i>East side of Lincoln Creek between W. Cameron Ave. and W. Hampton Ave.</i>	Short-term: Pre-planning Long-term: Implementation	<ul style="list-style-type: none">• Hampton Avenue Resurfacing Project (p. 70)• 32nd St. Bike Connection (p. 88)• Fairmount/Cameron Ave. Bike Connection (p. 87)• Beerline Trail Extension (p. 94)• Other Lincoln Creek Trails (pp. 96 & 99) – part of the overall network	Milwaukee County	<ul style="list-style-type: none">• DPW Multimodal• NWSCDC• MMSD• Rails to Trails Conservancy• WI Bike Fed	• Grant funding sources (TAP), (CMAQ) grants, (RTP).	
30th Street Corridor Rail-with-Trail <i>Roughly along the rail line from Havenwoods State Forest to the Hank Aaron Trail</i>	Long-term: A Preliminary Feasibility Study (PFS) is currently underway; future timeline not yet developed.	<ul style="list-style-type: none">• Community-Informed Mobility Issues (p. 58):<ul style="list-style-type: none">- Intersections: N. 35th St. & W. Capitol Dr.; N. 35th St., W. Hope Ave, & N. Hopkins St.- Corridors: W. Capitol Drive – N. Sherman Blvd. to N. 20th St.; N. 35th St. – W. Congress St. to W. Townsend St.• 35th St. Traffic Safety Improvements (p. 64)• Hampton Ave. Resurfacing (p. 70)• 35th Street Multimodal Safety Improvements (p. 72)• Villard Ave. Complete Streets (p. 76)• At-grade Railroad Crossings Improvements (p. 78)• Capitol Dr. Multimodal Safety Improvements (p. 72)• 32nd St. Bike Connection (p. 88)• 35th St. Bike Connection (p. 87)• Fairmount/Cameron Ave. Bike Connection (p. 87)• 31st/Hope/30th Bike Connection (p. 89)• 30th Street Commuter & Passenger Rail (p. 91)• Beerline Trail Extension (p. 94)• West Basin Public Space (p. 104)• Lincoln Creek Trail Connection - Hampton to West Basin (p. 96)• Art in the Corridor (p. 118)• Corridor Clean-up (p. 119)	Rails to Trails Conservancy	<ul style="list-style-type: none">• DPW• DCD• Milwaukee County• MMSD• WISDOT• NWSCDC• The 30th Street Industrial Corridor Corp• Villard Ave. BID• Near West Side Partners• Urban Ecology Center• SEWRPC• Wisconsin Bike Fed• Other Adj. BIDS and CDCs	TBD- Potential strategies include Local Government Capital Budgets, Foundations, Grants	 









Parks & Public Space

The Parks and Public Space projects are two near to short-term projects in the planning area. One will revitalize an existing park and one will be a new public space in an area that has limited park access.




Project	Timing	Related Projects or Projects in Close Proximity	Lead	Partners	Funding Possibilities	Themes
29th & Melvina Park <i>Between W. Melvina St. and W. Vienna Ave. on the east side of W. Hopkins St.</i>	Near-term: 2020-2021	<ul style="list-style-type: none"> Hopkins Streetscape & Right-of-Way Improvements (p. 80) Benjamin Franklin Schoolyard (p. 108) MMSD NS12 (p. 110) Green Infrastructure Opportunities (p. 116) Art in the Corridor (p. 118) 	DPW - MKE Parks	<ul style="list-style-type: none"> CCTNA Clean Wisconsin Reflo RACM 	Burke Foundation Grant received Additional fundraising necessary possibility: Fund for Lake Michigan Sustain Our Great Lakes	  
West Basin Public Space <i>North of West Basin on the east side of N. 35th St. between W. Congress St. and W. Marion St.</i>	Near-term: Community outreach in coordination with West Basin Stormwater Project; Qtr. 4 2020-Qtr 1 2022 Short-term: Phased construction, as early as 2022 (dependent on funding)	<ul style="list-style-type: none"> 35th St. Multimodal Safety Improvements (p. 72) Congress Ave. Bike Connection (p. 90) Lincoln Creek Trail Connection - Hampton to West Basin (p. 96) 30th Street Corridor Rail-with-Trail (p. 100) 29th & Melvina Park project (p. 102) MMSD West Basin (p. 104) Green Infrastructure Opportunities (p. 116) Art in the Corridor (p. 118) 	MMSD NWSCDC	<ul style="list-style-type: none"> MKE Plays Little Canada Stormwater Basin Council Milwaukee County MHD MPS 	MKE Plays Funding Private Foundations Other grant opportunities	  

Stormwater Management Projects

The Stormwater Projects are mostly a set of near and short-term large projects that aim to significantly reduce stormwater flooding and overflows during large stormwater events. This helps protect homes, businesses and helps keep pollution out of Lincoln Creek.

