

Implementing the Plan: Walker's Point Strategic Action Plan

*creative
corridor*

South 5th Street
Reconstruction



Panelists:

- **Karen Dettmer, PE**
Coordination Manager,
Department of Public Works
- **Sam Leichtling, AICP, HDFP**
Long Range Planning Manager,
Department of City Development
- **Ursula Twombly, AIA, LEED AP**
Founding Principal, Continuum
Architects + Planners



Agenda:

- **The Neighborhood and the Plan**
 - Walker's Point Strategic Action Plan
- **Project Design and Engagement**
 - South 5th Street Reconstruction
- **Implementation and Construction**
 - Framework for Complete Streets
- **Discussion / Q&A**



Answering the Challenge of The Opening Plenary:

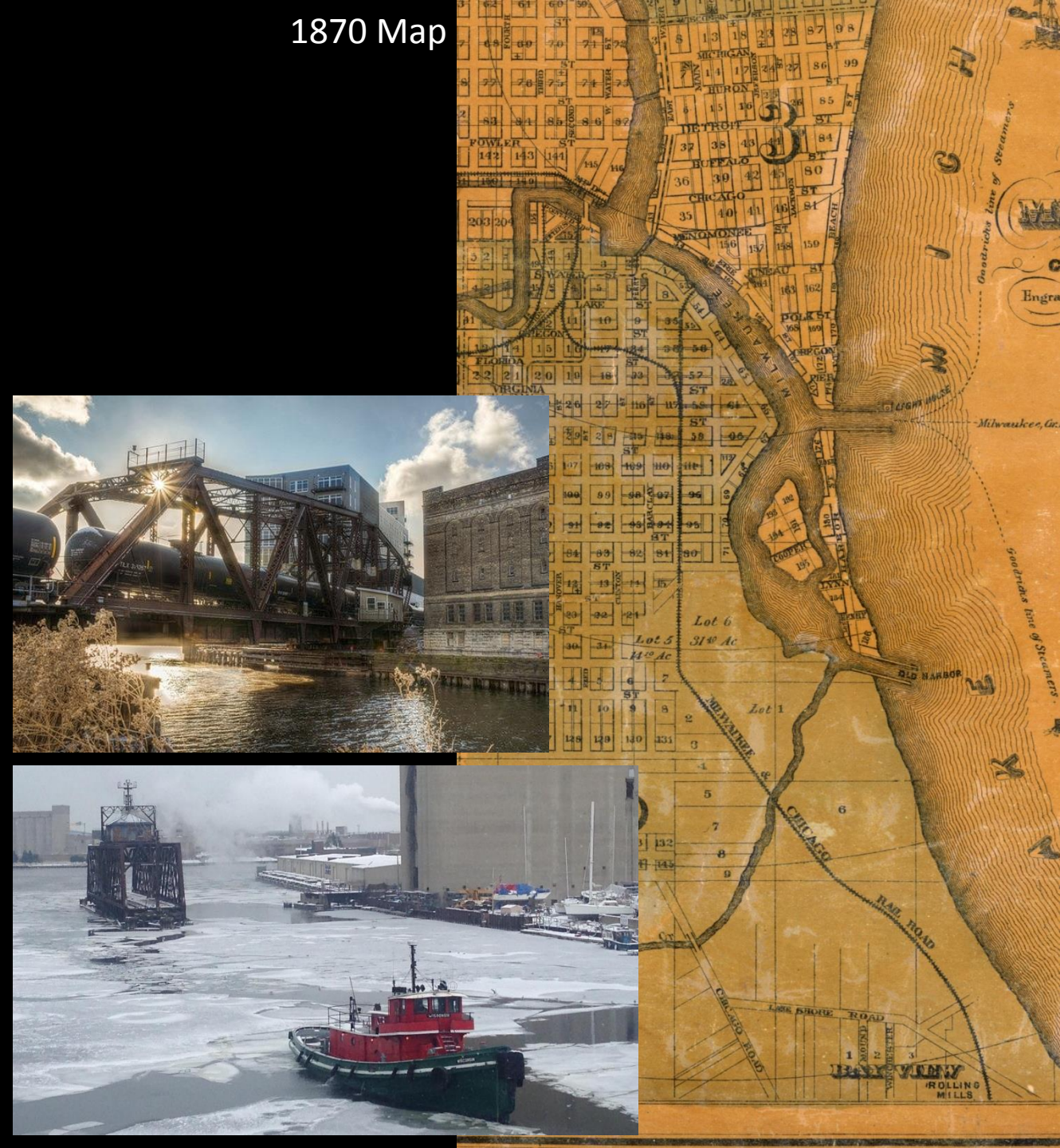
- Too many surface level case studies that provide no transferable lessons.
- Highlight the role of planners as change agents.
- Push, push, push??



Walker's Point – History:

Milwaukee derived from the Native Potawatomi or Ojibwe People meaning "**gathering place (by the water)**"

