



Welcome
to the
Reimagining WIS 175 Study
Public Involvement Meeting #1

May 11, 2023

4 p.m. to 7 p.m.

Washington Park Senior Center



Reimagining WIS 175 Study

Public Involvement is Key

- The Study includes a robust Public Involvement Plan
- Partnering with community based organizations, neighborhood associations, and business groups to involve the community.
 - Attending local neighborhood meetings and events.
 - Using Community and Technical Advisory Groups, public involvement meetings, web page, Social Pinpoint, newsletters, social media, and design charrettes.



Scan the QR code with your smartphone to visit our engagement site today!



Photos by Melissa Muller, Washington Park Neighborhood Association

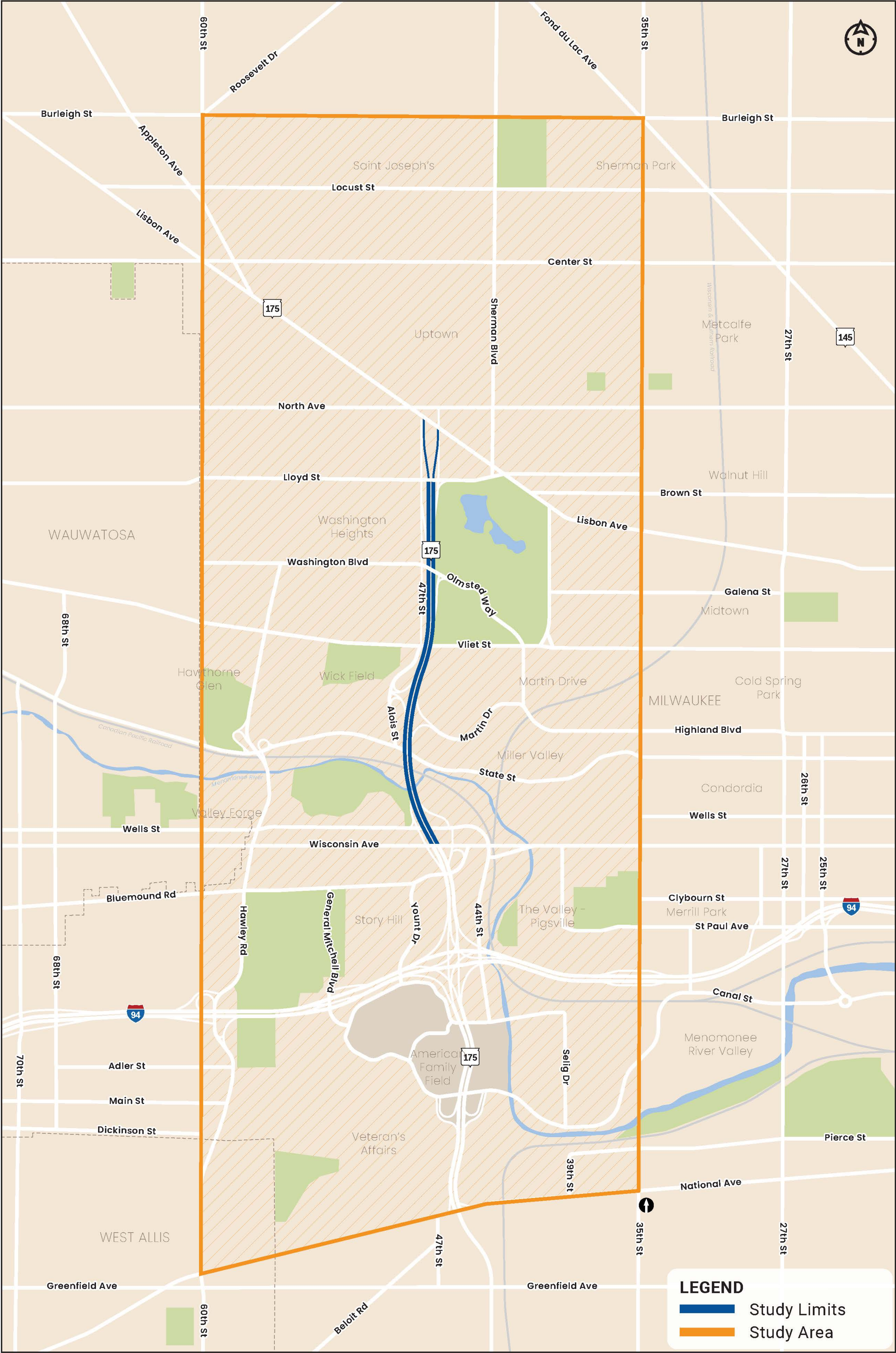
- Initial outreach efforts
- In February and March, initial outreach was conducted with community based organizations to determine effective outreach methods. What we heard:
- Work with trusted community leaders.
 - Share information by existing neighborhood apps and community Facebook pages.
 - Use flyers and posters around the community.
 - Provide a study website that is up to date and easy to access.
 - Share similar studies on reconnecting communities.
 - Attend planned events in the community.

- Upcoming Public Involvement Efforts
- Continue outreach with community based organizations and trusted leaders.
 - Attend neighborhood groups and event meetings.
 - Reach out to target audiences (churches, schools, businesses).
 - Send out surveys.
 - Hold a design group meeting later this year.
 - Use social pinpoint to gather comment.

Study Timeline	2022				2023				2024			
Reimagining WIS 175 Study Announced												
Reconnecting Communities Pilot Program Grant Application												
Research & Data Gathering												
Begin Public Outreach & Conduct Public Involvement Meeting #1												
Develop Alternatives												
Public Involvement Meeting #2												
Evaluate Alternatives												
Public Involvement Meeting #3												
Finalize Study												
Online and In-person Engagement												



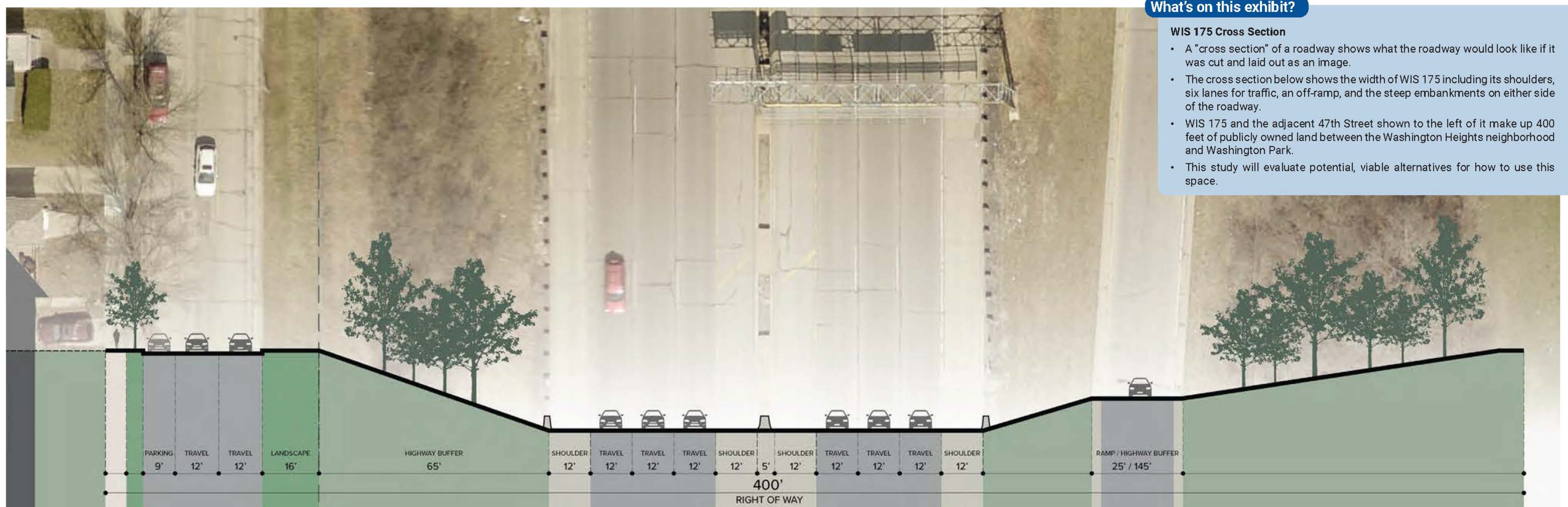
Study Area & Limits



The Wisconsin Department of Transportation (WisDOT), along with study partners Milwaukee County and the City of Milwaukee, are collaboratively working on a study for WIS 175 between Wisconsin Avenue and Lisbon Avenue.

WIS 175 Corridor

This is our opportunity to re-think WIS 175, also known as the Stadium Freeway or the Stadium Spur. This 6-lane urban freeway was constructed in 1962 and impacted Washington Park and other properties. This section of WIS 175 was part of a larger freeway network that was never completed. Now, the resulting freeway with grade separated interchanges creates a disconnect between neighborhoods with a lack of pedestrian, bike, and bus access.



Cross section of existing conditions, south of Washington Boulevard

Goals

The Reimagining WIS 175 Study will take a comprehensive, holistic approach to evaluate potential, viable alternatives for the future WIS 175 corridor in a way that accommodates vehicles, transit, bicycle and pedestrian connections; connects neighborhoods, and promotes socio-economic vitality.

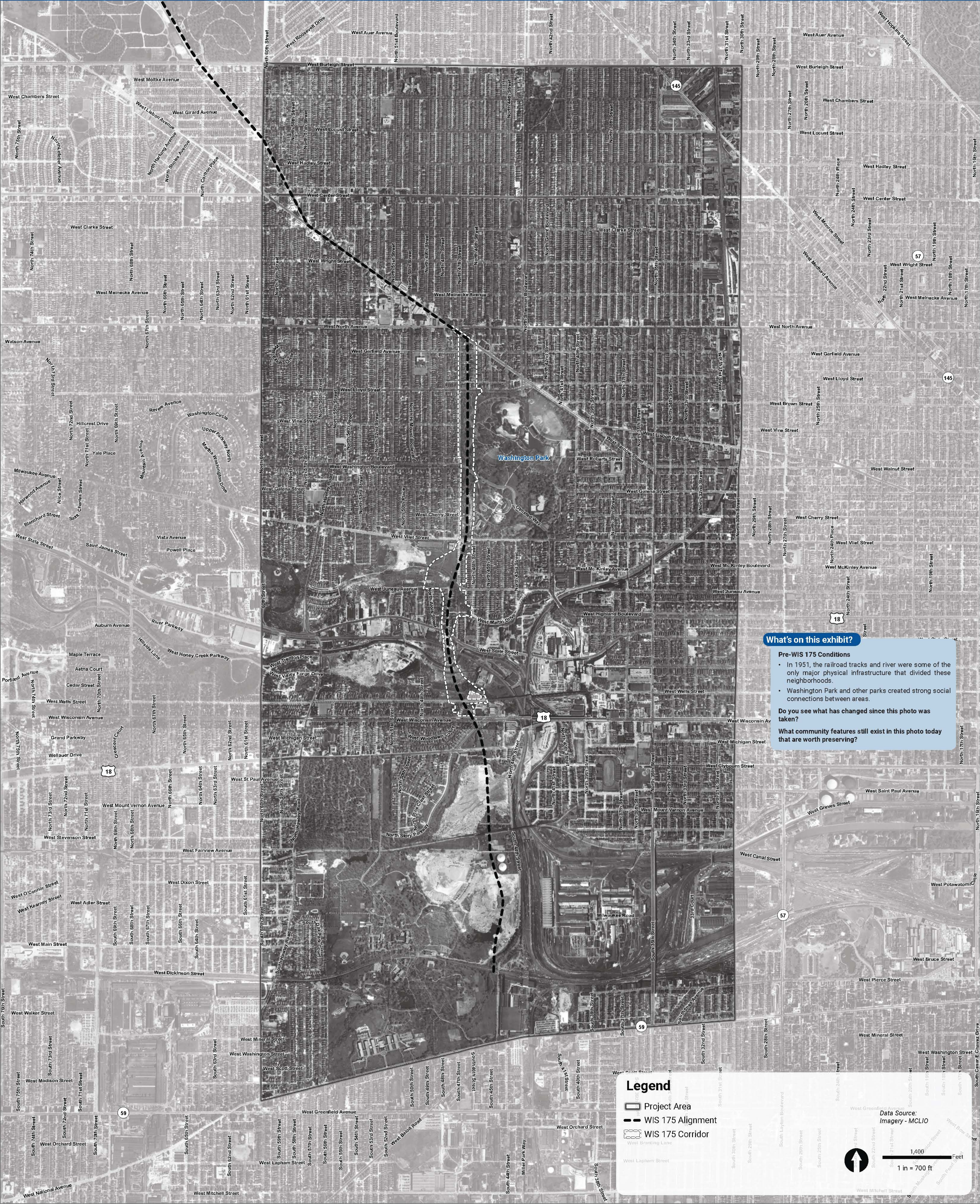
Why do some of the maps have nothing to do with transportation?

The United States Department of Transportation published the "Community Connections Innovations Handbook" and developed the "Reconnecting Communities Pilot Program." Both of these initiatives recognize that some of the consequences from building a facility like WIS 175 do not appear to be directly related. For example, you might wonder why factors like racial identity and discrimination, homeownership, or educational attainment are relevant to a transportation study. However, the Community Connections Innovation Handbook recognizes that one of the main actions of a study like Reimagining WIS 175 should be to "restore community by addressing unanticipated consequences of the past." By looking at a complete list of environmental, social, and economic factors, this study will assess transportation solutions that have the most practical and beneficial results.