Project	Timing	Related Projects or Projects in Close Proximity	Lead	Partners	Funding Possibilities	Themes
Green Tech Station <i>4101 N 31st St</i>	Near-term: Under construction	<ul style="list-style-type: none"> 31st/Hope/30th Bike Connection (p. 89) 29th & Melvina Park (p. 102) Green Infrastructure Opportunities (p. 116) MMSD NS12 (p. 110) 31st Street Dry Basin (p. 114) Art in the Corridor (p. 118) 	NWSCDC	<ul style="list-style-type: none"> RACM Reflo 	Planned 2020 work funded by existing grants Future improvements, operation and maintenance, and programming to be funded by NWSCDC and additional grants	  
Ben Franklin Green and Healthy Schoolyard <i>2308 W Nash St</i>	Near-Term Conceptual Planning 2020 Fundraise 2021 Construct 2022	<ul style="list-style-type: none"> 29th and Melvina Park (p. 102) Townsend Bike Connection (p. 90) 	Reflo, Inc.	<ul style="list-style-type: none"> Benjamin Franklin School MPS MMSD CDS Green Schools Consortium of Milwaukee CCTNA Fund for Lake Michigan 	MMSD Green Infrastructure Partnership Program, DPW, School / Community Fundraisers	  
MMSD NS12 <i>Starting at 4044 N 31st St., on 31st and N. Hopkins St. and on adjacent property - ending near W. Nash St. and N. Hopkins St.</i>	Near-term: Design Fall 2020; Construction starts spring 2021	<ul style="list-style-type: none"> 31st & Capitol Slip Lane Removal (p. 66) MCTS Next (p. 68) Capitol Drive Multimodal Safety Improvements (p. 82) 31st/Hope/30th Bike Connection (p. 89) 29th & Melvina Park (p. 102) Green Tech Station (p. 106) 31st Street Dry Basin (p. 114) 	MMSD	<ul style="list-style-type: none"> DPW RACM 	Funded: MMSD Capital Budget	
MMSD Roosevelt SSO <i>W. Roosevelt Dr. from N. 58th St to N. Sherman Blvd. and a shaft location within a grassy section of ROW southeast of the W. Capitol Dr. and W. Roosevelt Dr. intersection</i>	Short-term: Design 2021 Construction 2022	<ul style="list-style-type: none"> MCTS Next (p. 68) MMSD West Basin (p. 112) 31st St. Dry Basin (p. 114) 35th St Stormwater Reconstruction (p. 115) 	MMSD	<ul style="list-style-type: none"> DPW Design/Engineering consultant (TBD) RACM 	Funded: MMSD Capital Budget	