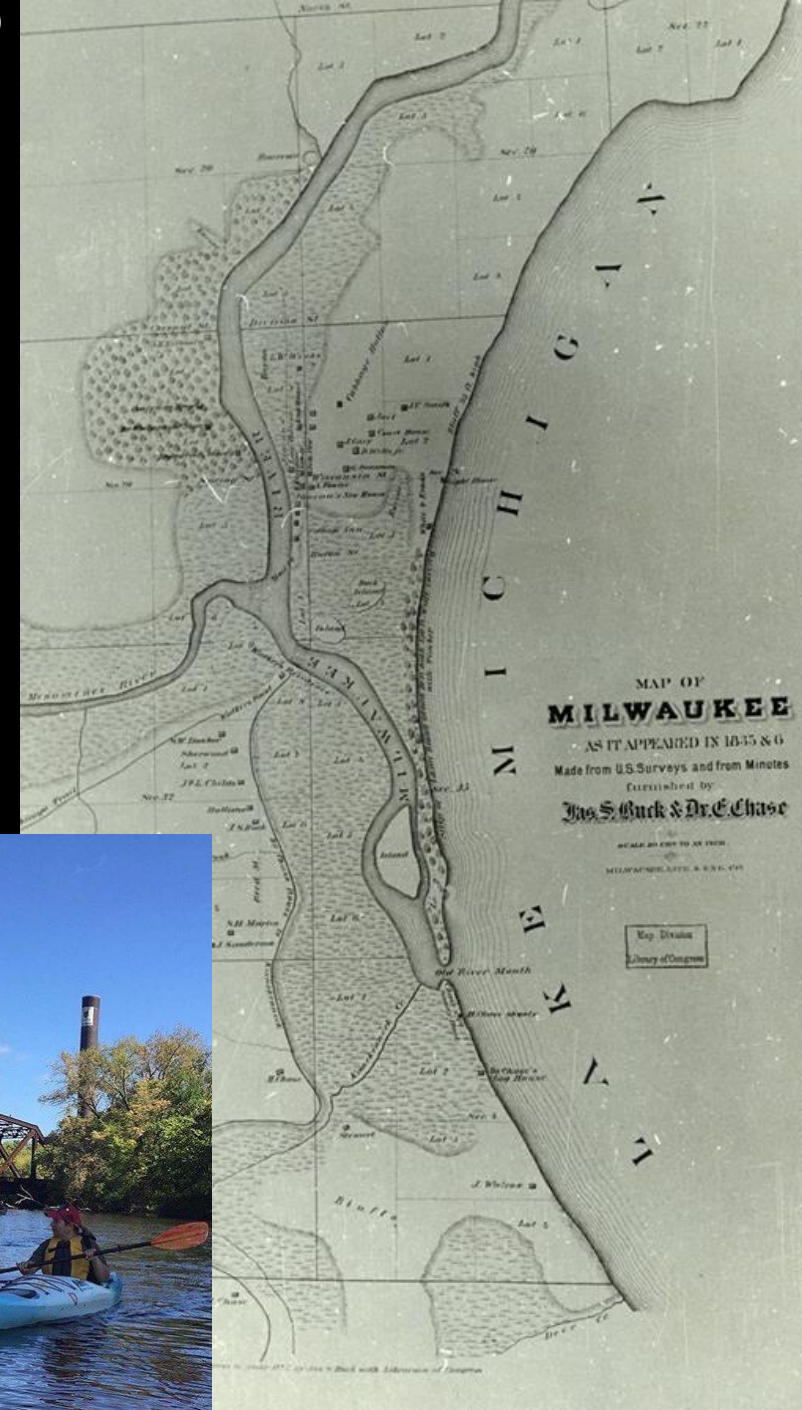
Walker's Point neighborhood edged by 3 rivers and lake. The Milwaukee, Menomonee and Kinnickinnic Rivers and Lake Michigan



Walker's Point - History

Walker's Point, along with Kilbourntown and Juneautown, combined to incorporate as City of Milwaukee in 1846

Most of Walker's Point was a swamp – neighborhood a bit more isolated and developed more slowly.



Walker's Point - History

Walker's Point a **neighborhood of Immigrants**.
Early century German, Irish, Polish, Serbs,
Greeks, and Austrians
Middle century - Mexican and other Latinos

Nearby **Harbor and Railroad Yard** – Foundries,
Tanneries, Storage Silos, Paint and Candy
Companies

Legacy of early industrialization and
manufacturing - **large storage silos and
masonry warehouses** now being successfully
converted into new uses.



Walker's Point Development

2002 First Wave of Redevelopment, mainly Condos and Affordable Housing along River, S. 1st and S. 2nd Streets

2007-2009 Community Advocacy to reconstruct South 2nd as a “Complete Street”. Eliminated one lane in each direction and added bike lanes. Completed in 2012. Transformation of street and businesses has been phenomenal.

2009 Near Southside Area Plan completed
Recommendation for South 5th Street:
Create/enhance a Cultural/Arts and Entertainment District



Community Engagement

2010 Walker's Point Association was formed as residential and business neighborhood organization.

2011/2012 Start of second wave of Redevelopment – market rate and affordable housing, offices, retail and restaurant space, artisanal food production. Also Global Water Center and Reed Street Yard.

2013-2015 Walker's Point Action Plan – Association requested City's help to prepare a more detailed study. Association worked directly with City Planners. Property owner workshops



