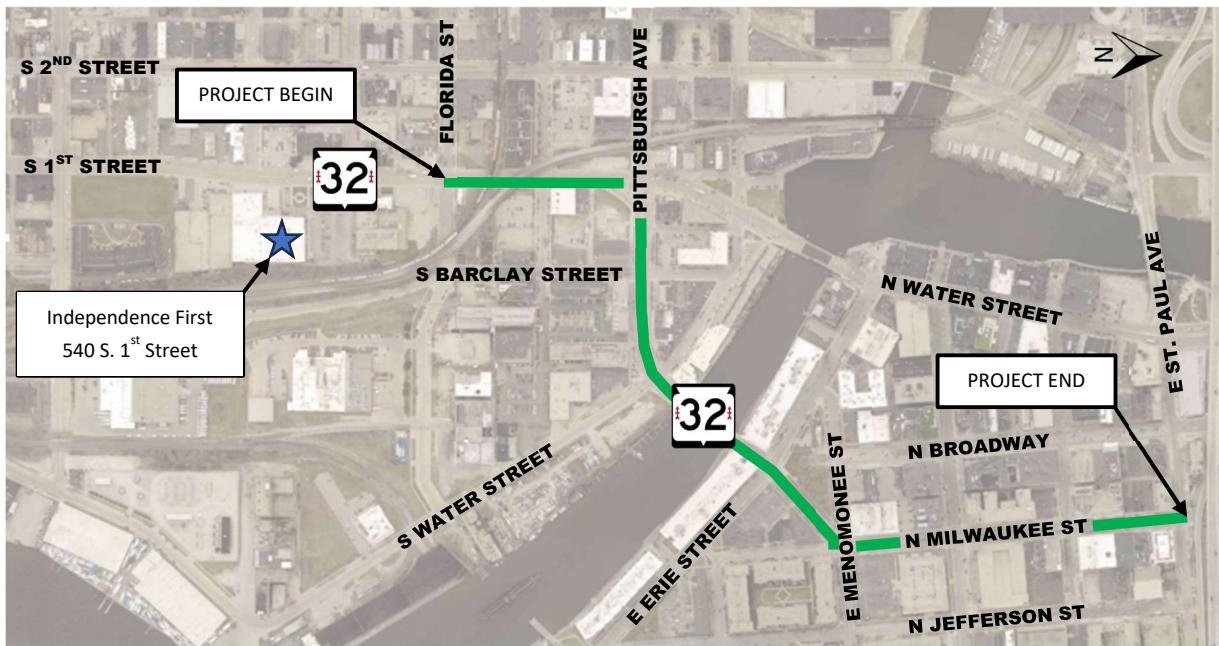




# Wisconsin Department of Transportation Public Involvement Meeting



February 12, 2026  
Project 2219 05 01



The Wisconsin Department of Transportation and the City of Milwaukee Department of Public Works are planning to improve South 1<sup>st</sup> Street, East Pittsburgh Avenue, and North Milwaukee Street (WIS 32) from East Florida Street to East St. Paul Avenue. Roadway construction is tentatively scheduled for 2031.

## Pavement Replacement Project Needs:

- Improve pavement ride
- Replace curb ramps to meet ADA compliance
- Update traffic signals
- Evaluate adding bicycle facilities

## Anticipated Project Schedule

TASKS	2025				2026				2027				2028				2029				2030				
	Q1	Q2	Q3	Q4																					
Public Involvement Meetings									●												●				
Final Scoping and Preliminary Design																									
Final Design																									
Construction																									

## WE WANT YOUR INPUT!

Visit the project website for more information:

- Public involvement meeting displays and information
- Project updates and schedule
- Contact information



## 1st Street - Existing



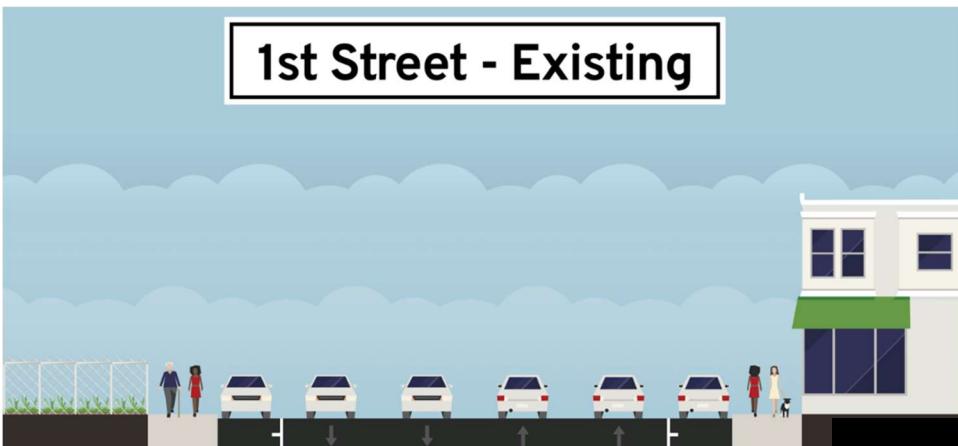
- Two through traffic lanes in each direction
- No dedicated left or right turn lanes
- On-street parking prohibited
- No dedicated bus or bicycle accommodations