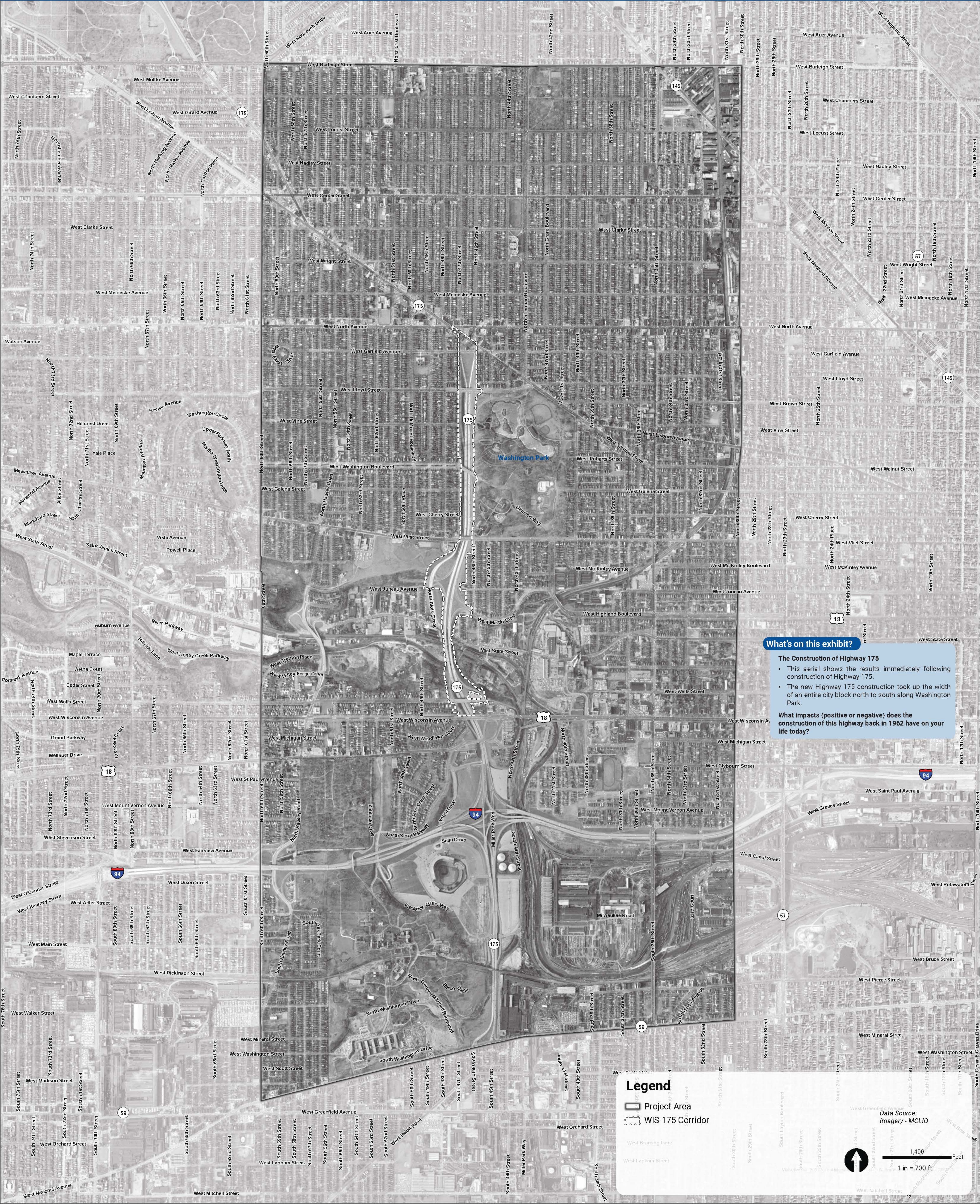
Scope of the Study

- Partner with community stakeholders to identify the status of the existing roadway infrastructure and identify opportunities for potential future improvements.
- Analyze a variety of alternatives ranging from no changes to an at-grade street considering green spaces, parks, land use and future development.
- Involve the community with robust public engagement.
- Identify viable alternatives that meet the traffic and community needs with a focus on reconnecting communities.

Aerial Imagery - 1951

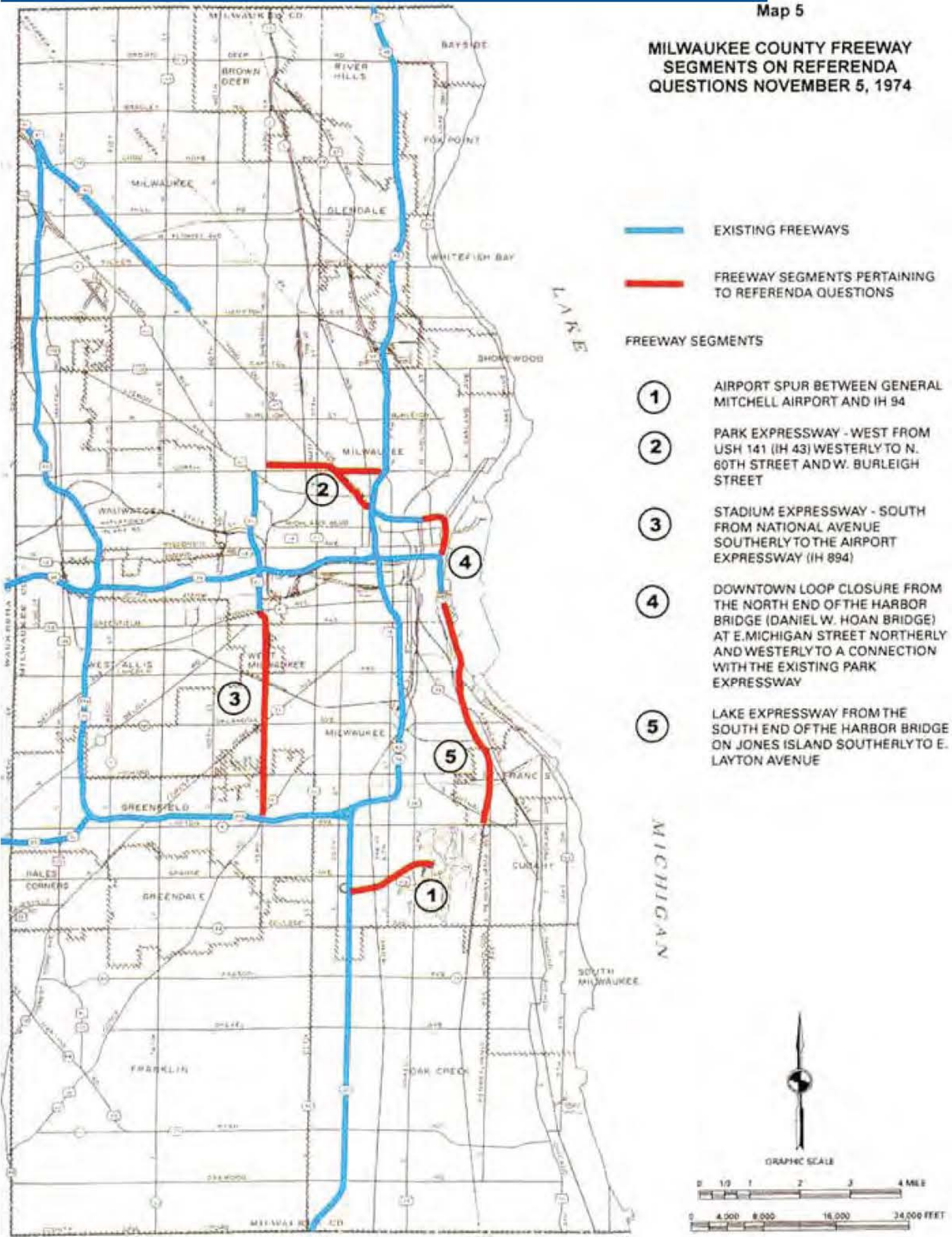


Aerial Imagery - 1963



Historic Freeway & Policy Mapping

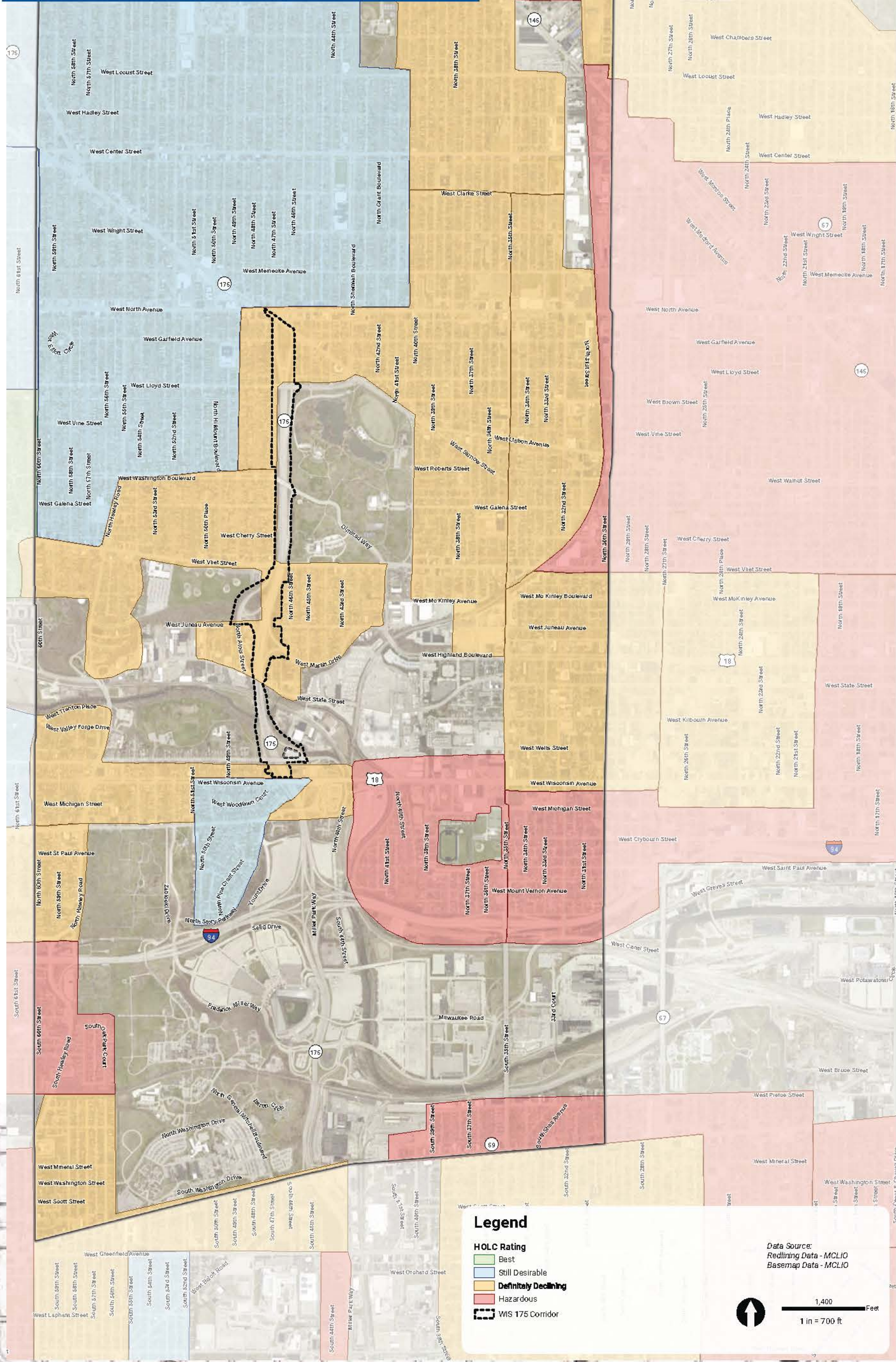
1974 Existing and Planned Freeway Expansion Areas



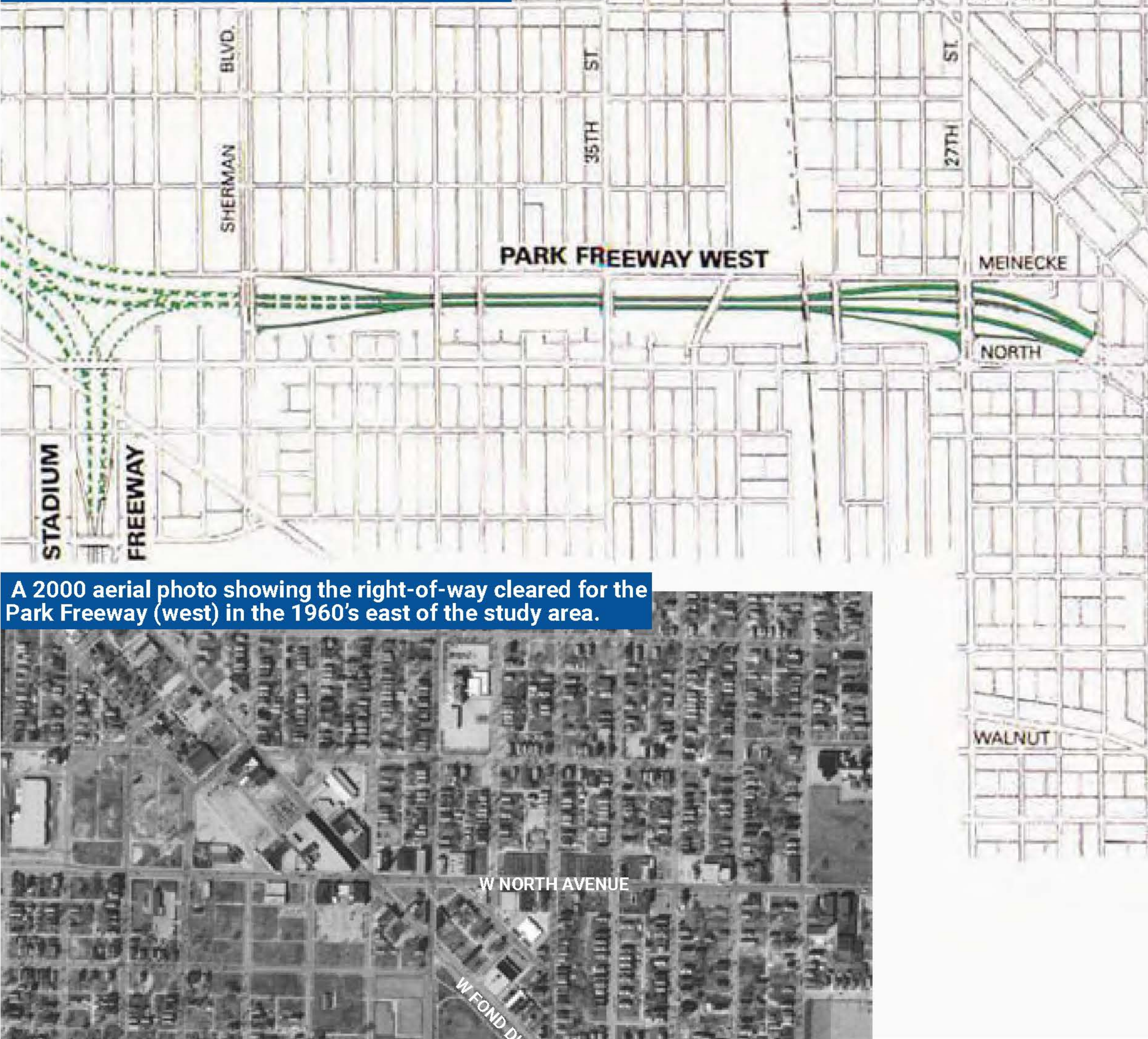
What's on this exhibit?

- 1938 HOLC Map (right)
- HOLC is the acronym for Home Owners Loan Corporation started in the New Deal by the Federal Government.
 - These maps, commonly referred to as "redlining maps," aided in the decision of where home loans could be provided and where they would not.
 - The color-coded maps ranked the loan worthiness of neighborhoods from least risky to most risky - or from "Best" to "Hazardous"
- Freeway Maps (left, bottom)
- Freeway expansion plans resulted in the displacement of hundreds of households, even though many of the roadways were never constructed.

1938 Home Owners Loan Corporation Map



1965 Map of the proposed Park Freeway (West)



A 2000 aerial photo showing the right-of-way cleared for the Park Freeway (west) in the 1960's east of the study area.



Washington Park: Past and Present

OLMSTEAD'S PLAN (1893)

Renowned landscape architect Fredrick Law Olmsted chose the site for Washington Park because of its existing lagoon and natural vantage points. A prominent feature was the overlook point at the terminus of Walnut St (now Washington Blvd). By the time the park finished completion in 1901, the lagoon was already the most popular location in Milwaukee for ice skating. The park followed a 'pastoral' design scheme that made use of the rolling topography and panoramic vistas. Over 12,000 trees and shrubs were planted in 1896 to create woodlands and strategically define open meadows.