WP Action Plan Key Findings

Keep Walker's Point Diversity

- Multicultural, multi ethnic, mix of economic/social class, LGBTQ community

Maintain Affordability

- Maintain affordability for small business, artists and residents

Add more neighborhood-serving businesses

- Grocery Store, Pharmacy, Hardware Store, Dry Cleaners, etc



WP Action Plan Key Findings

Greening the Neighborhood

- Add Street Trees, Bio Swales, Green Roofs, Landscaped Patios

Enhance Walkability and Bikeability

- Bikeshare, neighborhood bike rides

Implement Shared Parking Study

- Shared off street parking between residential and business uses



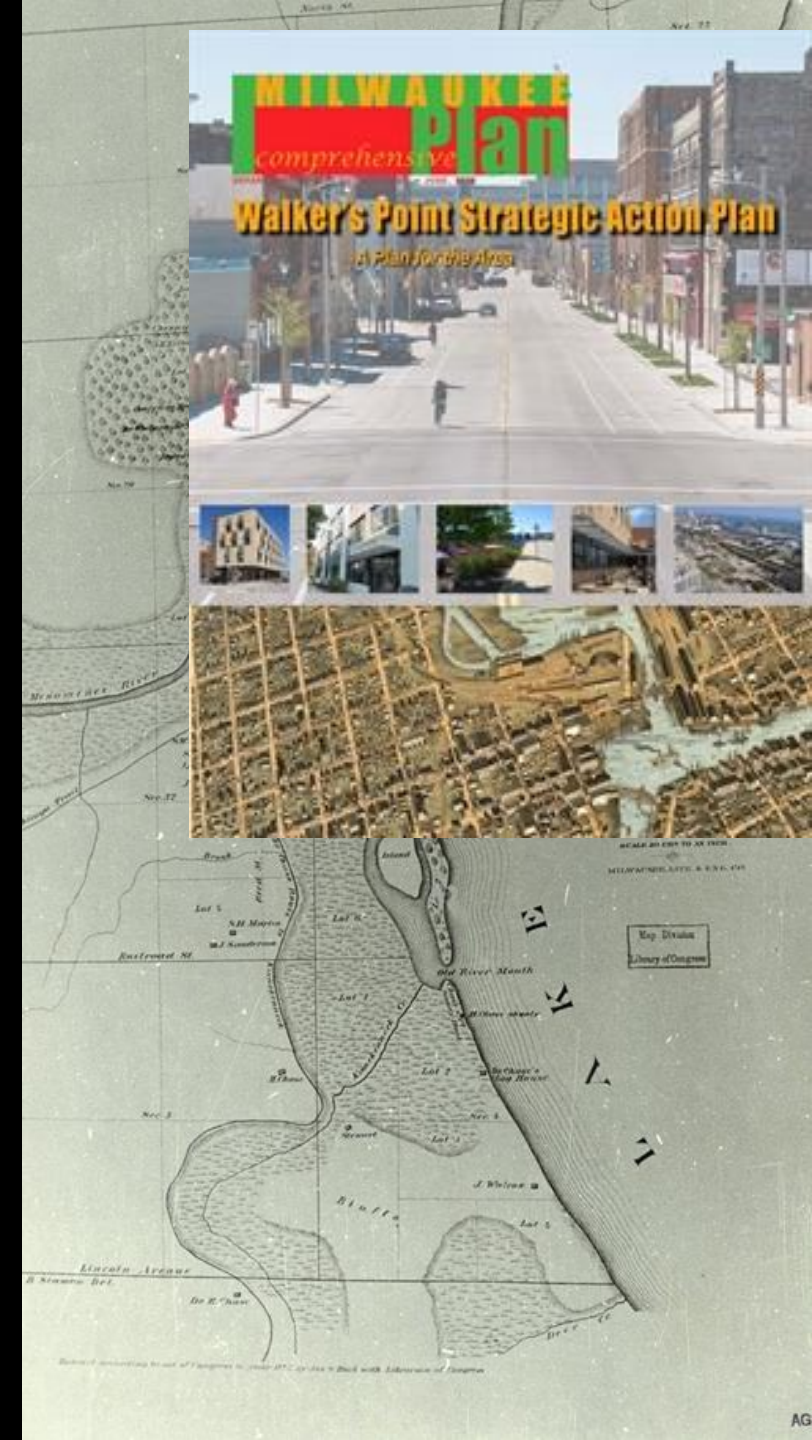
South 5th Street

Late 1990's **Destination for Mexican Food** – La Fuente, Ruedi's, Botanos, Conihitos, La Perla's, Acapulco Lounge, and others

Mid 2000 **More diverse, higher end restaurants** start up along S. 1st and 2nd Street (La Marenda and Crazy Water).

Large 200-400 person's nightclubs moved to S 5th

2014 **Neighborhood rallied to fight a strip club** moving to S 5th Street



South 5th Street

2013 Planning engaged with major S 5th Street Arts Group – Arts at Large, Walker's Point Center for the Arts, Brenner Brewing and Pitch Project

Action Plan Recommendation:
Implement a creative district or corridor for 5th/6th Streets and National Avenue



Project Area:

South 5th Street
Virginia to Scott



VIRGINIA

BRUCE

PIERCE

NATIONAL

WALKER

MINERAL

WASHINGTON

SCOTT

Walker's Point Plan

South 5th Street Creative Corridor



Studies have shown that bicyclists and pedestrians shop more often and **spend more money** in their communities than people who only drive to shopping, restaurants, etc.



In Washington, D.C., design improvements along Barracks Row, including new patterned sidewalks and traffic signals, helped attract **40 new businesses and nearly 200 new jobs**, along with increases in sales and foot traffic.



“Baltimore's main streets are quickly becoming far more comfortable **places** for people in the community to walk and bike, not just drive.”



Local businesses see many benefits in improving access to people traveling by foot or bicycle. When a bike lane was added along Valencia Street in San Francisco's Mission district, nearby businesses saw **sales increase by 60 percent**, which merchants attributed to increased pedestrian and bicycle activity.



South 2nd Street (BEFORE)



South 2nd Street (AFTER)



Existing Conditions

South 5th Street



Existing Conditions

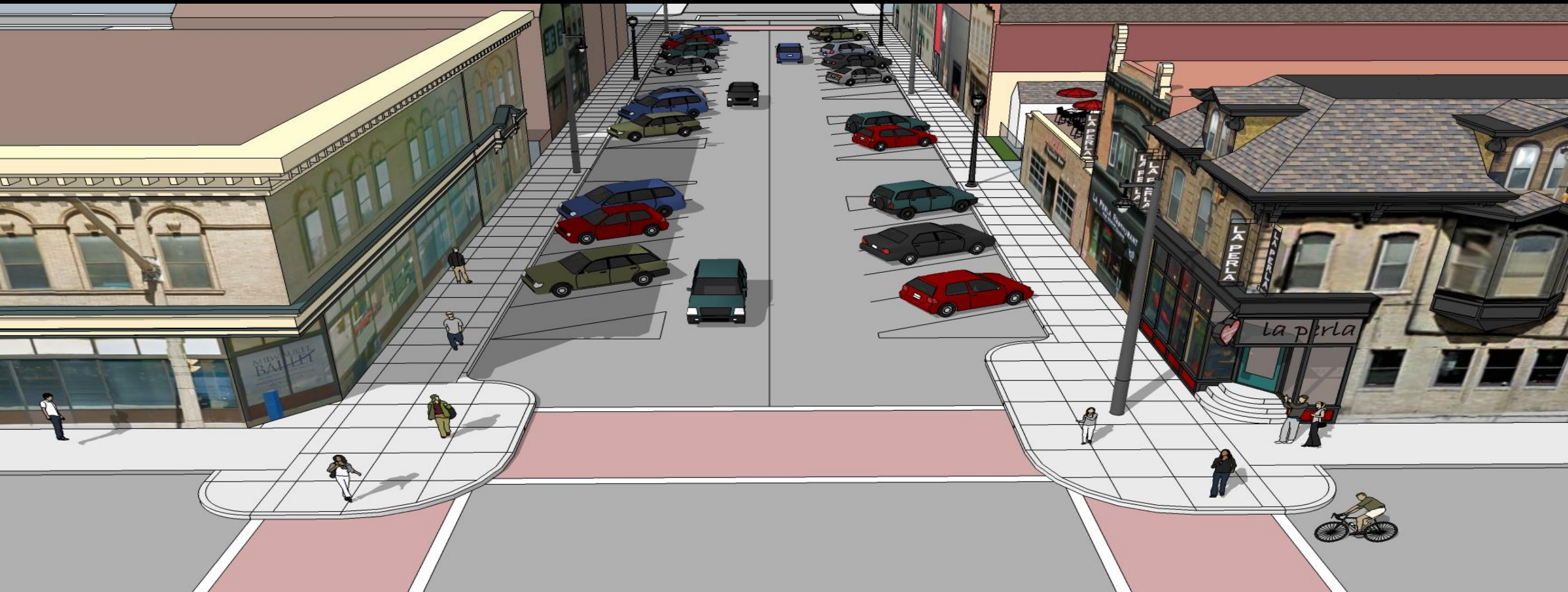
South 5th Street

- Does not permit bike lanes and not safe for bicycles (backing out).
- Does not have a wide enough sidewalk for amenities.
- Also lacks green space, good stormwater management.
- Allocates most of the ROW to cars. All other users shortchanged. Sidewalks too narrow to accommodate all users comfortably and safely.
- Making buildings ADA accessible difficult with existing sidewalks.