MMSD West Basin <i>East side of N. 35th St. between W. Congress St. and W. Hope Ave.</i>	Near-term: Outreach & Design: Qtr 4 2020 - Qtr 1 2022 Short-term: Construction: Qtr 2 2022 - Qtr 2 2024	<ul style="list-style-type: none"> • 35th Street Multimodal Safety Improvements (p. 72) • Lincoln Creek Trail Connection - Hampton to West Basin (p. 96) • West Basin Public Space (p. 104) • 35th St. Stormwater Reconstruction (p. 115) • MMSD Roosevelt SSO (p. 111) • 31st St. Dry Basin & Capitol Drive Stormwater Connection (p. 114) 	MMSD	<ul style="list-style-type: none"> • NWSCDC • DPW • MHD • Design/Engineering consultant (TBD) 	Funded: MMSD capital budget & WDNR	 
31st St. Dry Basin & Capitol Dr. Stormwater connection <i>Northwest corner of N. 31st St. & W. Capitol Dr. and along W. Capitol Dr. between N. 31st St. and the railroad</i>	Near-Term: Design 2020-2021 Short-Term: Construction for 6-8 months between 2022-2024	<ul style="list-style-type: none"> • 31st & Capitol Slip Lane Removal (p. 66) • MCTS Next (p. 68) • Capitol Dr. Multimodal Safety Improvements (p. 82) • 31st/Hope/30th Bike Connection (p. 89) • Green Tech Station (p. 106) • MMSD NS12 (p. 110) • MMSD Roosevelt SSO (p. 111) • MMSD West Basin (p. 112) • 35th St Stormwater Reconstruction (p. 115) 	DPW Environmental	<ul style="list-style-type: none"> • MMSD • RACM 	Funded: DPW – Sewer Maintenance Fund	
35th St. Stormwater Reconstruction <i>N. 35th St. from W. Marion St. to W. Capitol Dr.</i>	Short-term: Design 2021; Construction between 2022-2024 Some outreach done through CTC; additional opportunities through West Basin planning.	<ul style="list-style-type: none"> • MCTS Next (p. 68) • 35th Street Multimodal Safety Improvements (p. 72) • Capitol Dr. Multimodal Safety Improvements (p. 82) • MMSD Roosevelt SSO (p. 111) • MMSD West Basin (p. 112) • 31st St. Dry Basin & Capitol Drive Stormwater Connection (p. 114) 	DPW Environmental	<ul style="list-style-type: none"> • MMSD • DPW Infrastructure Services 	Funded: DPW – Sewer Maintenance Fund	 
Green Infrastructure Opportunities <i>Location: To Be Determined</i>	Ongoing	<ul style="list-style-type: none"> • Green infrastructure can be incorporated into many of the projects. In particular, there may be opportunities with these near-term projects: • 31st & Capitol Slip Lane Removal (p. 66) • 35th Street Multimodal Safety improvements (p. 72) • 20th Street Corridor Trail (p. 92) • 29th & Melvina Park (p. 102) • West Basin Public Space (p. 104) • Green Tech Station (p. 106) 	MMSD DPW Environmental ECO	<ul style="list-style-type: none"> • RACM • DCD • MKE Parks • Army Corp of Engineers 	Numerous potential grants - see project page for more information	

Community Projects The Community Projects arose out of ideas that came up multiple times during the planning process. They are related to the other projects and should be considered as projects are implemented.						
Project	Timing	Related Projects or Projects in Close Proximity	Lead	Partners	Funding Possibilities	Themes
Art in the Corridor <i>30th St. Corridor</i>	Ongoing (Could be phased)	<ul style="list-style-type: none"> • Hopkins Streetscape & Right-of-Way Improvements (p. 80) • Capitol Dr. Multimodal Safety Improvements (p. 82) • 20th Street Corridor Trail (p. 92) • Beerline Trail Extension (p. 94) • Lincoln Creek Trail Connection - Hampton to West Basin (p. 96) • 30th Street Corridor Rail-with-Trail (p. 100) • 29th & Melvina Park (p. 102) • Green Tech Station (p. 106) • West Basin Public Space (p. 104) 	Imagine MKE & City as a Living Lab	<ul style="list-style-type: none"> • City of Milwaukee Arts Board, Greater Milwaukee Foundation, = • MMSD • RACM • DCD 	MMSD Capital Projects, TID opportunities, grants, and foundations	  
Corridor Clean-up <i>30th St. Corridor</i>	Short-term (Could be phased)	<ul style="list-style-type: none"> • 30th Street Commuter & Passenger Rail (p. 91) • 30th Street Corridor Rail-with-Trail (p. 100) • Art in the Corridor (p. 118) 	The Corridor Corp./BID #37 Dept. of Neighborhood Services Railroad property owners Railroad corridor	<ul style="list-style-type: none"> • City of Milwaukee: Dept. of Neighborhood Services, DCD, ECO, DPW, MPD, etc. • WISDOT • The Corridor Corp./BID #37 • Northwest Side Community Development Corporation • Rails-to-Trails Conservancy • Arts-based partners Businesses adjacent to the Corridor 	City of Milwaukee – Big Clean MKE initiative, Dept. of Neighborhood Services, Private foundations (art, murals, etc.) BID #37 funds	