

Lakefront Gateway Project

update

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In this issue:

Project Scope	Page 1
Phase Components	Page 2
Project Schedule	Page 2
TIGER Grant Application	page 3
Phase 3 Study Concepts	page 4

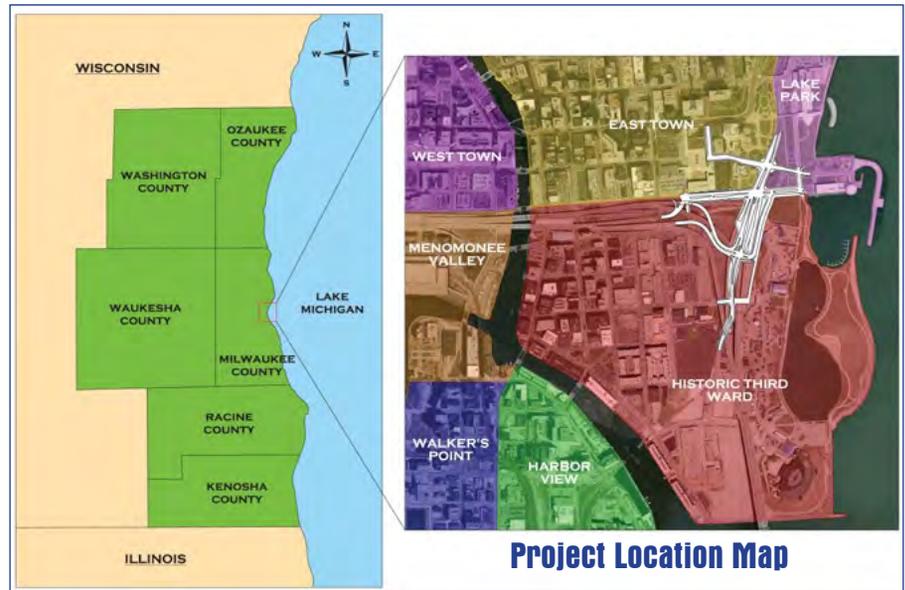
Welcome

The Lakefront Gateway Project Team is pleased to welcome all of you to the second Public Involvement Meeting. It is our sincere hope that you will find the information presented valuable and informative. Feel free to ask questions at any time and know that the team is here to speak with you, hear your concerns, and address any issues with you directly. If you have questions following the meeting, contact information is available on the back page of this flyer.

Purpose of the Meeting

The first Lakefront Gateway Public Involvement Meeting was held on January 22, 2014. Today's meeting will further communicate the area's development plans. Displays include:

- Preferred alternative for the roadway layout
- Development of bicycle / pedestrian facilities
- Stormwater best management practice opportunities
- How proposed plans affect project area park lands
- Master Plan (Phase 3) concepts



Project Description & Scope of Services

The Lakefront Gateway project is a unique collaboration between the City of Milwaukee, the State of Wisconsin, and Milwaukee County. Its purpose is to improve connections to the lakefront, downtown Milwaukee, and the Historic Third Ward. The project will also create one or more developable parcels in the area south of East Clybourn Street, an area vacated by the realignment of the existing ramps.



Phase 1 : WisDOT/State project work

The work in this phase of the project will include:

1. The reconstruction of N. Lincoln Memorial Drive from Michigan Street to south of Chicago Street
2. The reconstruction of E. Clybourn Street to a two-way boulevard section between Van Buren Street and N. Lincoln Memorial Drive
3. The reconstruction of the realigned IH 794 EB\WB N. Lincoln Memorial Drive Ramps with new retaining wall and bridge structures
4. Streetscaping along E. Clybourn Street
5. Stormwater Best Management Practices along N. Lincoln Memorial Drive and E. Clybourn Street to include urban and linear biofiltration basins
6. Retaining wall aesthetics

Phase 2 : City of Milwaukee project work

The work in this phase of the project will include:

1. The reconstruction of the intersection of N. Lincoln Memorial Drive and Michigan Street
2. The construction of the extension of E. Clybourn Street from N. Lincoln Memorial Drive to Art Museum Drive
3. The reconstruction of Harbor Drive and the removal of existing Harbor Drive between Michigan Street and E. Clybourn Street
4. The reconstruction of Michigan Street from Cass Street to N. Lincoln Memorial Drive
5. The reconstruction of Cass Street from Wisconsin Avenue to Michigan Street
6. Streetscaping along E. Clybourn Street, Michigan Street, and Harbor Drive

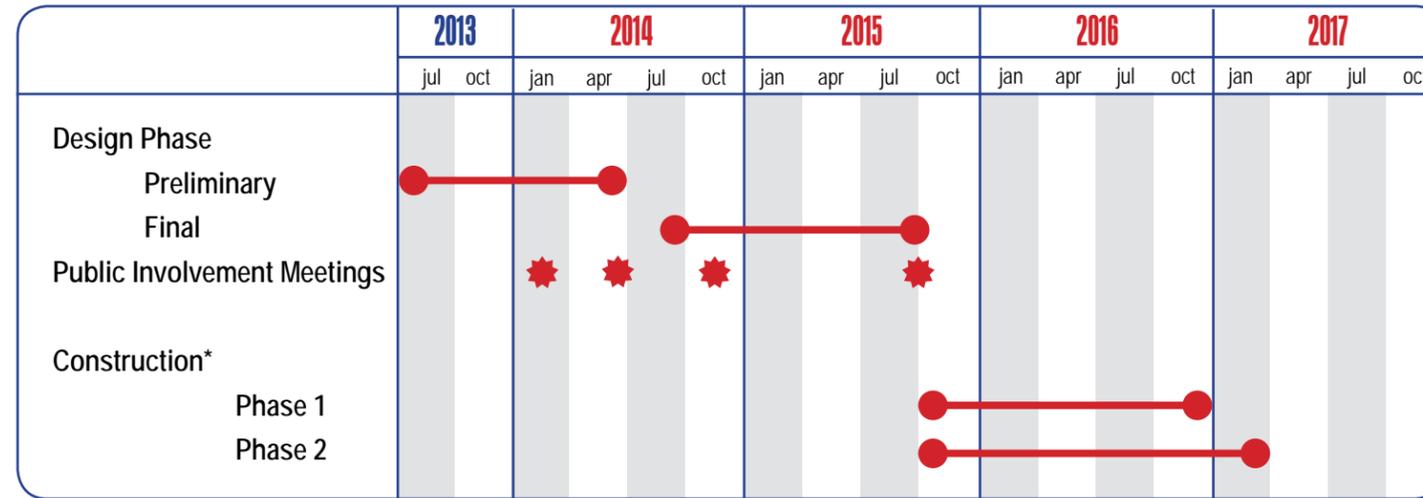
Phase 3: City of Milwaukee project work – Not funded at this time.

The City of Milwaukee and the WisDOT are pursuing TIGER Grant funding to assist with the construction of some of the elements shown in Phase 3; however, selection of projects will not be known until the fall of 2014. The work shown in this phase of the project includes:

1. Pedestrian Bridge Concepts
2. Gateway Plaza Design Concepts
3. Urban Park Design Concepts

No preferred alternatives have been identified at this time for Phase 3 work.

Project Schedule



* Phase III work is not funded at this time.



Identification of Preferred Alternative – Phase 1 & Phase 2

The preferred alternative realigns the east-west IH 794 Lake Interchange service ramps to/from N. Lincoln Memorial Drive to a new intersection with Harbor Drive; extends N. Lincoln Memorial Drive to the south to Chicago Street; and reconstructs E. Clybourn Street as a two-way boulevard between Van Buren Street and Discovery World. This alternative is preferred because it enhances the accessibility and attractiveness of the area and increases the amount of land that could be used for new building development. This alternative improves pedestrian, bicycle, and vehicular access to the lakefront and improves the system linkage between the lakefront and the Third Ward. This preferred alternative is supported by local government and meets the purpose of need for the project at a reasonable cost. The design of Michigan Street and Cass Street is not yet complete and will be available for review and comment at future public involvement meetings.