OPTION 1

Small Sidewalks and Angle Parking on Both Sides



9.5'
SIDE-WALKS

17'
ANGLED
PARKING

11'
DRIVING LANE

11'
DRIVING LANE

17'
ANGLED
PARKING

9.5'
SIDE-WALKS

OPTION 2

One Side Angle Parking / One Side Parallel Parking



13.5'
SIDEWALKS

8'
PARALLEL
PARKING

11'
DRIVING LANE

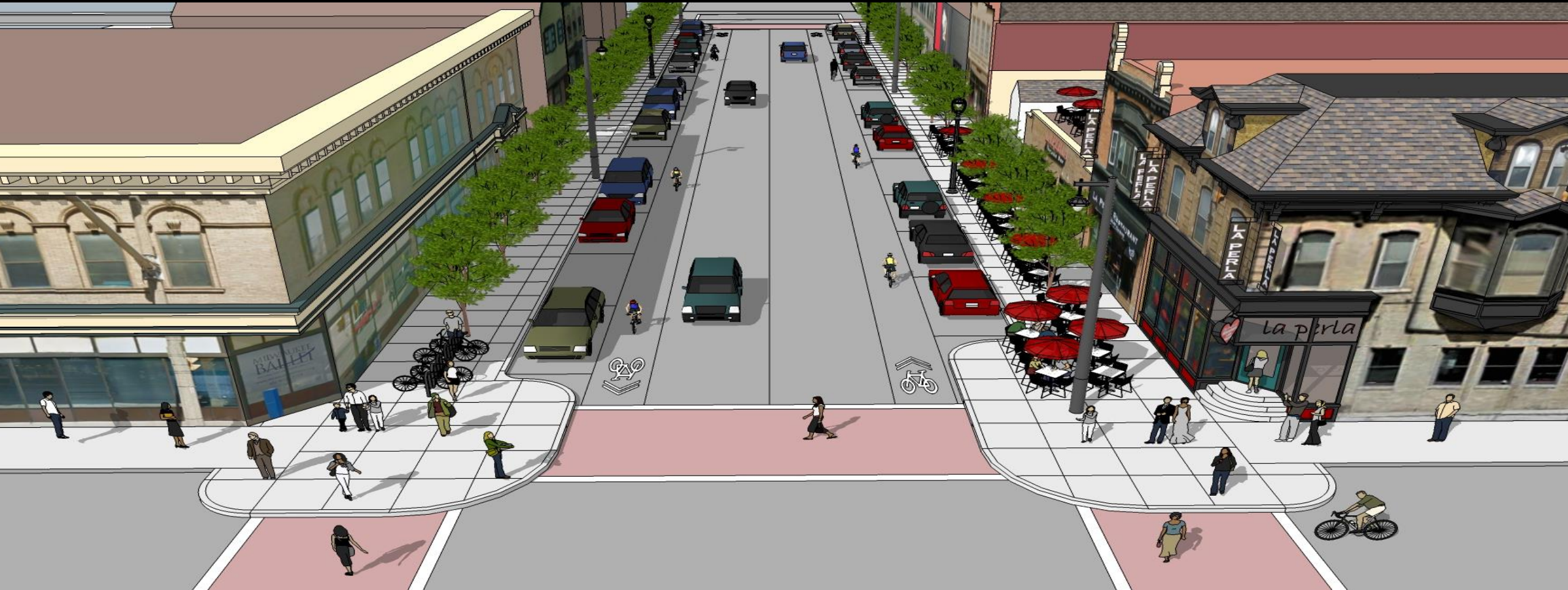
11'
DRIVING LANE

17'
ANGLED
PARKING

13.5'
SIDEWALKS

OPTION 3

Parallel Parking on Both Sides and BIKE LANES



13.5'
SIDEWALKS

8'
PARALLEL
PARKING

5' BIKE
LANE

11'
DRIVING LANE

11'
DRIVING LANE

5' BIKE
LANE

8'
PARALLEL
PARKING

13.5'
SIDEWALKS

OPTION 4

Narrow Street and Wide Sidewalks



18.5'
SIDEWALKS

8'
PARALLEL
PARKING

11'
SHARED
LANE

11'
SHARED LANE
PARALLEL PARKING

8'