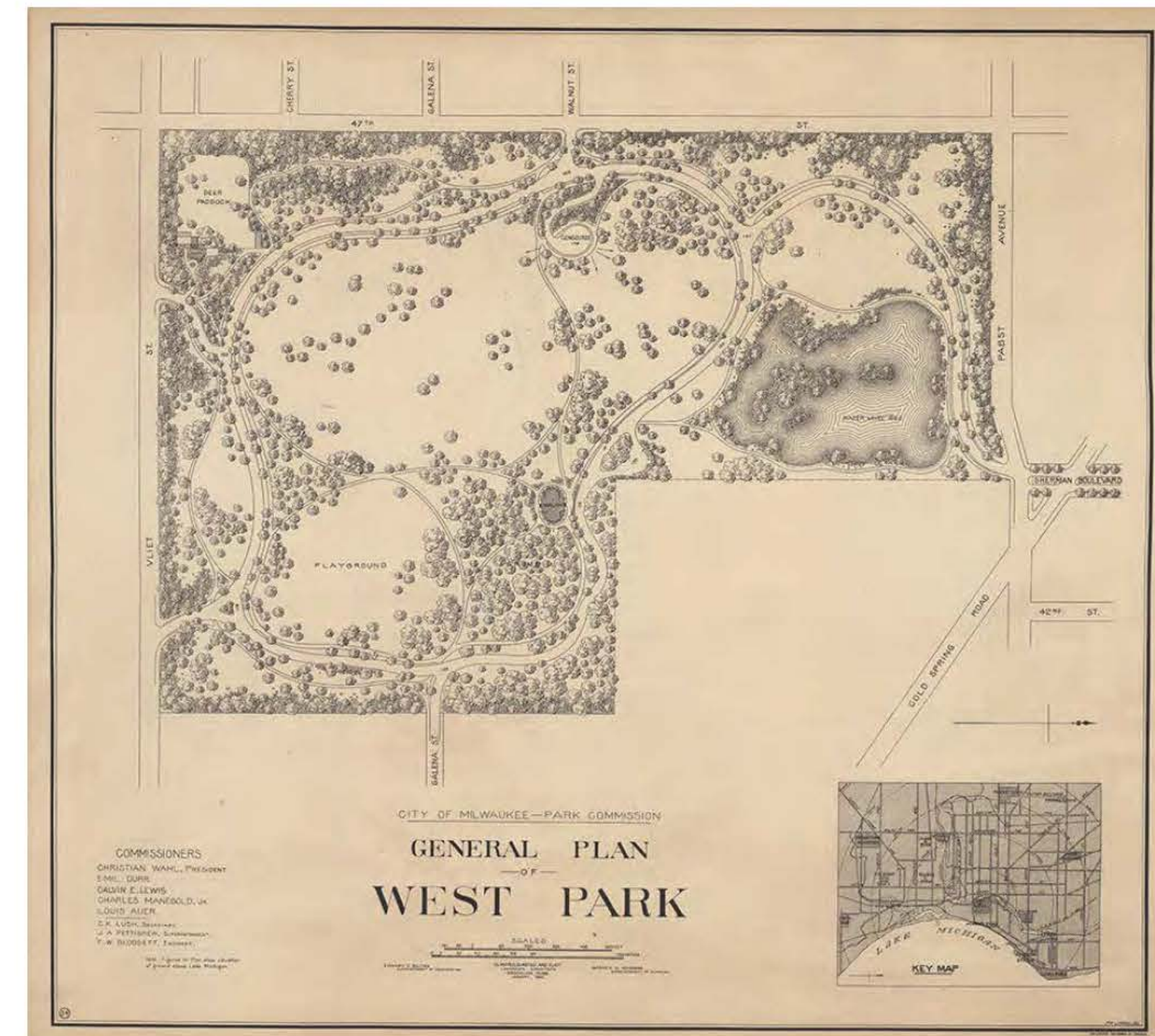


Image source: The Cultural Landscape Foundation, Frederick Law Olmsted National Historic Site, 1895.

1941 PARK PLAN

The 1941 Plan shows alterations to the park that took place after the creation of Olmsted's original plan. Between 1902 and 1906 the park was expanded by 25 acres, which allowed for enlarging the lagoons. Additional recreation amenities were added including a boathouse, a mile-long horse-racing track, grandstands, stables and a wooden gazebo for musical events. The one-acre "deer paddock" at the southwest side was expanded into Milwaukee's first zoo, which gradually expanded to include over 800 animals on 23 acres before being moved in the 1960's to its larger location. In 1938, an art deco style open-air band shell, the "Emil Blatz Temple of Music", was built within a natural amphitheater.

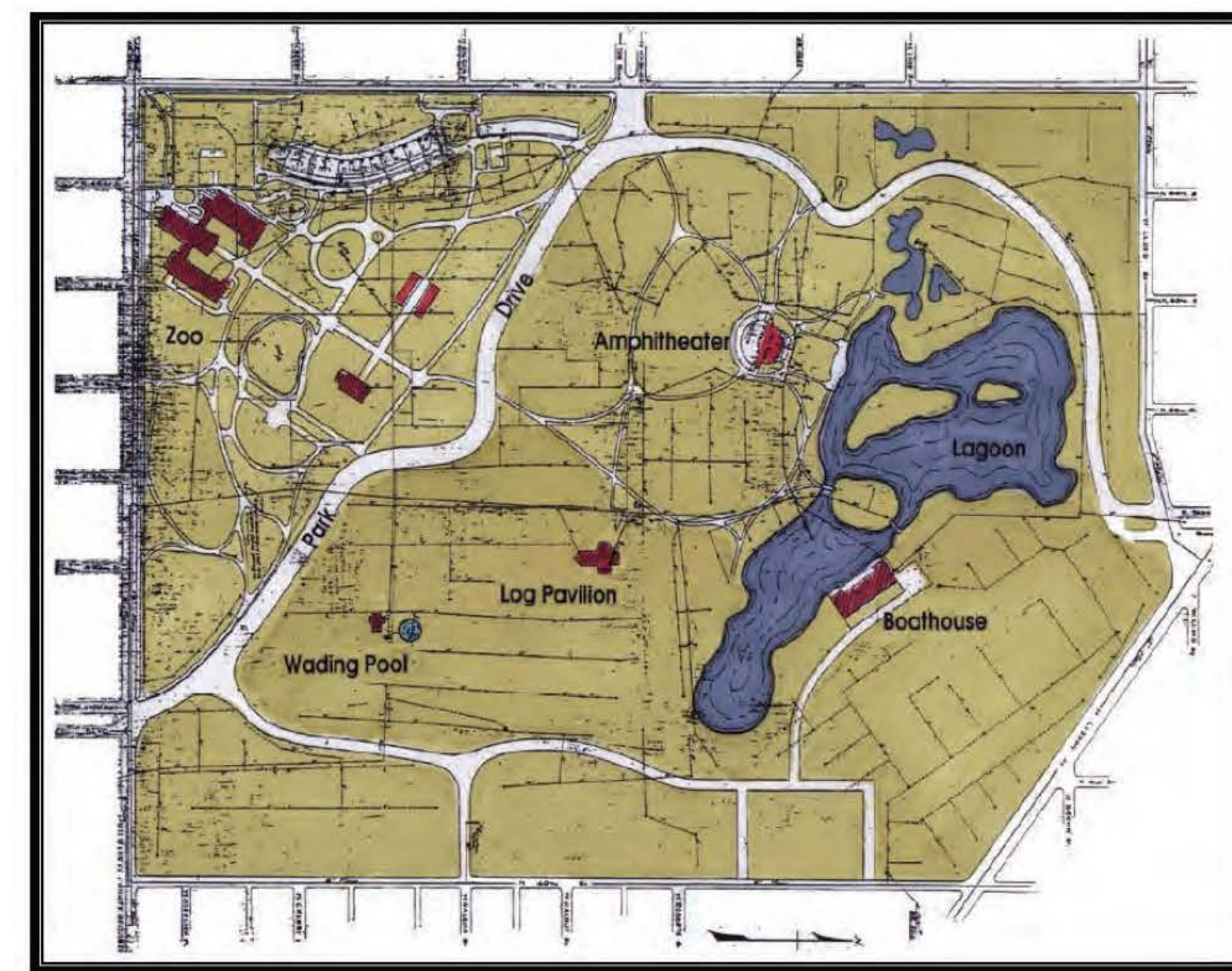


Image source: Milwaukee County Department of Parks 2000

2000 PARK PLAN

The 2000 plan shows the impacts to the western edge of Washington Park, replaced in 1962 with a freeway spur for Highway 175. The freeway that this spur was intended to connect to was never built, but the Highway 175 spur remains, dividing western neighborhoods from the remaining park. After the zoo relocated, a senior center was built in its place, separated from the rest of the park by busy traffic on Olmsted Dr. This drive is all that remains of the original carriage loop of Olmsted's plan. Recreational amenities have been updated to include tennis courts, a pool, playgrounds and athletic fields. The 2000 Revitalization Plan by Milwaukee County Parks shown below sought to address safety perceptions and upkeep.

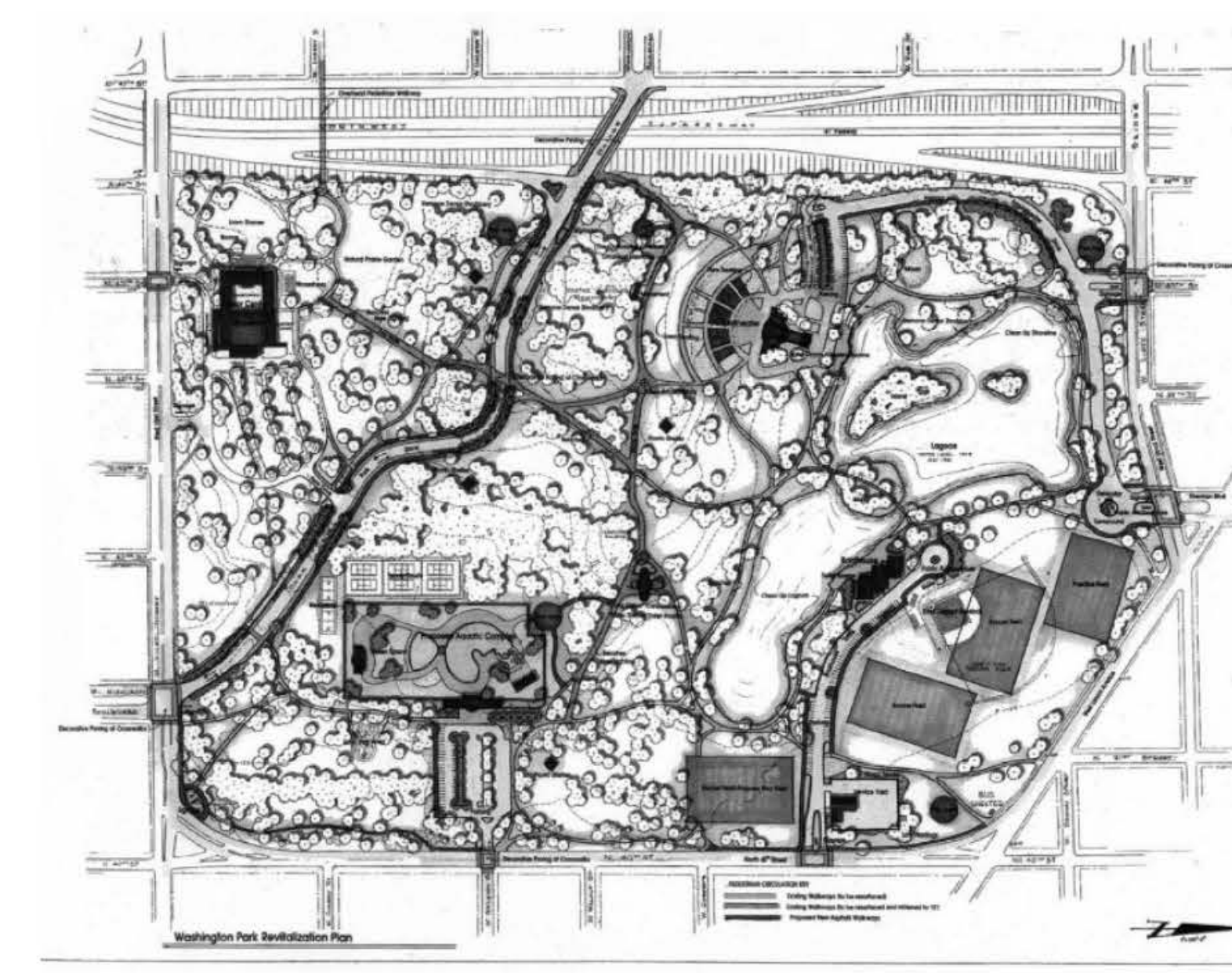


Image source: Milwaukee County Department of Parks 2000

2022 AERIAL PHOTO

Much remains from the original Olmsted plan for Washington Park including the winding paths and pastoral setting. Despite the removal of the overlook point at Washington Blvd, the site remains an area highpoint and provides topographic and natural relief from the city. Alterations over time have diminished activity and the social connectivity of the park. Most notable of these have been the removal of internal circulation systems and the neighborhood connection along the western edge. Connectivity remains one challenge to reactivating Washington Park as a community destination for social exchange in nature.



Aerial imagery source: Google Earth 2022

Alterations over time have diminished activity and the social connectivity of the park. Most notable of these have been the removal of internal circulation systems and the neighborhood connection, especially along the western edge.

Connectivity remains a challenge to reactivating Washington Park as a community destination for social exchange in nature.



Picknickers enjoying Washington Park in 1901
Photo source: Milwaukee Public Library



Washington Park lagoon bridge
Image source: Villa Terrace Decorative Arts Museum



The boat house on the Washington Park lagoon in 1944.
Image source: E.C. Kropp Co.



A man and moose at the zoo in Washington Park. Neighboring homes can be seen in the background.
Photo source: Stacy DeKeyser, 2018



People enjoying the lagoon in the early days of Washington Park, 1929.
Photo source: Washington News Company



Zoo postcard featuring "Monkey Island"
Image source: Greetings from Milwaukee. Selections from the Thomas and Jean Ross Biffert Postcard Collection, Archives, University of Wisconsin-Milwaukee Libraries.