## 1st Street - Florida to Oregon



- Single through traffic lane in each direction
- Dedicated southbound left turn lane at Florida Street; remove existing median at Florida Street
- No dedicated right turn lanes
- On-street parking prohibition maintained
- No dedicated bicycle lanes
- Transitions to single through traffic lane and bus only lane in each direction south of Florida Street

## 1st Street - Existing



- Two through traffic lanes in each direction
- No dedicated left or right turn lanes
- On-street parking where currently permitted
- No dedicated bus or bicycle accommodations

## 1st Street - Oregon to Pittsburgh



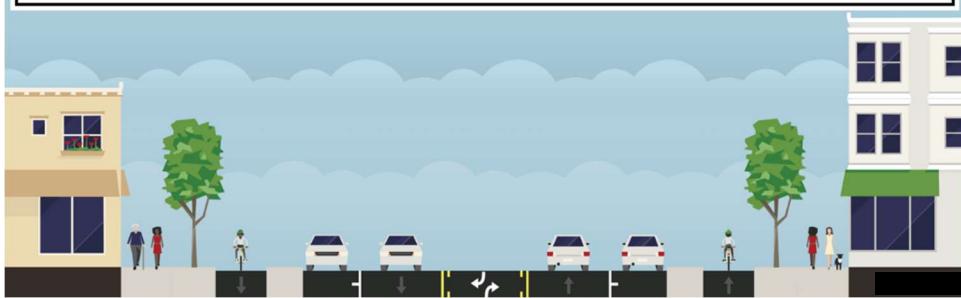
- Two through traffic lanes in each direction
- No dedicated left or right turn lanes
- On-street parking where currently permitted
- No dedicated bus or bicycle accommodations

## Pittsburgh Avenue - Existing



- Two through traffic lanes in each direction
- No dedicated left or right turn lanes
- On-street parking both sides
- No dedicated bicycle accommodations
- Raised median

## Pittsburgh Ave, On-Street Protected Bike Lanes



- Single through traffic lane in each direction
- Two-way left turn lane
- No dedicated right turn lanes
- On-street parking remains on both sides
- Dedicated parking-protected bicycle accommodations
- Sidewalk and terrace width maintained

## Pittsburgh Ave, Raised Protected Bike Lanes



- Single through traffic lane in each direction
- Two-way left turn lane
- No dedicated right turn lanes
- On-street parking remains on both sides
- Dedicated raised bicycle accommodations
- Sidewalk and terrace width maintained

## N Broadway Bridge - Existing



- Two through traffic lanes in each direction
- No dedicated left or right turn lanes
- No on-street parking
- No dedicated bicycle accommodations

## N Broadway Bridge 1-Way Bike Lanes



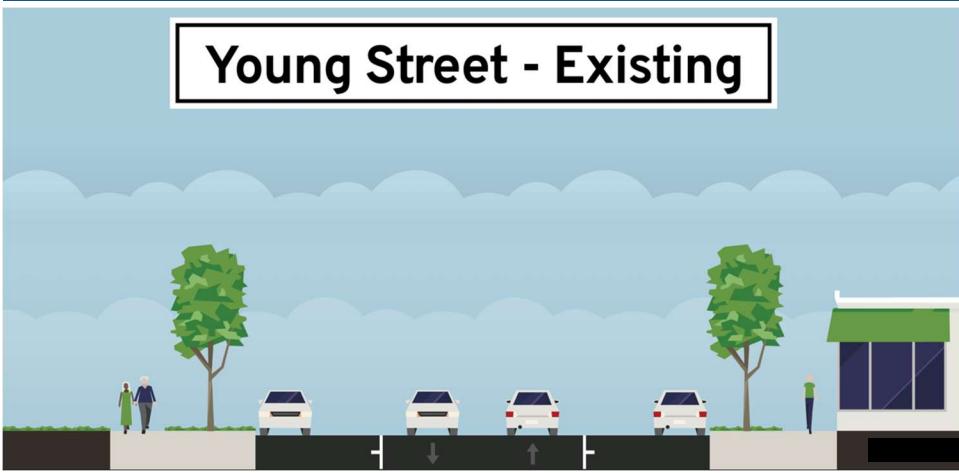
- Single through traffic lane in each direction
- Striped median
- Dedicated buffered on-street bicycle accommodations