18.5'
SIDEWALKS

Option Analysis

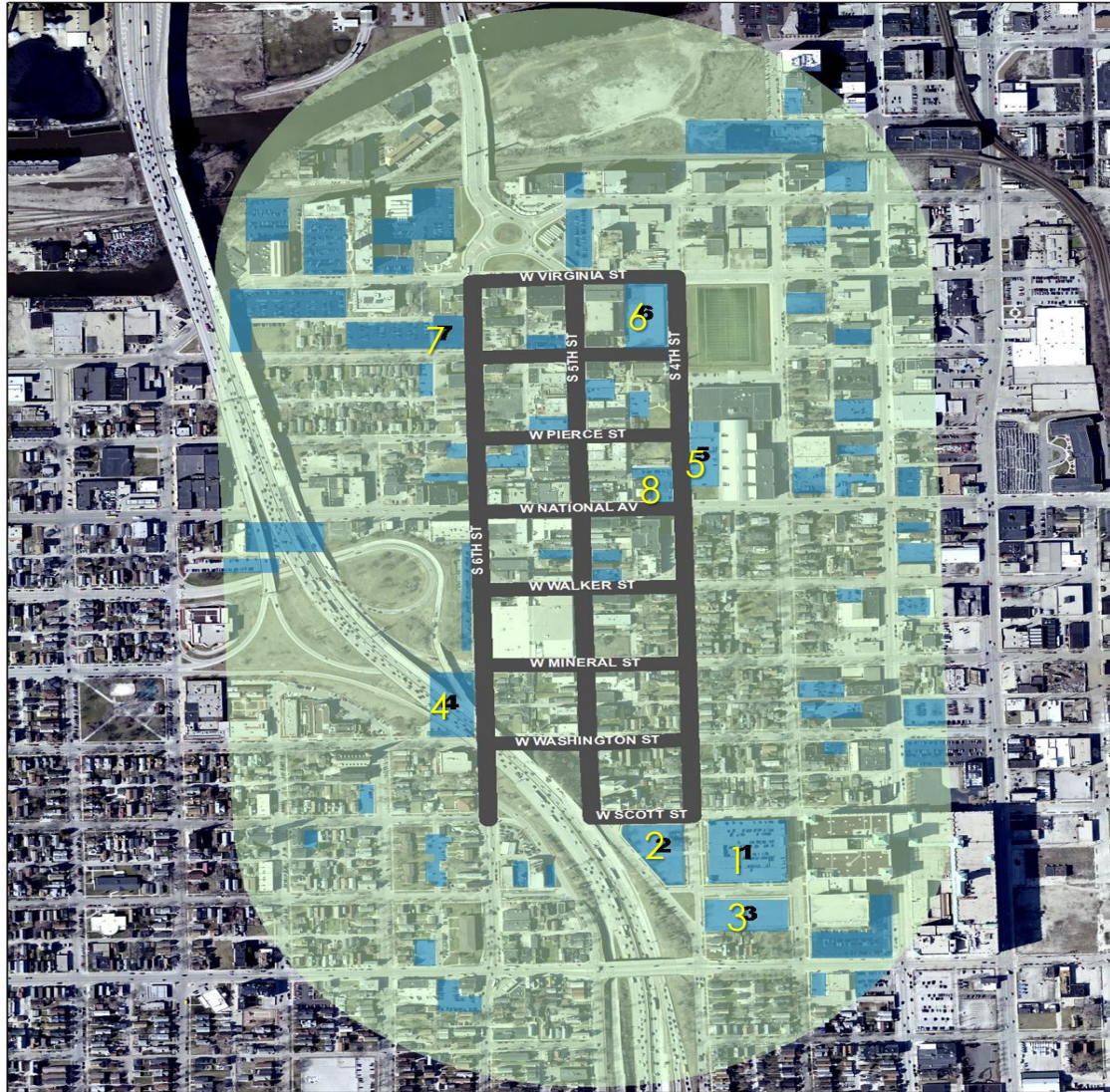
	On-street Parking	Bicycle Safety	Pedestrian Comfort and Amenities	Street Trees and Green Features	Outdoor Dining	Ability for “Creative Place- making”
1	GOOD	POOR	POOR	POOR	POOR	POOR
2	GOOD	POOR	FAIR	FAIR	FAIR	FAIR
3	FAIR	GOOD	FAIR	FAIR	FAIR	FAIR
4	FAIR	FAIR	GOOD	GOOD	GOOD	GOOD

Existing On-Street Parking Spaces

5th St. (Virginia to Scott):	205
4th St. (Virginia to Scott):	152
6th St. (Virginia to Scott):	90
Virginia St. (4th to 6th)	61
Bruce St. (4th to 6th)	42
Pierce St. (4th to 6th)	21
National Ave. (4th to 6th)	33
Walker St. (4th to 6th)	30
Mineral St. (4th to 6th)	42
Washington St. (4th to 6th)	45
Scott St. (4th to 6th)	16
Total	737