TIMELINE

- 1893. Olmsted begins his design for Washington Park.
- 1896. Over twelve thousand trees and shrubs, including ash, maples, and elms, are planted.
- 1900. The park was renamed from West Park to Washington Park. A one-acre "deer paddock" was included to accommodate donations of animals by two park commissioners, Louis Auer and Gustave Pabst. Amenities include a boathouse, a mile-long horse-racing track, grandstands, stables and a wooden gazebo for musical events.
- 1902. Addition of 23.2 acres
- 1906. Addition of 2.3 acres expanded north to Lisbon Avenue and east to North 40th Street.
- 1908. The extant bronze Goeth-Schiller monument was erected in the park's western section.
- 1909. Milwaukee's first public golf course was established on a portion of the site. Other facilities constructed in the park included a one-mile-long horse racing track, lawn tennis courts, and a toboggan slide with spectator grandstands. Creation of Milwaukee's first zoo, which gradually expanded to include over 800 animals on 23 acres.
- 1938. Open-air bandshell, the "Emil Blatz Temple of Music", built within a natural amphitheater. This Art Deco stage, designed by Fitzhugh Scott, became the site of classical, operatic, pop, and jazz "Music Under the Stars," concerts, which were attended by thousands and continued until 1992.
- 1960s. Zoo is moved several miles away to its current larger location. Eventually, a senior center is built in the zoo's former location.
- 1962. The block-wide western edge of Washington Park is eliminated to create a freeway spur. Basketball and tennis courts, aquatic facilities, playgrounds, and other amenities are added.
- 2000. Master Plan for the Revitalization of Washington Park completed by Quorum Architects, Inc. for Milwaukee County Parks. Restoration of the bandshell and resurfacing soccer fields. In recent years the all-volunteer Washington Park Neighbors have been organizing popular community concerts called "Washington Park Wednesdays."
- 2022. Wisconsin's Department of Transportation, partnering with Milwaukee County and City of Milwaukee, study for re-imagining Highway 175.



Photo source: Edeed Daniel, 2019. The Cultural Landscape Foundation



Photo source: Edeed Daniel, 2022. The Cultural Landscape Foundation



Photo source: Edeed Daniel, 2020. The Cultural Landscape Foundation



Photo source: Edeed Daniel, 2022. The Cultural Landscape Foundation

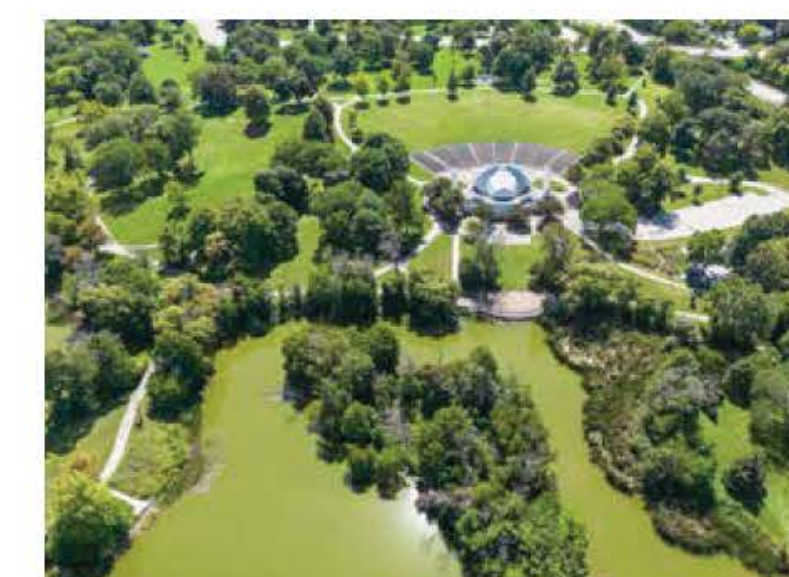


Photo source: Edeed Daniel, 2022. The Cultural Landscape Foundation



Photo source: Jack Fennimore



Photo source: Melissa Muller, Washington Park Neighborhood Association



Photo source: Melissa Muller, Washington Park Neighborhood Association

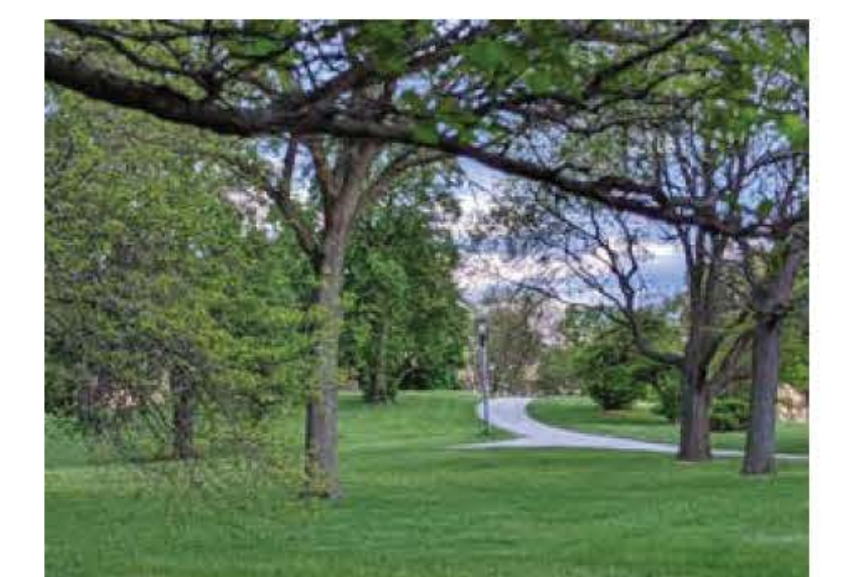
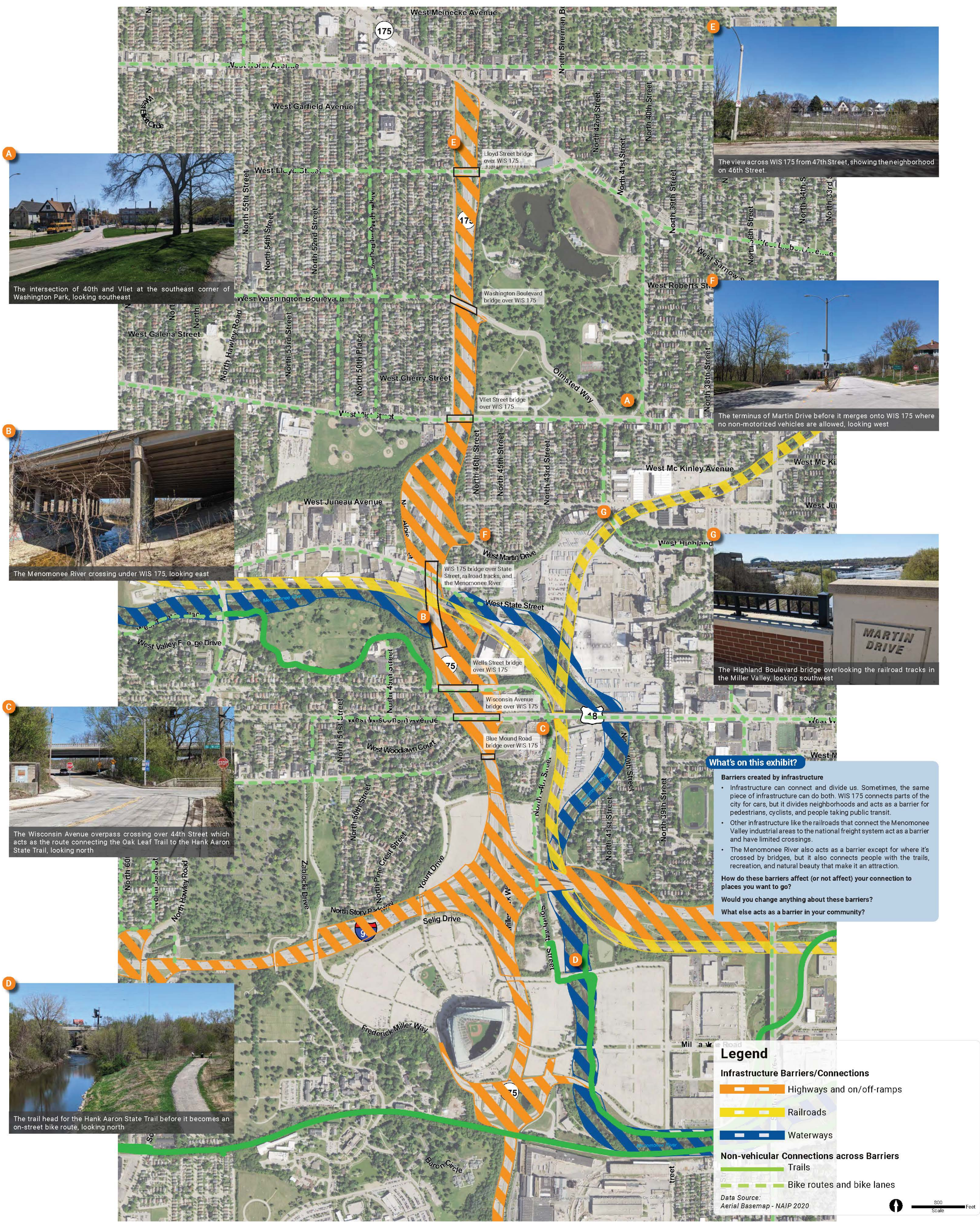
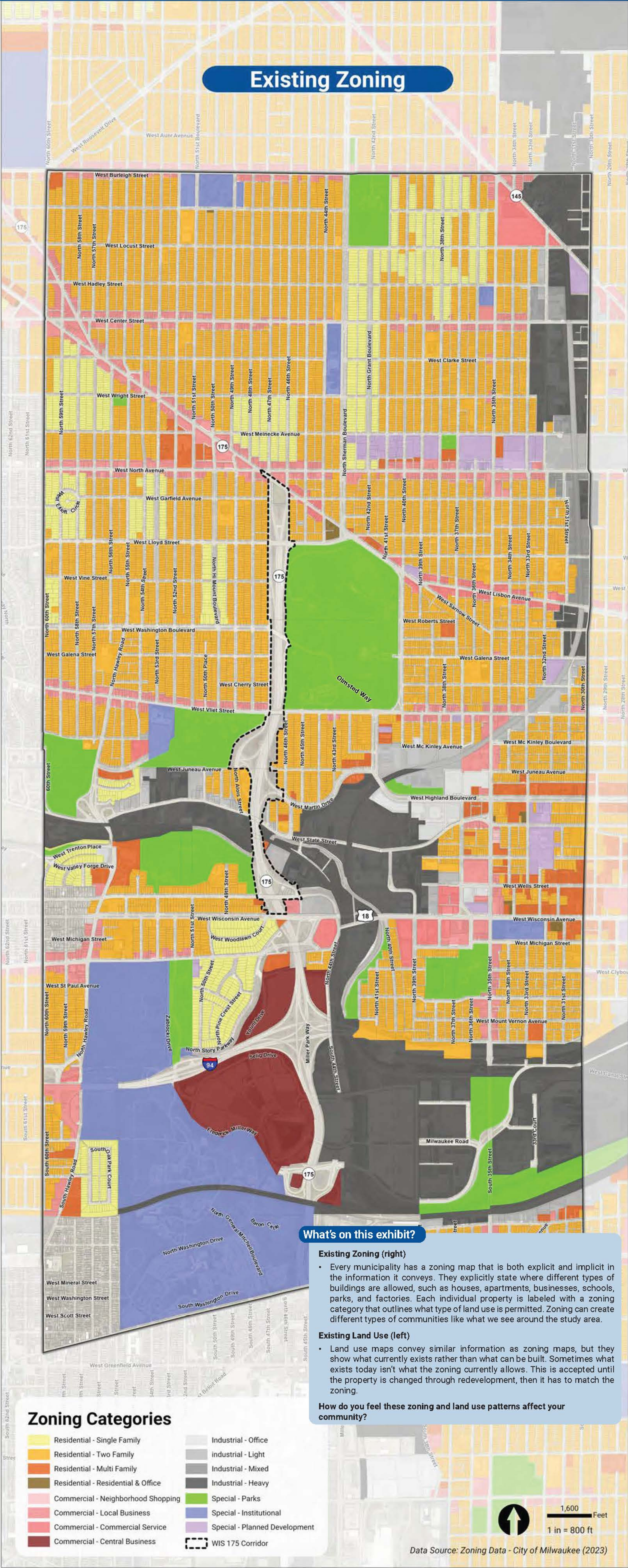
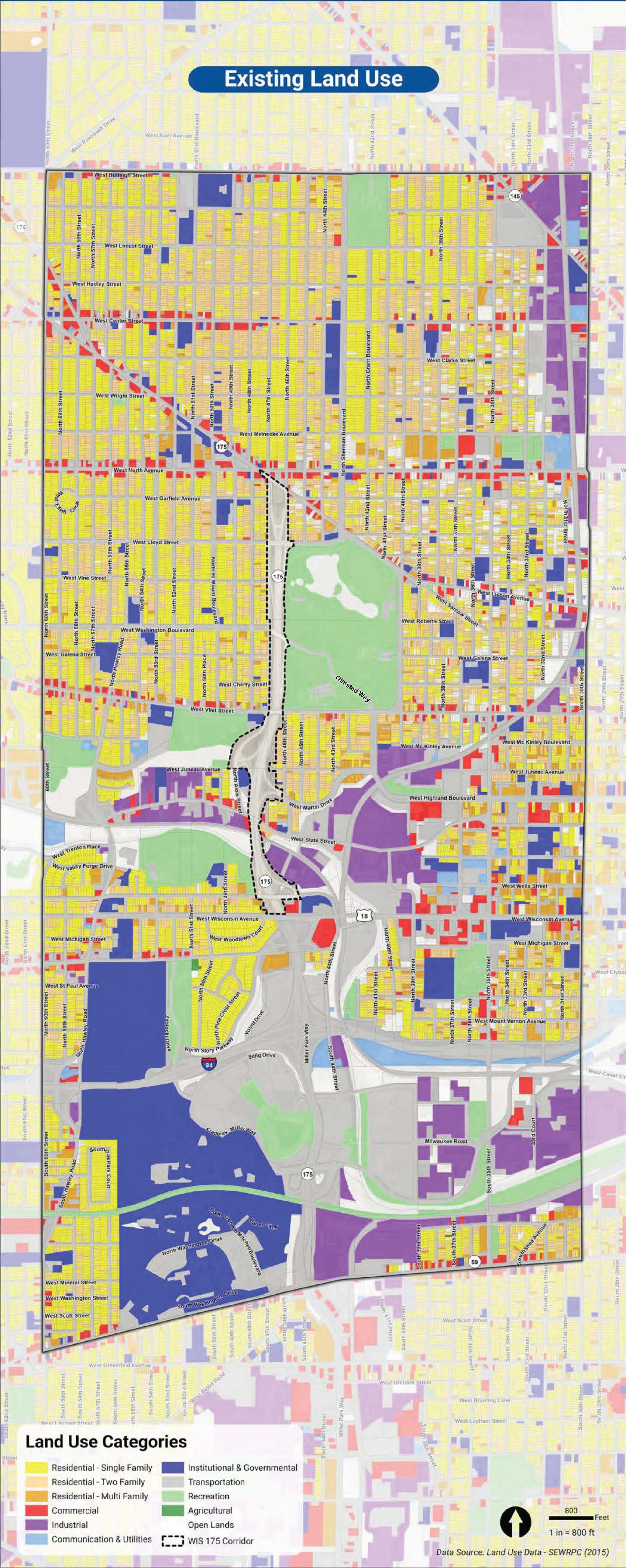