## N Broadway Bridge 2-Way Bike Lanes



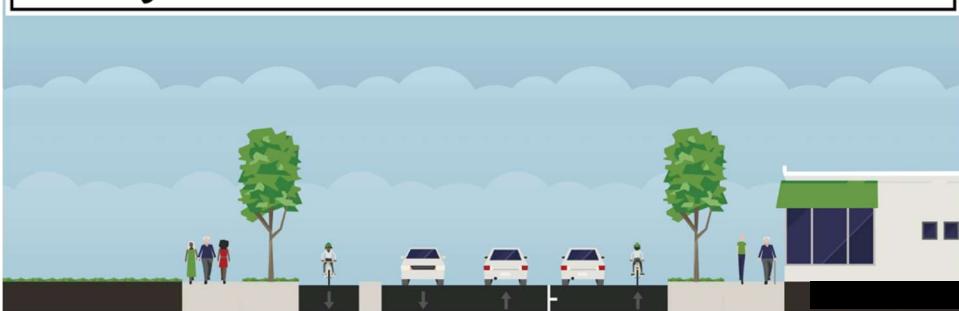
- Single through traffic lane in each direction
- Striped median
- Dedicated buffered two-way bicycle accommodations on northbound side

## Young Street - Existing



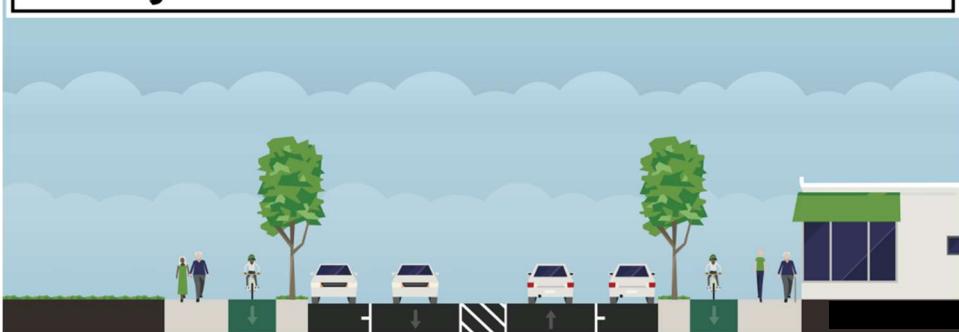
- Single through traffic lane in each direction
- No dedicated left or right turn lanes
- On-street parking on both sides
- No dedicated bicycle accommodations

## Young Street - On Street Protected Bike Lanes



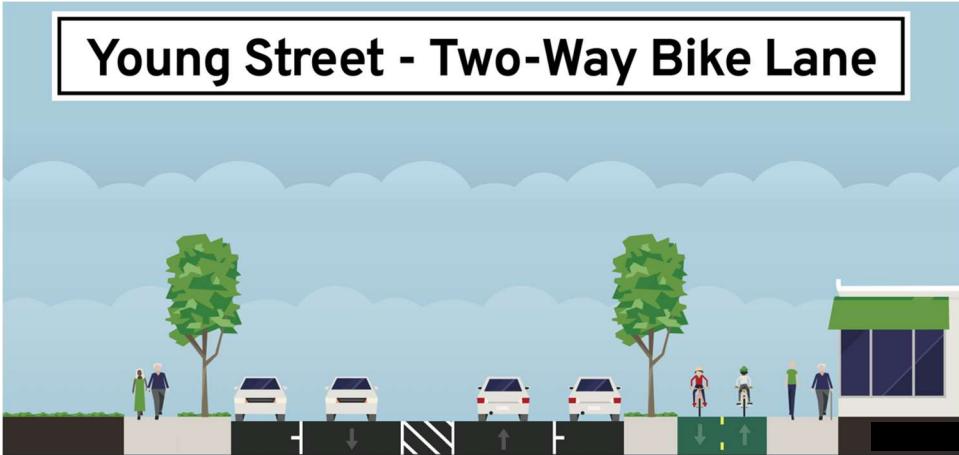
- Single through traffic lane in each direction
- Dedicated southbound left turn lane
- No dedicated right turn lanes
- Reduced on-street parking remains northbound
- On-street bicycle accommodations (protected southbound only)
- Sidewalk and terrace width maintained

## Young Street - Raised Protected Bike Lanes



- Single through traffic lane in each direction
- Dedicated southbound left turn lane
- No dedicated right turn lanes
- Reduced on-street parking remains on both sides
- Dedicated raised bicycle accommodations
- Sidewalk width maintained

## Young Street - Two-Way Bike Lane



- Single through traffic lane in each direction
- No dedicated left or right turn lanes
- On-street parking remains southbound
- Dedicated two-way bicycle accommodations on northbound side
- Sidewalk width maintained

## Milwaukee Street - Existing



- Single through traffic lane in each direction
- No dedicated left or right turn lanes
- On-street parking on both sides
- No dedicated bicycle accommodations
- Raised median

## Milwaukee Street - No Bike Lanes



- Single through traffic lane in each direction
- No dedicated left or right turn lanes
- On-street parking remains on both sides
- No dedicated bicycle accommodations
- Raised median remains
- Sidewalk and terrace widened

## Milwaukee Street - On Street Bike Lanes



- Single through traffic lane in each direction
- No dedicated left or right turn lanes
- On-street parking on both sides
- Dedicated on-street bicycle accommodations
- Median removed
- Sidewalk and terrace widened

## Milwaukee St - Raised Protected Bike Lanes



- Single through traffic lane in each direction
- No dedicated left or right turn lanes
- On-street parking on both sides
- Dedicated raised bicycle accommodations
- Median removed
- Sidewalk and terrace widened