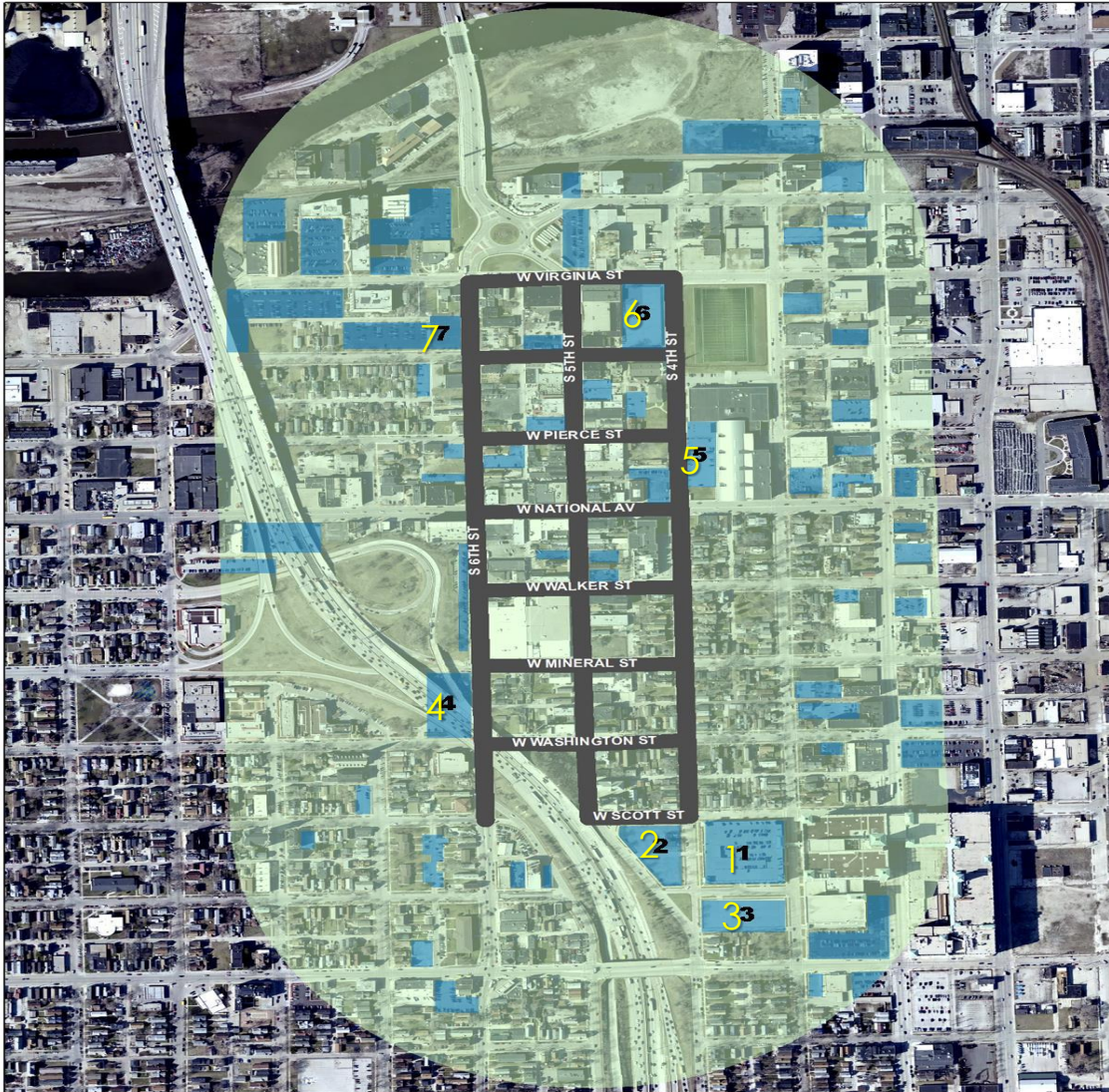


Existing Off-Street Parking Spaces

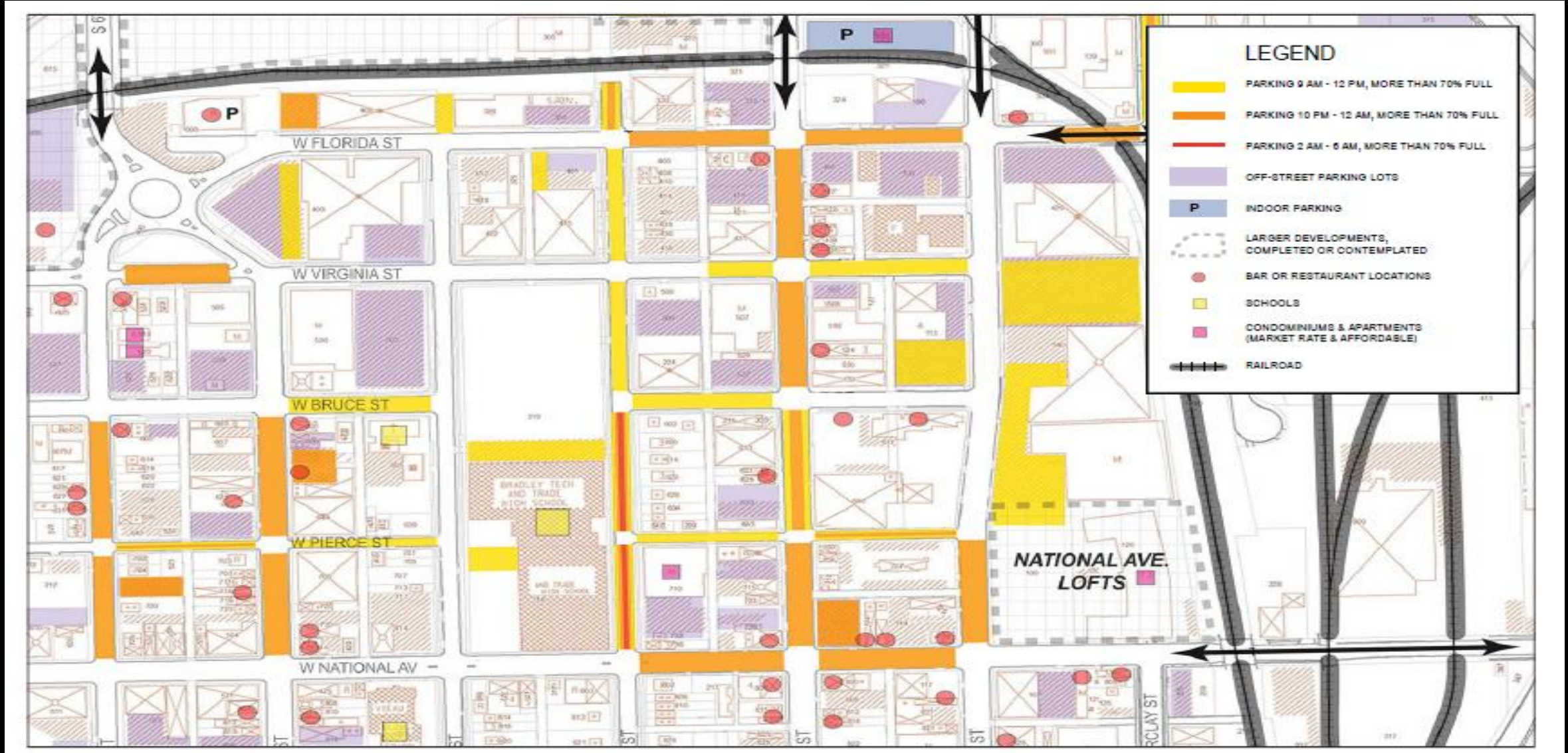


~900 off-street parking spaces in surface parking lots in project area (Virginia / Scott / 4th 6th)

Opportunities for Public or Shared Parking



Current Demand



Source: Walker's Point Parking Study (GRAEF 2014), Parking Counts from DPW (North of National Ave.)

Current Demand



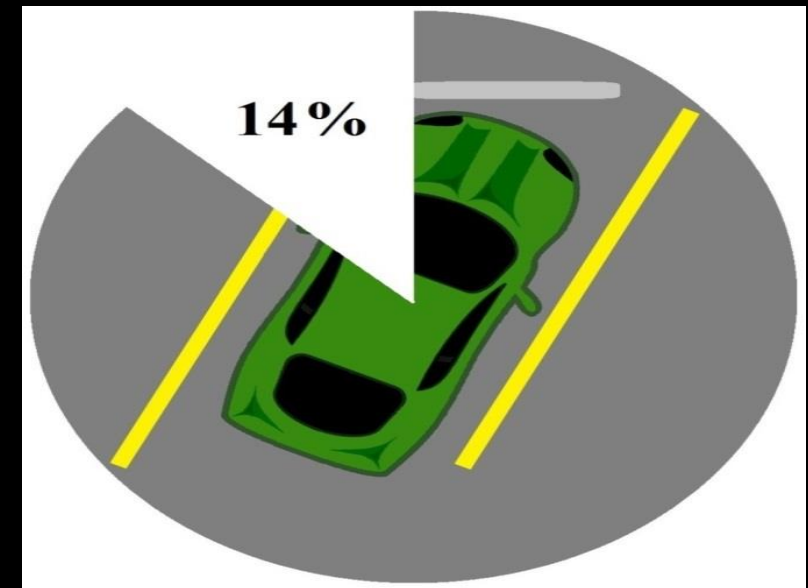
On-Street Parking on Area Commercial Corridors