Bicycle and Pedestrian Trail Connections

The extension of N. Lincoln Memorial Drive with sidewalks and bicycle accommodations will improve connectivity between the Third Ward and the lakefront. Additionally, improvements to the continuity and signing of both the Oak Leaf Trail (OLT) and the Hank Aaron State Trail (HAST) are proposed as part of the project. The study team is considering signing the Oak Leaf Trail along Lincoln Memorial Drive. At the south portion of the project area, there is an option to have both trails travel along Polk Street/ Erie Street or Chicago Street/Milwaukee Street is also under consideration. We encourage you to provide your input on this proposal as you complete your comment form today.



TIGER Grant Application



The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, provides a unique opportunity for the US DOT to invest in road, rail, transit and port projects that promise to achieve critical national objectives. Since 2009, Congress has dedicated more than \$4.1 billion for six rounds to fund projects that have a significant impact on the nation, a region or a metropolitan area. On January 17, 2014, the President approved \$600 million for national infrastructure investments, referred to by DOT as TIGER Discretionary Grants.

The Wisconsin Department of Transportation and the City of Milwaukee have jointly pursued a TIGER grant for assistance in funding of the Lakefront Gateway Project. If the project is selected from a national pool of applications, the pedestrian bridge will be funded as part of the Phase 1 design work defined for the project. Selections for TIGER 2014 are expected to be announced this fall. Phase 1 and 2 of the project are currently funded and do not rely on Tiger Grants.

We encourage you to write your congressional representative in support of this project. Local support is important in successfully securing the necessary funding.

Phase 3 Study Concepts

In order to pursue the TIGER grant, the study team evaluated multiple concepts for the multiuse bridge that is proposed to provide for a pedestrian and bicycle connection from Wisconsin Avenue, over Lincoln Memorial Drive, to the lakefront trails and attractions. The concepts include improvements to the roadway infrastructure east of Lincoln Memorial Drive, enhancements to Urban Park, and creation of a Gateway Plaza. Gateway Plaza is the name given to the area bordered by Lincoln Memorial Drive, Michigan Street, Art Museum Drive, and E. Clybourn Street. No preferred alternative for the pedestrian/bicycle connection has been identified at this time.



This design concept has been developed to illustrate the enhancements for the gateway project area should the project not be selected for TIGER funding. Without this funding source, the pedestrian bridge will be delayed until an alternative funding source is identified. This concept features streetscaping which includes trees and specially paving along Michigan Street, Art Museum Drive, and E. Clybourn Street, as well

as urban biofiltration systems designed into the streetscape. Conceptual enhancements to Gateway Plaza include an interactive sculpture, a water feature, and other site amenities including seating, lighting, and landscape features. The landscaping theme created with the Kiley gardens along Art Museum Drive is extended to the south to complete the original concept envisioned. The concepts consider the proposal of a bicycle pavilion on the northeast corner of Urban Park. This location serves as a gateway to Lake Shore Park and also allows for a logical location to communicate trail locations and interest points to lakefront visitors.



This design concept includes many of the at-grade features described as part of Concept A, but also includes two pedestrian bridges that traverse Michigan Street and Lincoln Memorial Drive respectively. The bridge could be constructed as part of the Phase 1 roadway infrastructure and tie into a potential development at the transit center site in the future. The descent to the lake level is accomplished via an ADA (American

Disabilities Act) compliant spiral ramp to Gateway Plaza.



This design concept also includes many of the at-grade features described as part of Concept A, with the addition of a single pedestrian bridge traversing Michigan Street and Lincoln Memorial Drive. The proposed path of the bridge is serpentine in nature and allows for the architecture of the bridge to enhance the lakefront experience and compliment the neighboring structures. The descent to the

lake level is accomplished via an ADA compliant ramp to Gateway Plaza.



This design concept also includes many of the at-grade features described as part of Concept A, with the addition of a single pedestrian bridge that traverses Michigan Street, Lincoln Memorial Drive, and E. Clybourn Street, touching down in Urban Park. The proposed path of the bridge is serpentine in nature and allows for the architecture of the bridge to enhance the lakefront experience. The descent to the lake level is accomplished via an ADA compliant ramp to the east with stairs to the west. The circular node located in Gateway Plaza also allows for a stair and elevator connection from the bridge to the plaza level.

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Please provide your input regarding these concepts on your comment form today!

Contact Information

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