Photo source: Virginia Small, Olmsted200.org

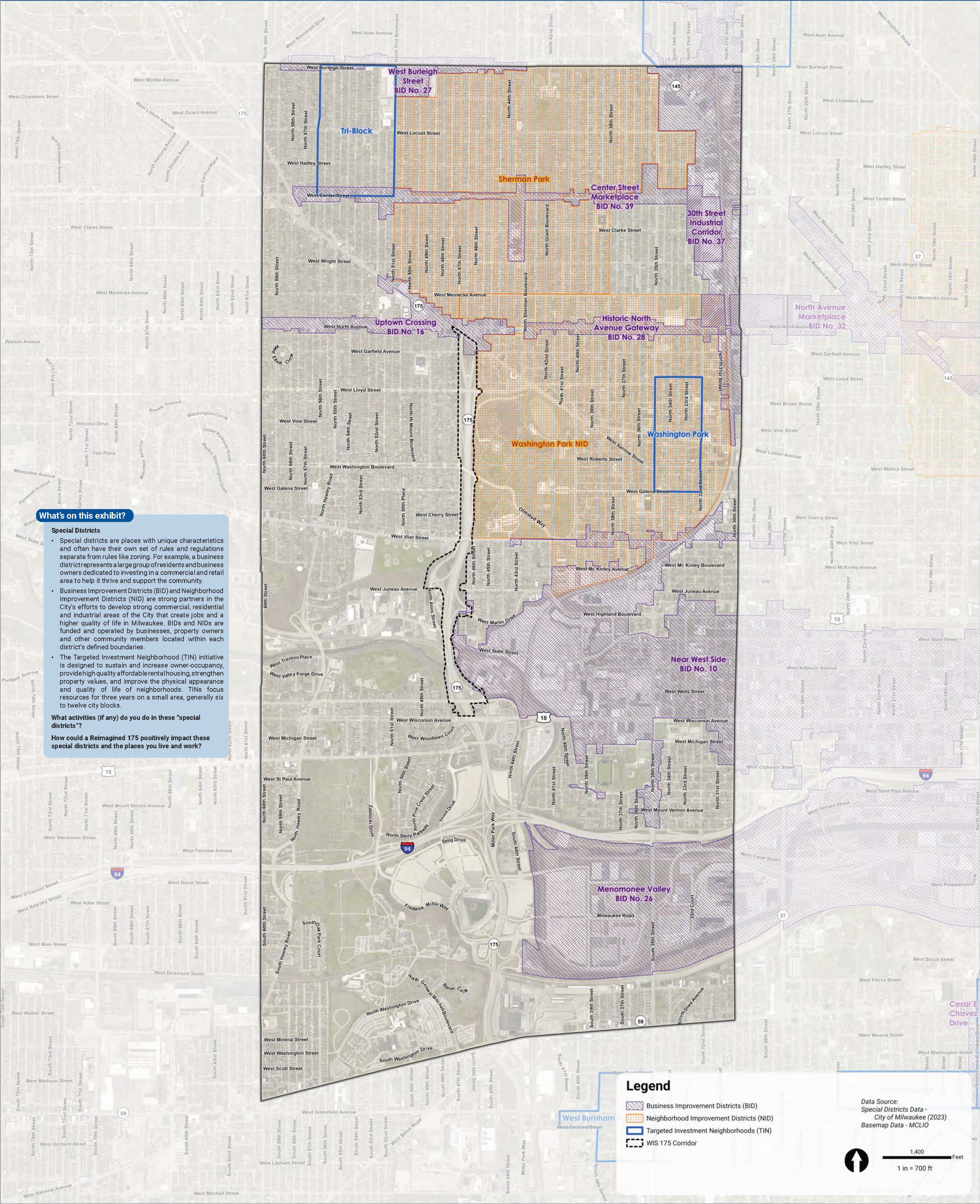
Physical Infrastructure Barriers and Connections



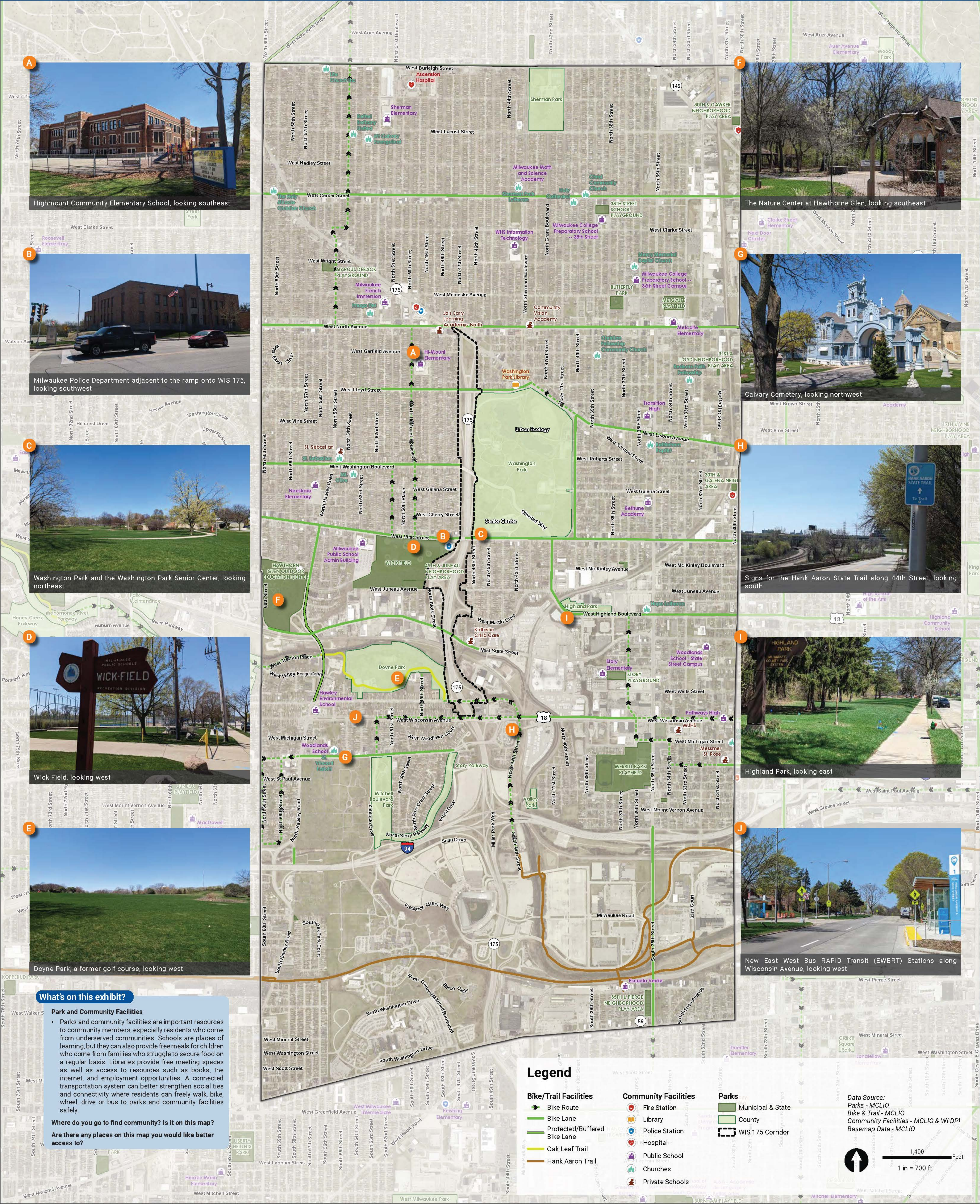
Existing Land Use & Zoning



Special Districts



Parks & Community Facilities



Neighborhoods



What's on this exhibit?

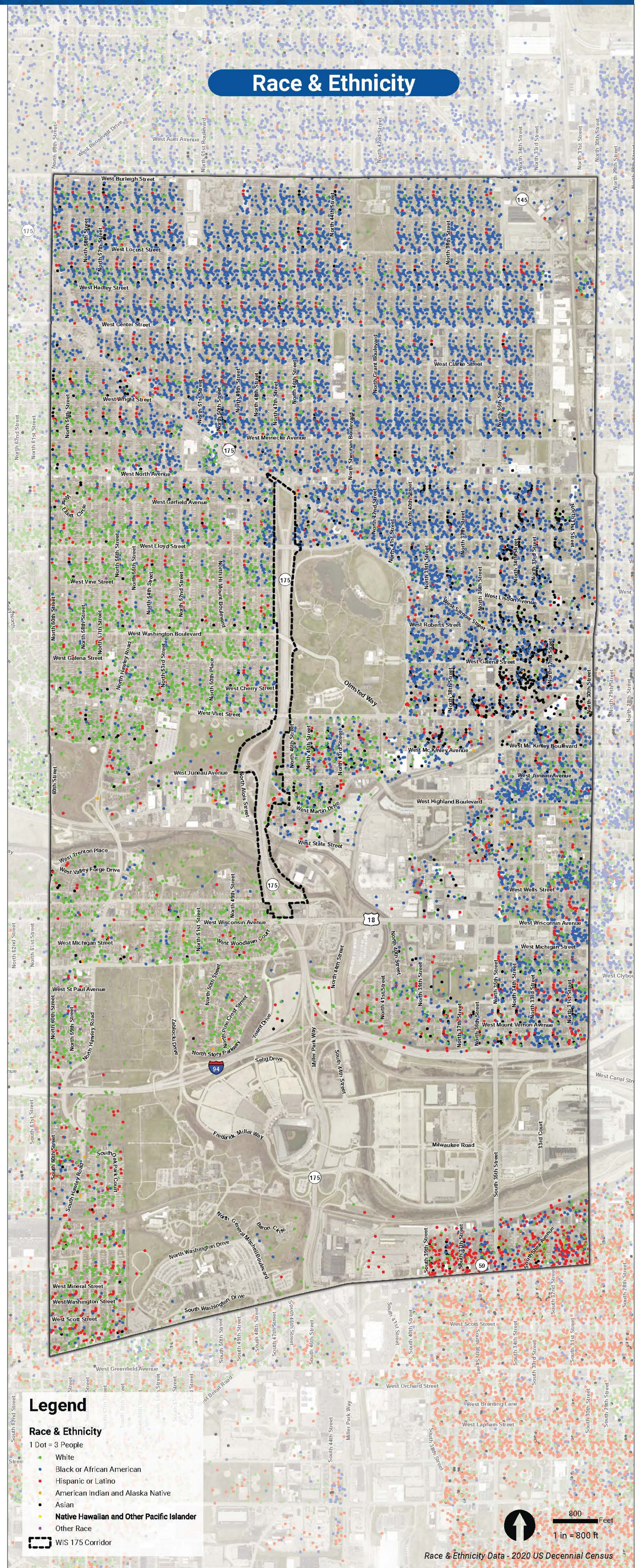
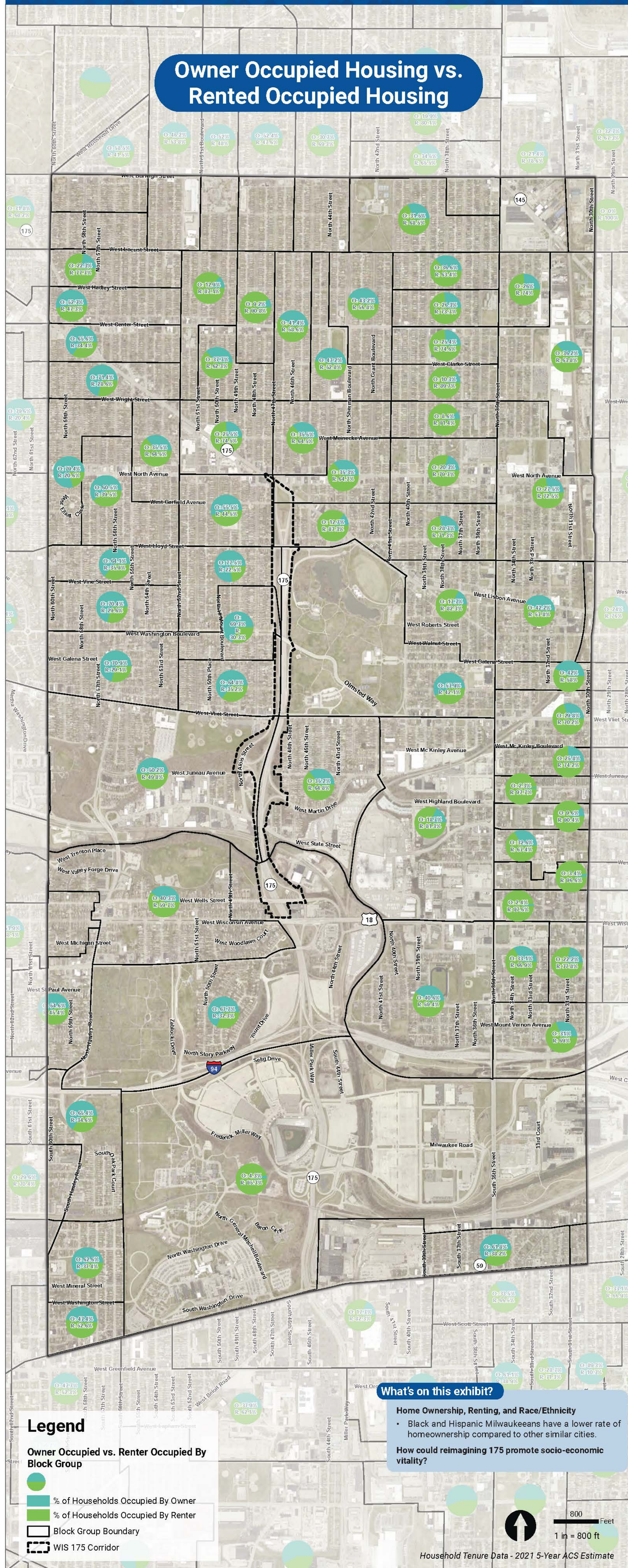
Neighborhoods and Communities

- WIS 175 crosses several neighborhoods.
- Neighborhoods in the area have evolved over time. Sometimes, smaller neighborhoods within neighborhoods emerged, and people developed communities around these new names for places.
- The City of Milwaukee has an official neighborhoods map, but communities can't always be defined by clear boundaries.