Potential Impact of Street Reconstruction

	Estimated Reduction of On-Street Parking Spaces	Percentage of 5th St. On-Street Parking	Percentage of Area On-Street Parking (4th St., 6th St., Virginia St., Scott St.)	Percentage of Total Parking in Area
Option 1	Nominal	NA	NA	NA
Option 2	45-50	24%	7%	3%
Option 3	90-100	48%	14%	6%
Option 4	90-100	48%	14%	6%

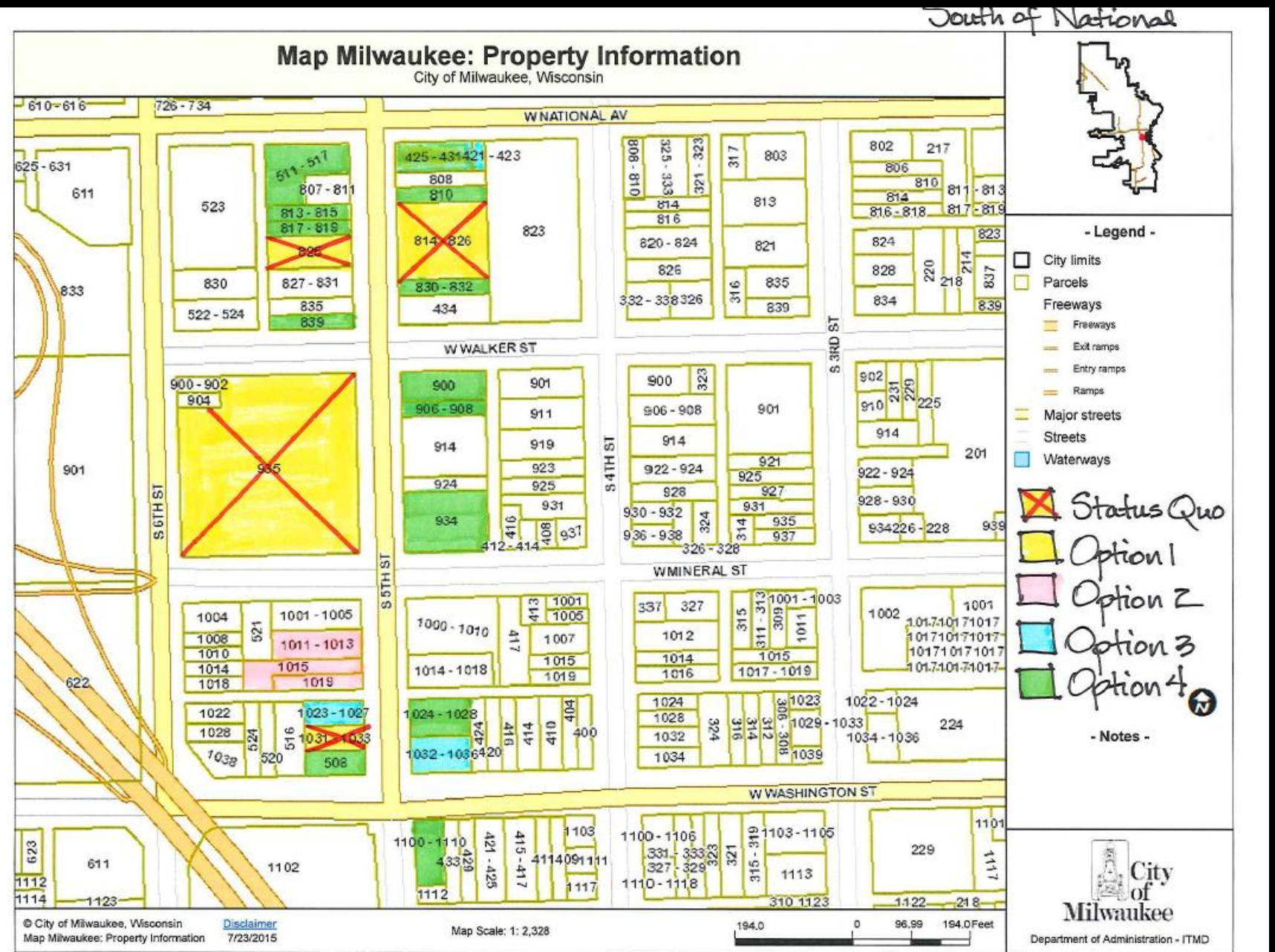
The 2014 GRAEF Parking Study indicates that there is sufficient on-street parking in the larger area to absorb the reduction on 5th Street.



Public Input

- Businesses
- Property owners
- Residents of the area
- Other interested parties

Public Input



S. 5th Street business and property owners:

■ Option One or No Change	18% (7)
■ Option Two	10% (4)
■ Option Three	10% (4)
■ Option Four	62% (24)