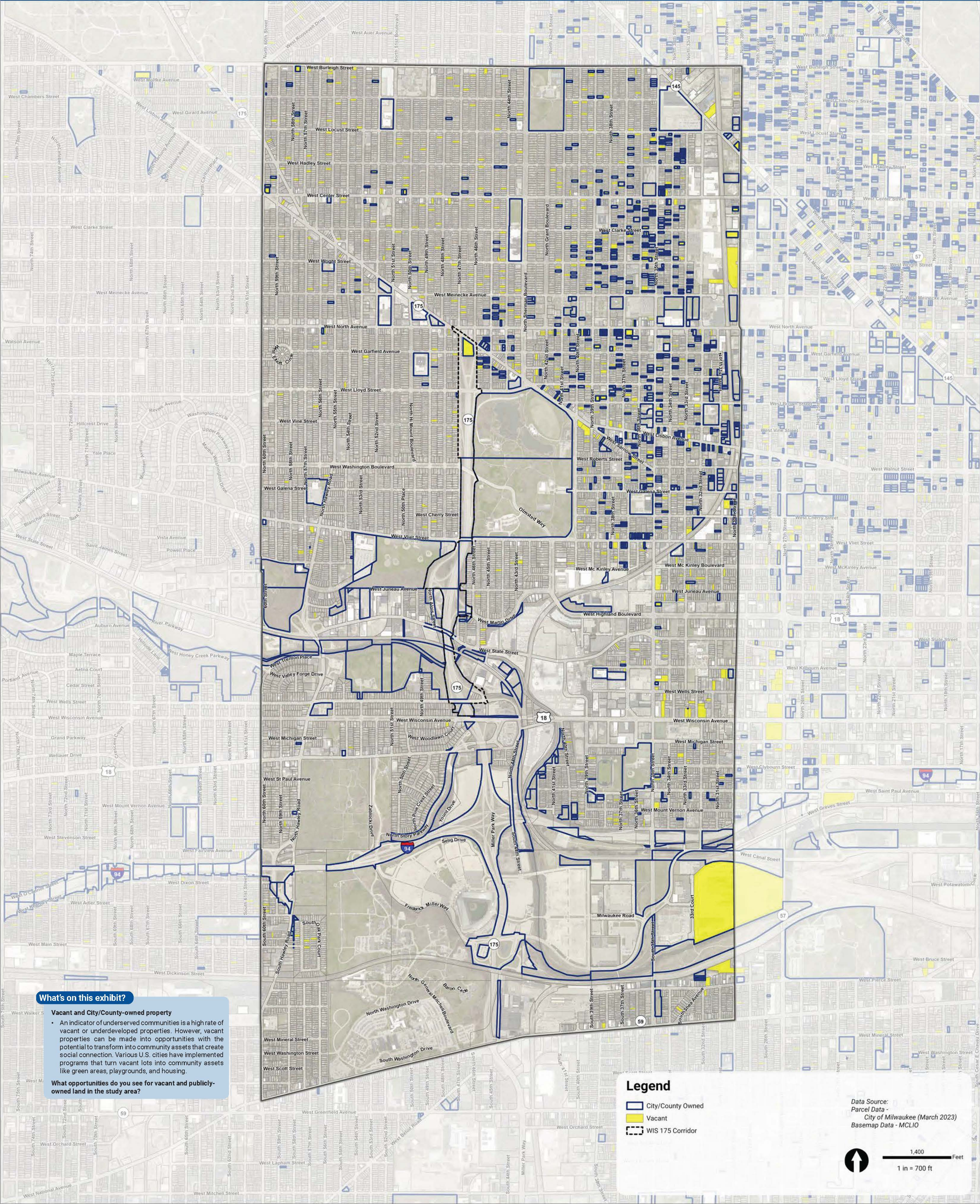
What is your neighborhood? Is it on this map?

What makes your neighborhood unique?

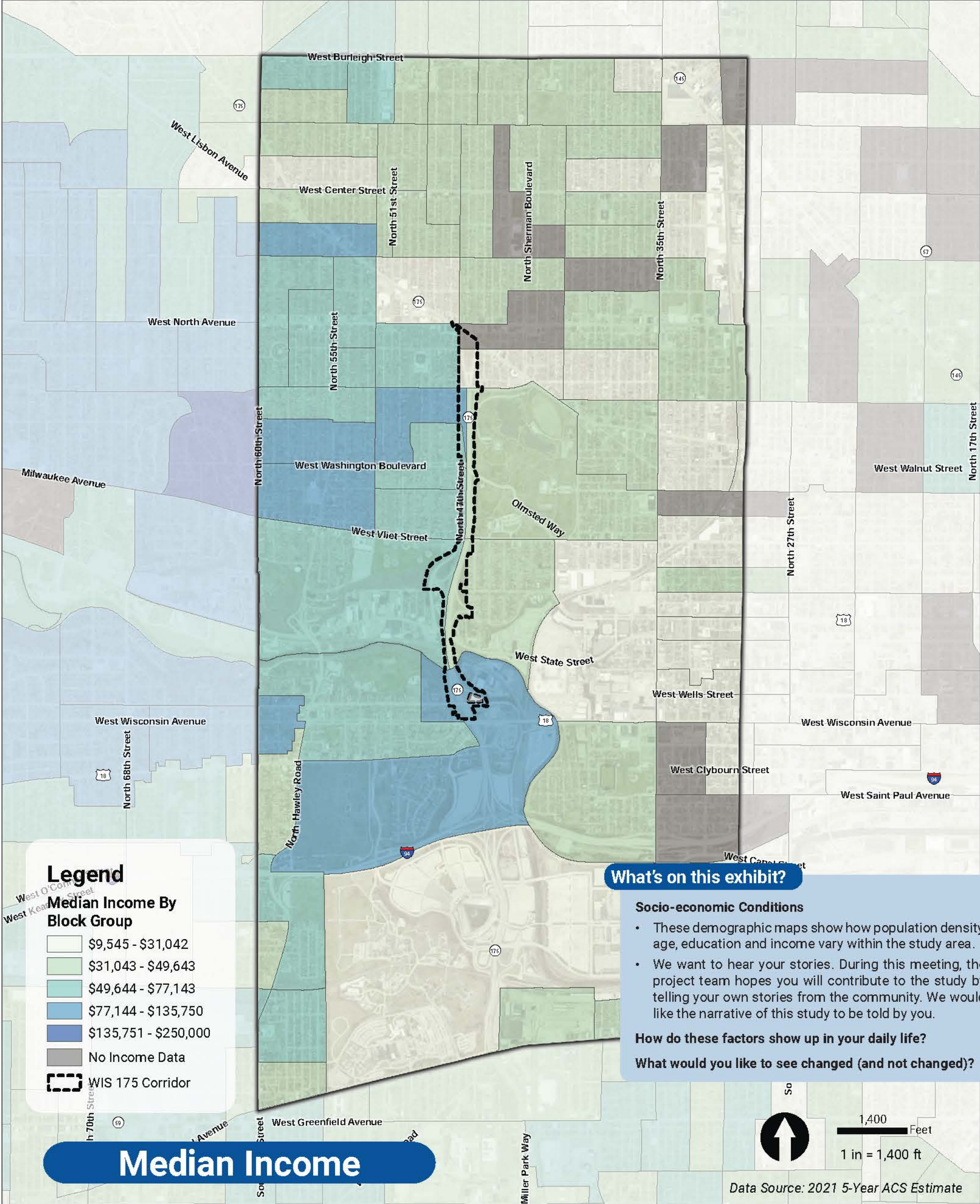
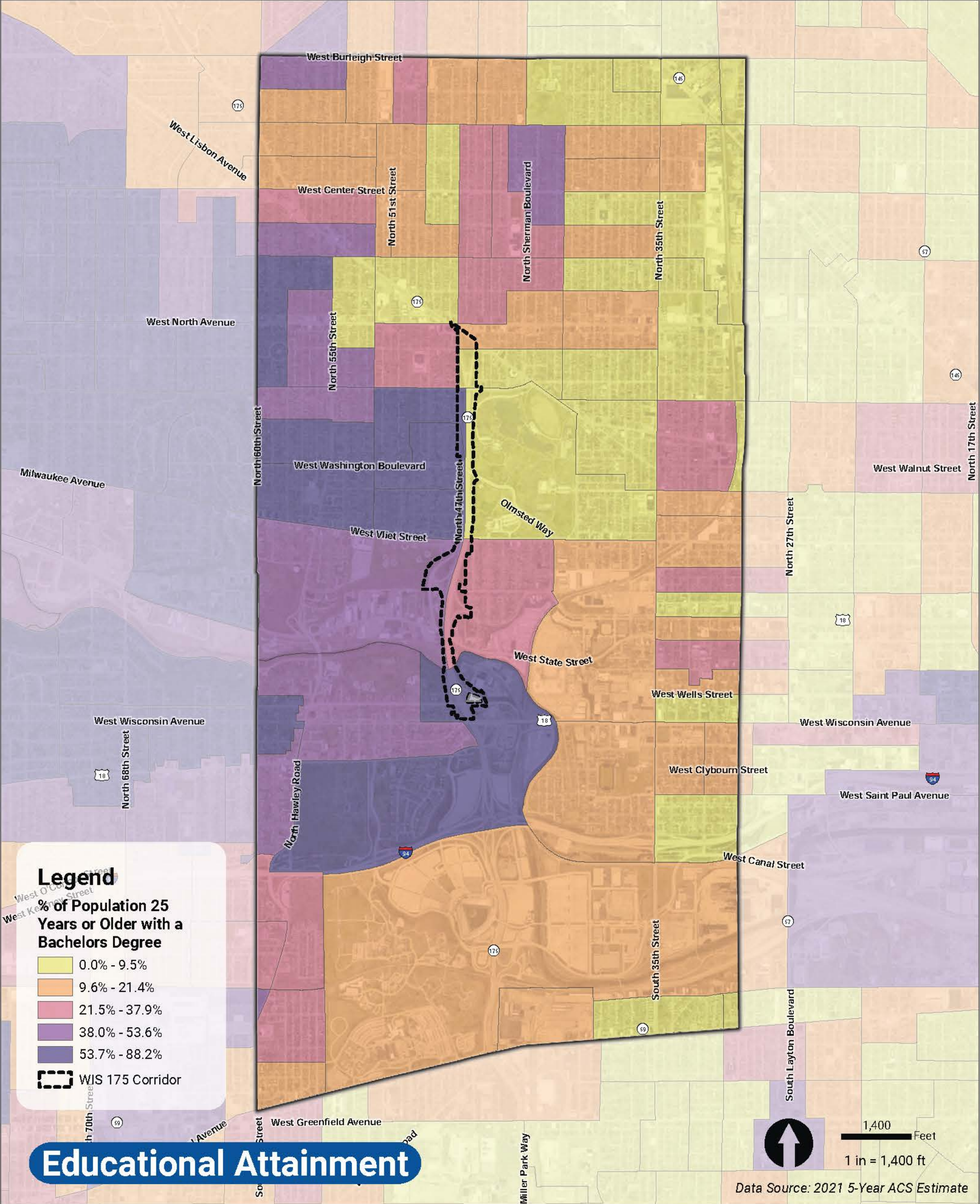
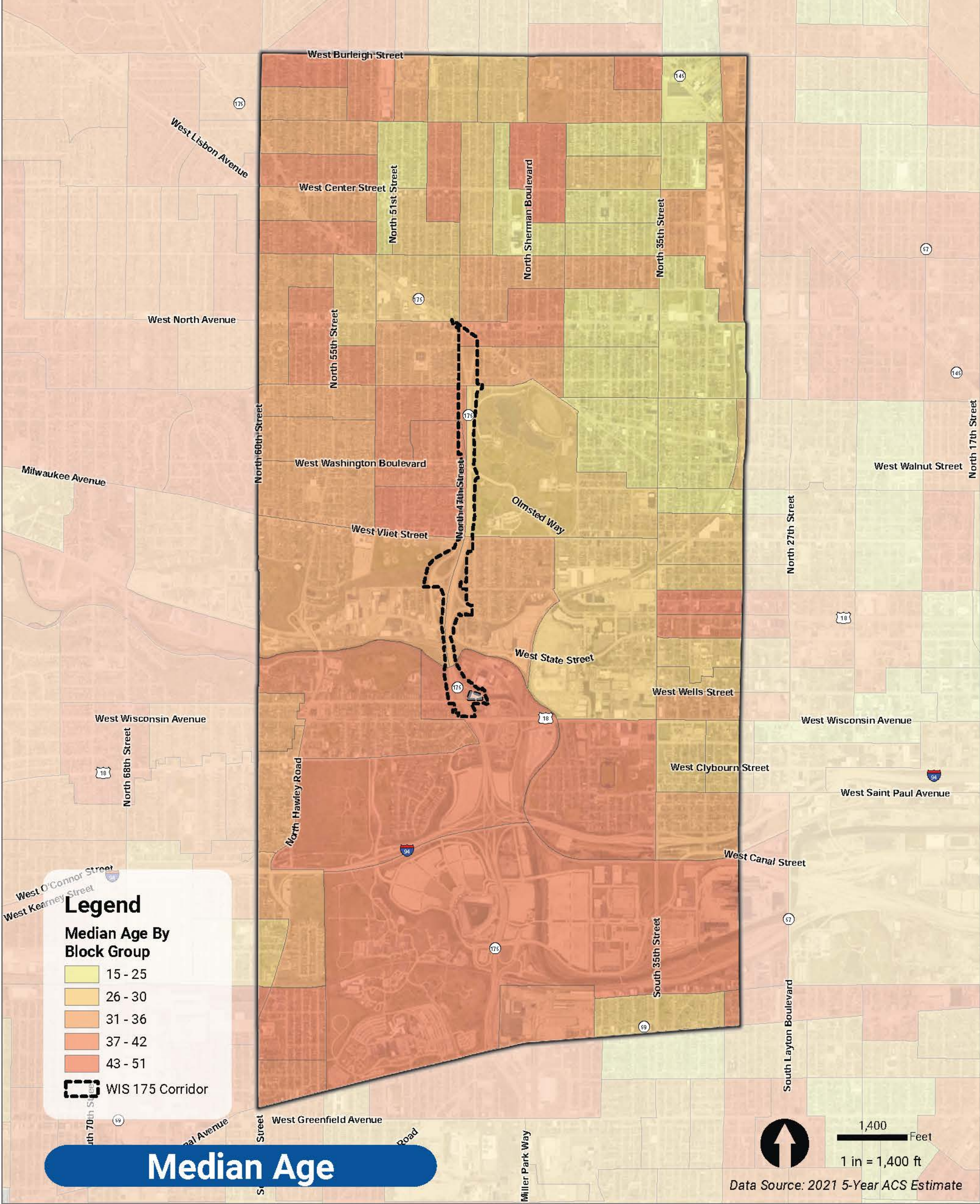
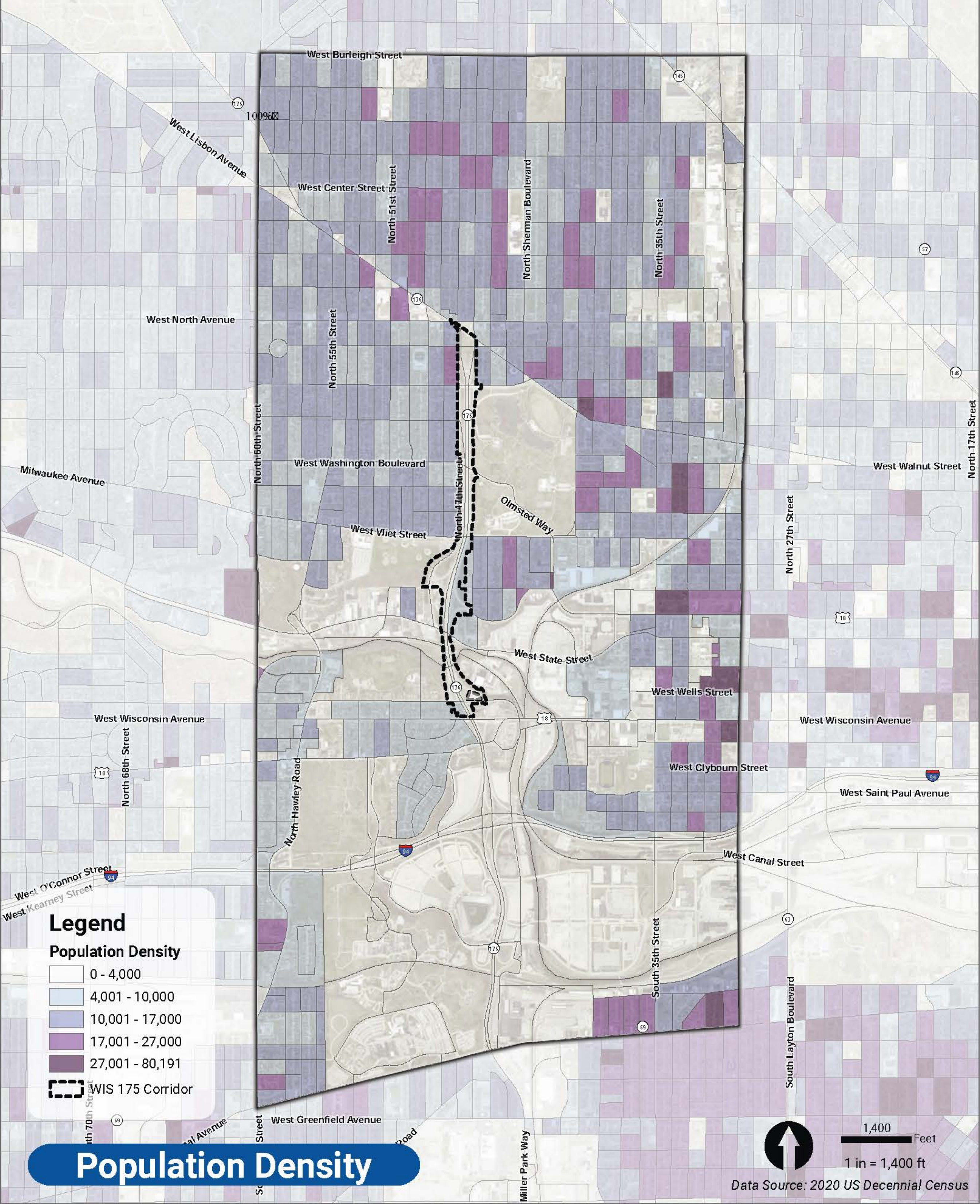
Home Ownership & Race/Ethnicity



Vacant & City/County-Owned Properties



Demographic Profile



What's on this exhibit?

Socio-economic Conditions

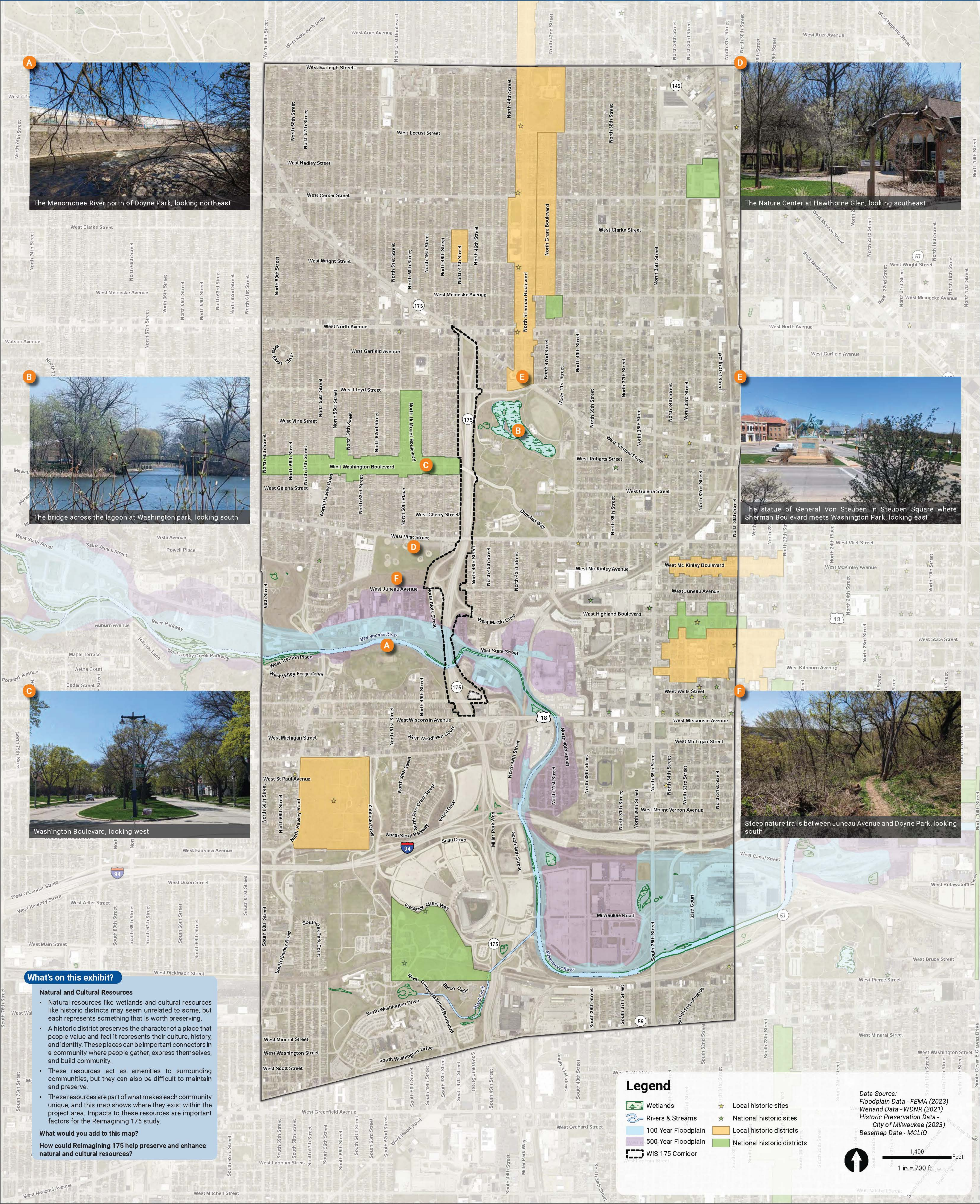
- These demographic maps show how population density, age, education and income vary within the study area.
- We want to hear your stories. During this meeting, the project team hopes you will contribute to the study by telling your own stories from the community. We would like the narrative of this study to be told by you.

How do these factors show up in your daily life?

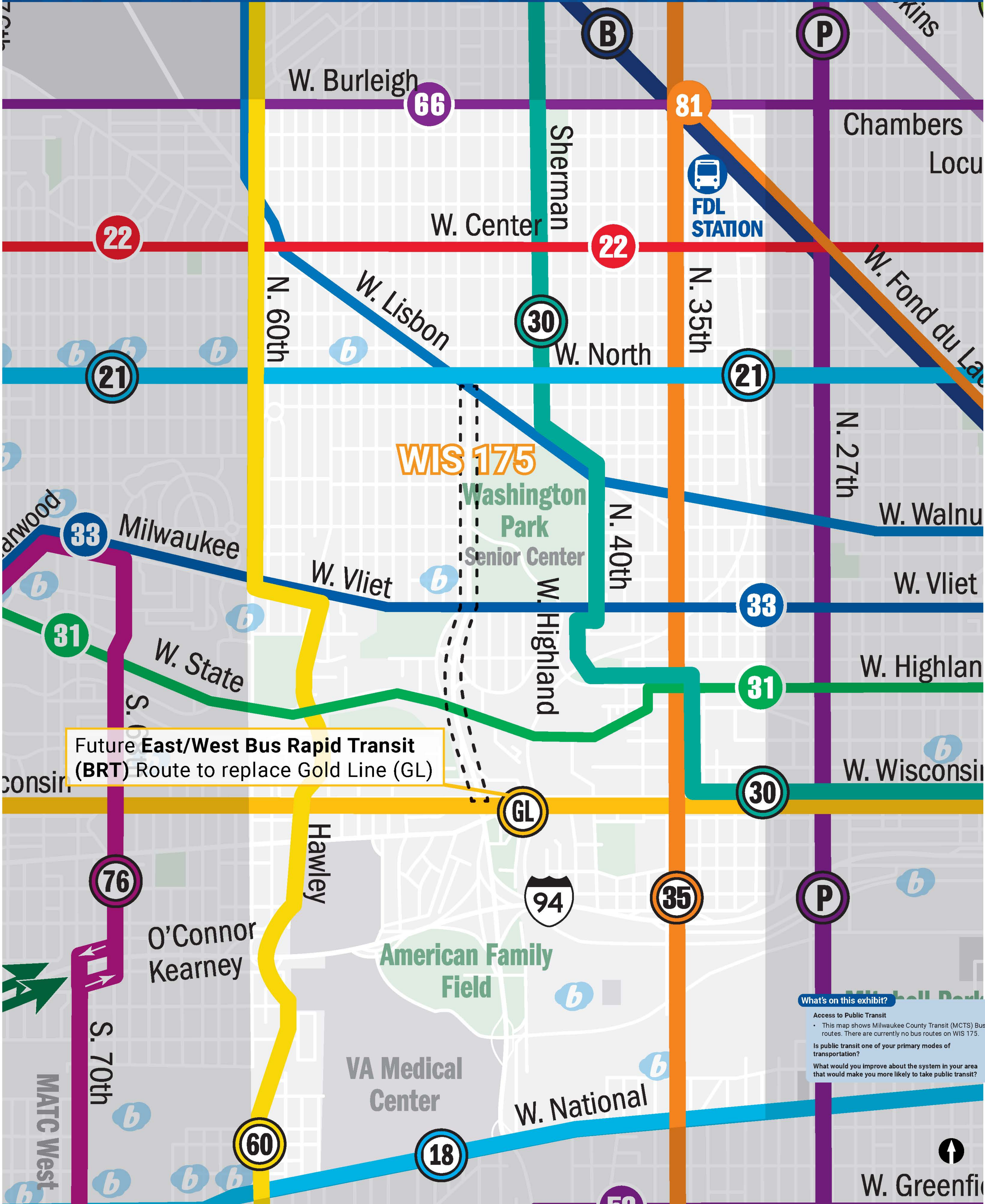
What would you like to see changed (and not changed)?



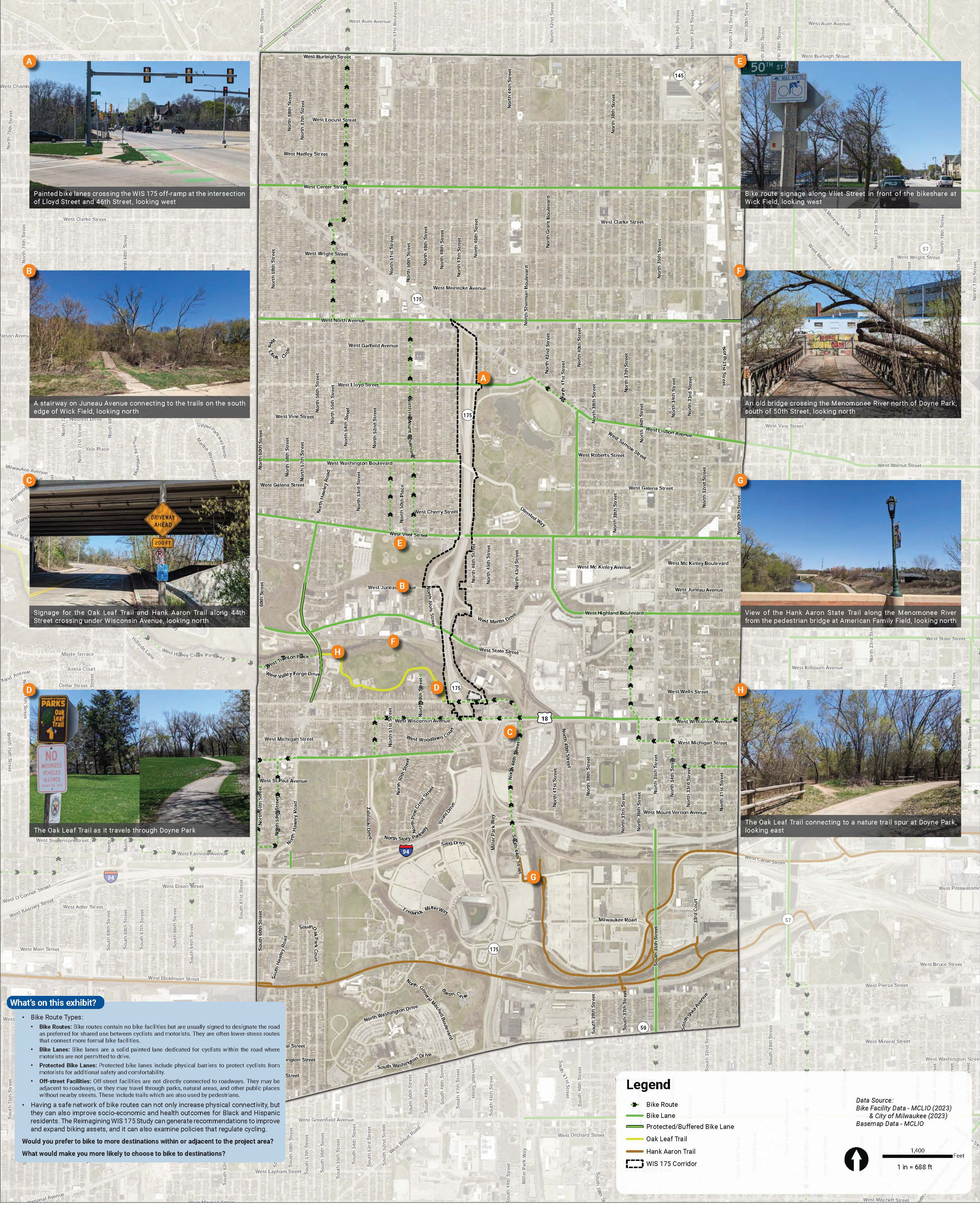
Natural & Cultural Resources



Public Transit Routes around WIS 175



Bike & Trail Facilities



What's on this exhibit?

- **Bike Route Types:**
 - **Bike Routes:** Bike routes contain no bike facilities but are usually signed to designate the road as preferred for shared use between cyclists and motorists. They are often lower-stress routes that connect more formal bike facilities.
 - **Bike Lanes:** Bike lanes are a solid painted lane dedicated for cyclists within the road where motorists are not permitted to drive.
 - **Protected Bike Lanes:** Protected bike lanes include physical barriers to protect cyclists from motorists for additional safety and comfortability.
 - **Off-street Facilities:** Off-street facilities are not directly connected to roadways. They may be adjacent to roadways, or they may travel through parks, natural areas, and other public places without nearby streets. These include trails which are also used by pedestrians.
- Having a safe network of bike routes can not only increase physical connectivity, but they can also improve socio-economic and health outcomes for Black and Hispanic residents. The Reimagining WIS 175 Study can generate recommendations to improve and expand biking assets, and it can also examine policies that regulate cycling.

Would you prefer to bike to more destinations within or adjacent to the project area?
What would make you more likely to choose to bike to destinations?