OPTION 4

Narrow Street and Wide Sidewalks



18.5'
SIDEWALKS

8'
PARALLEL
PARKING

11'
SHARED
LANE

11'
SHARED LANE
PARALLEL PARKING

18.5'
SIDEWALKS

OPTION 4

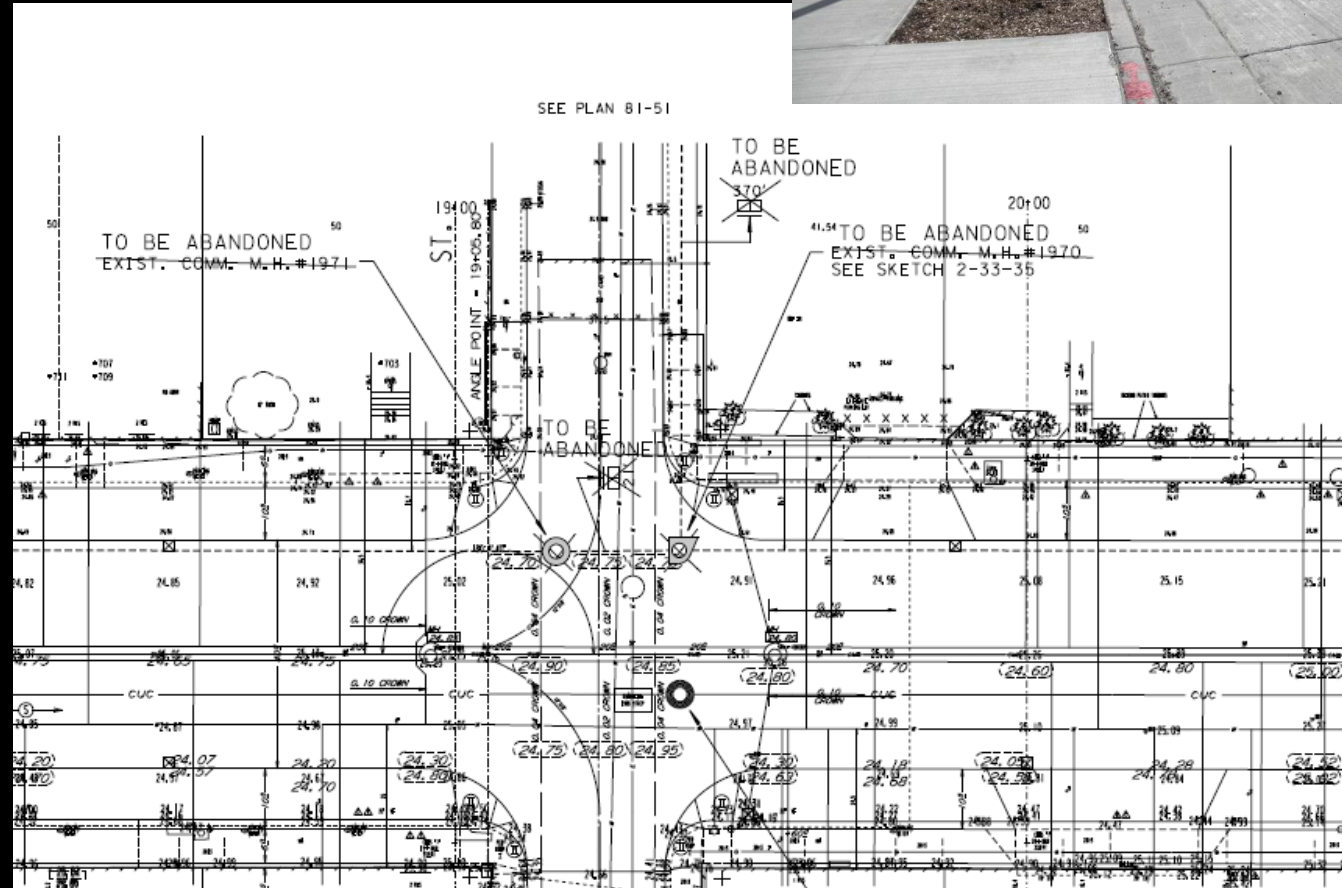
Narrow Street and Wide Sidewalks



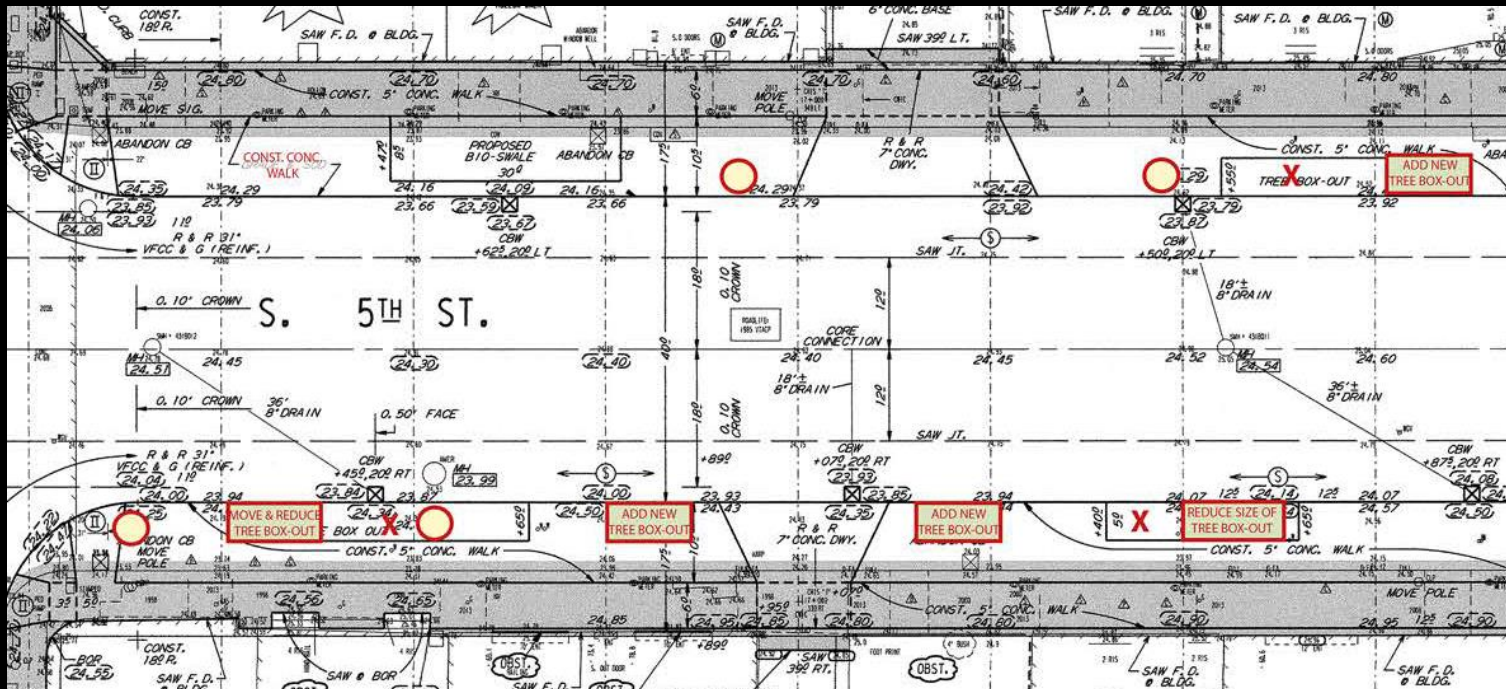
Concerns Expressed with Option #4

- On-street parking reduction
- Curb bump-outs
- Lack of dedicated bike lane
- Length, phasing, and timing of construction and access during construction
- Preserving truck access for deliveries
- Will it reduce speeds sufficiently?
- Can more streetscaping elements be included?

Implementing the Plan



Construction for neighborhoods



Support for Business



Building a Complete Street



Building a Complete Street











credit: Walker's Point Association (Colin Winistorfer)



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