Legend

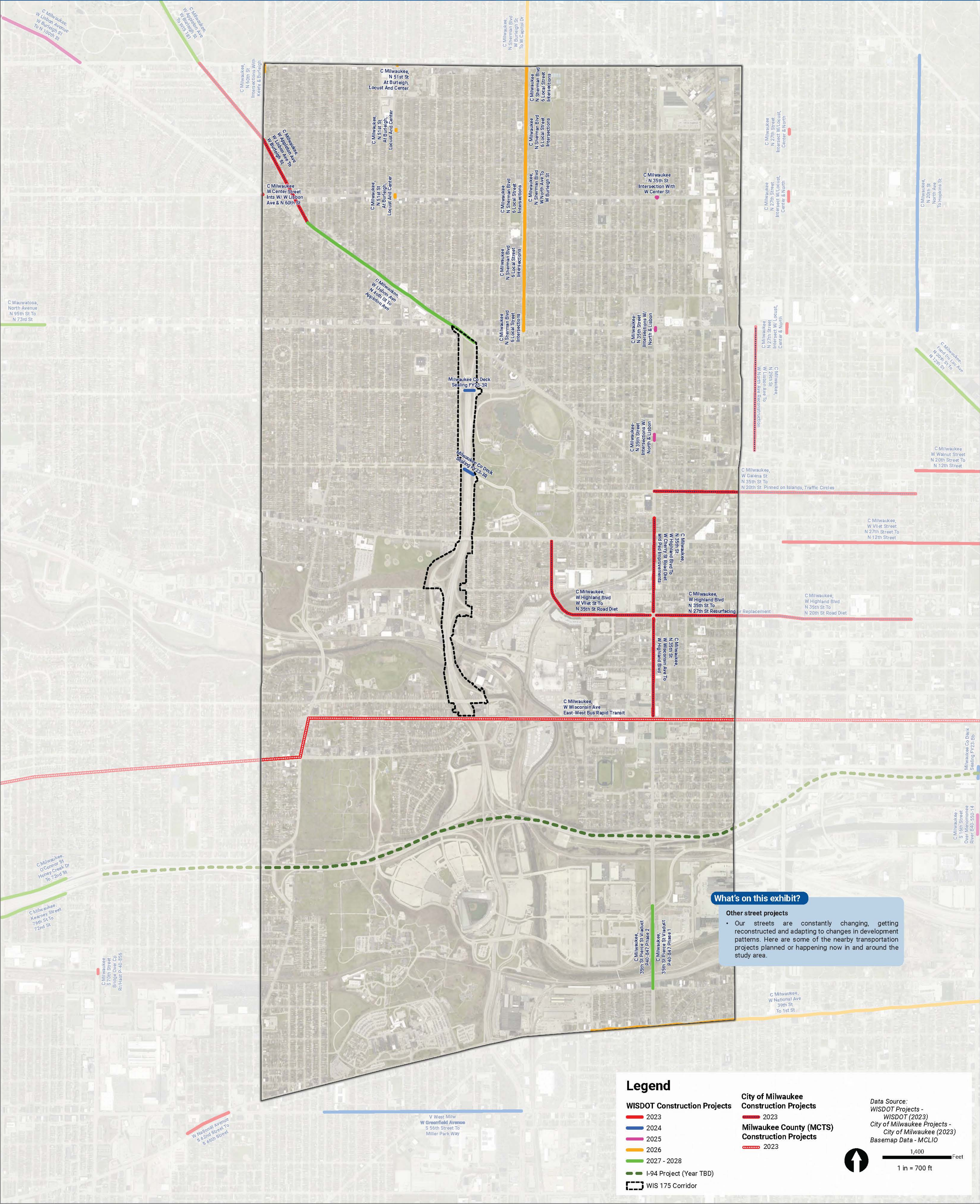
- Bike Route
- Bike Lane
- Protected/Buffered Bike Lane
- Oak Leaf Trail
- Hank Aaron Trail
- WIS 175 Corridor

Data Source:
Bike Facility Data - MCLIO (2023)
& City of Milwaukee (2023)
Basemap Data - MCLIO

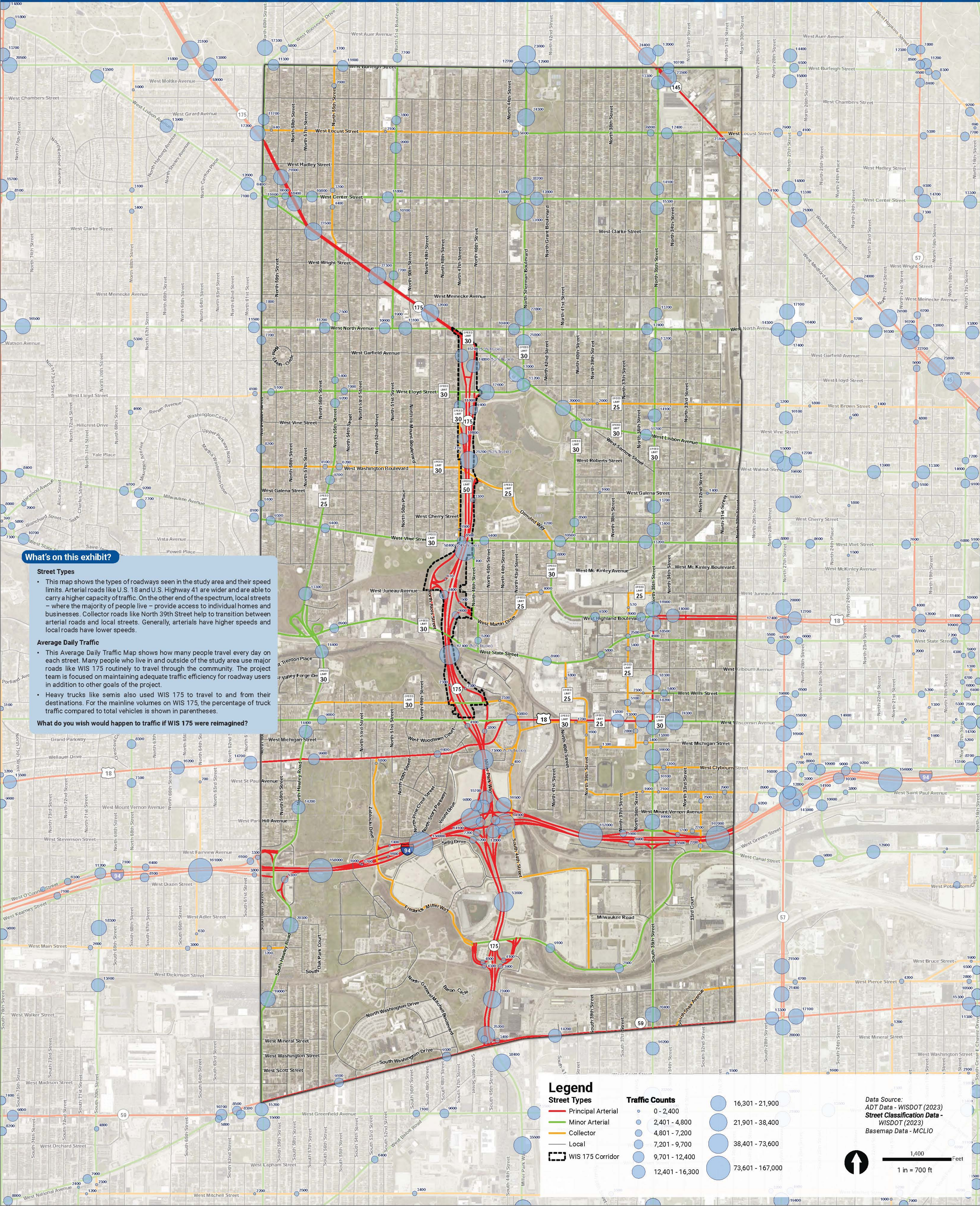
1,400 Feet
1 in = 688 ft



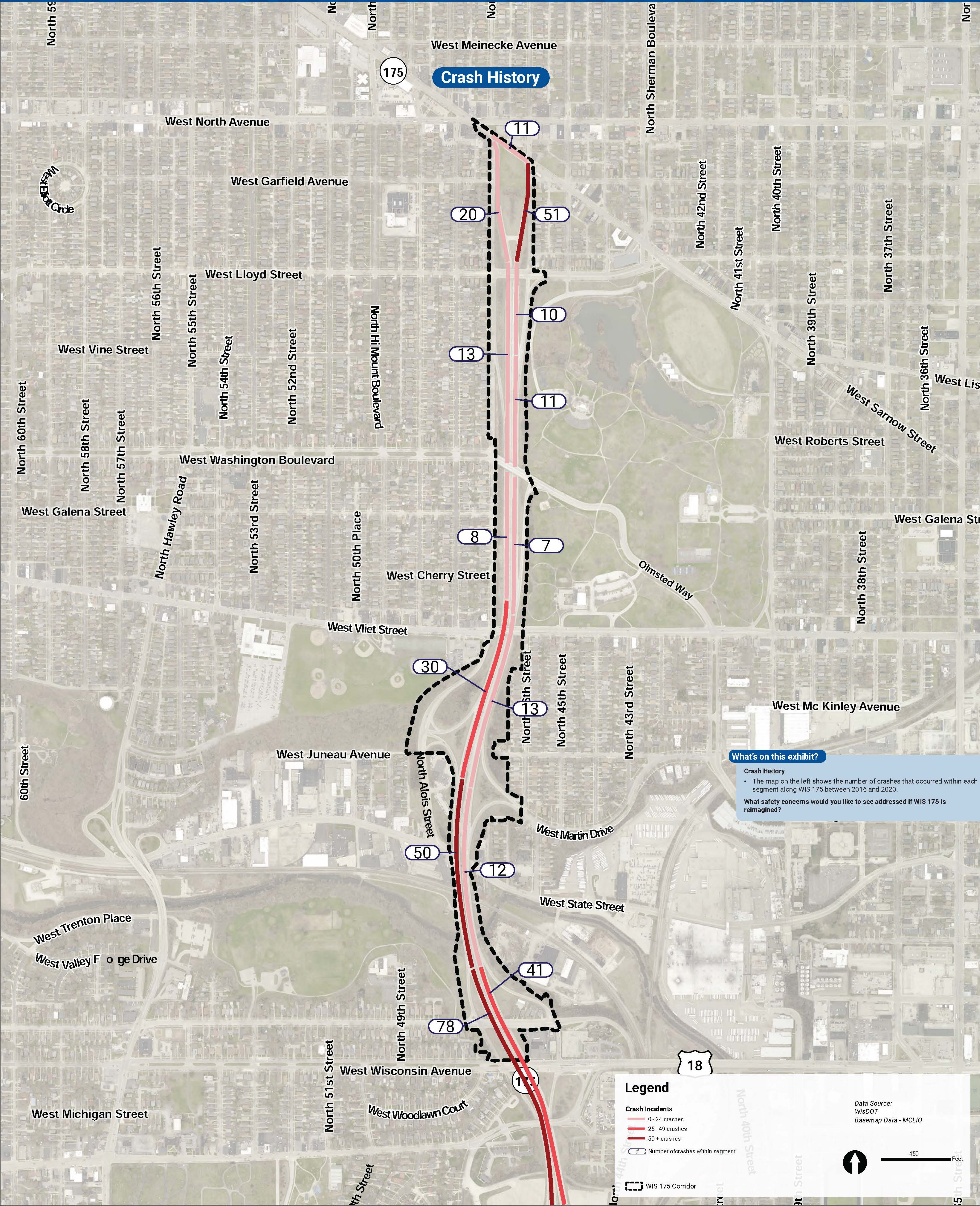
Future Roadway Projects



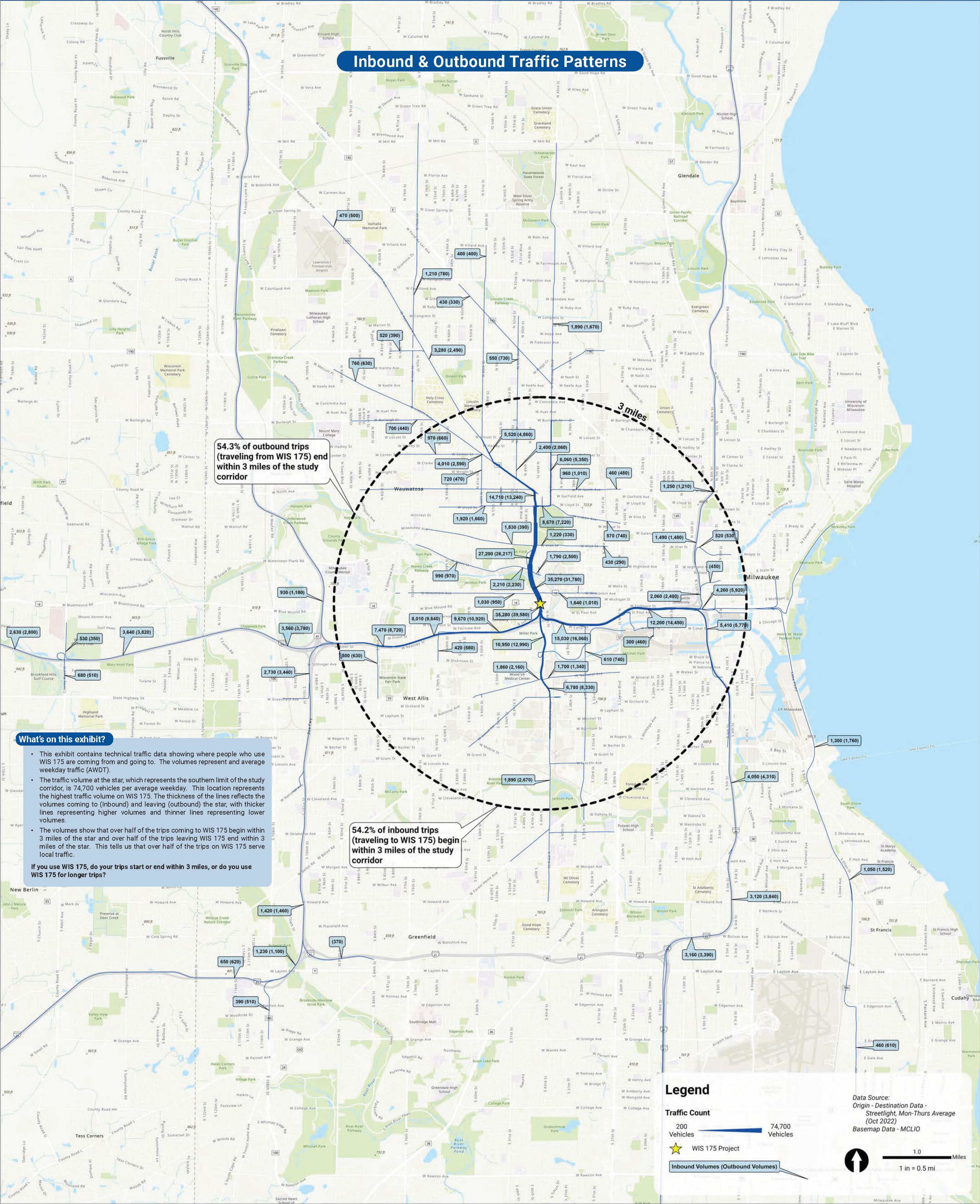
Average Daily Traffic & Street Types



WIS 175 Safety



Who Uses WIS 175?





in progress

- Existing Transportation Information**
- Access control restrictions**
- Major utility within corridor**
- Any roadway deficiencies**
- LOS (data corrections needed)**

