

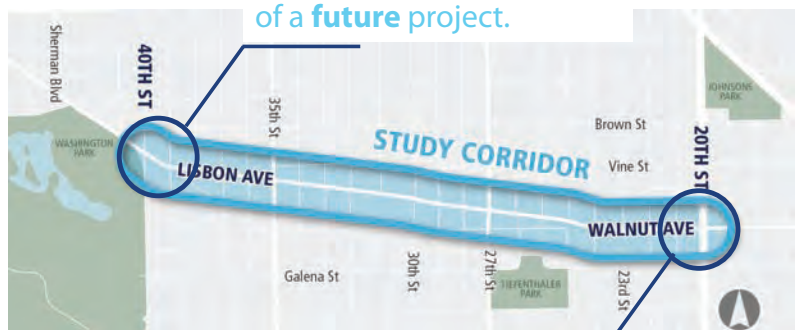
## Project Location

### Walnut Street & Lisbon Avenue 20<sup>th</sup> Street to 40<sup>th</sup> Street

The Walnut Street & Lisbon Avenue project is a traffic safety improvement project that will install protected bike lanes on Walnut St & Lisbon Ave from 20<sup>th</sup> St to 40<sup>th</sup> St.

The project will not include the 40<sup>th</sup> street intersection, which is planned as part of a future project.

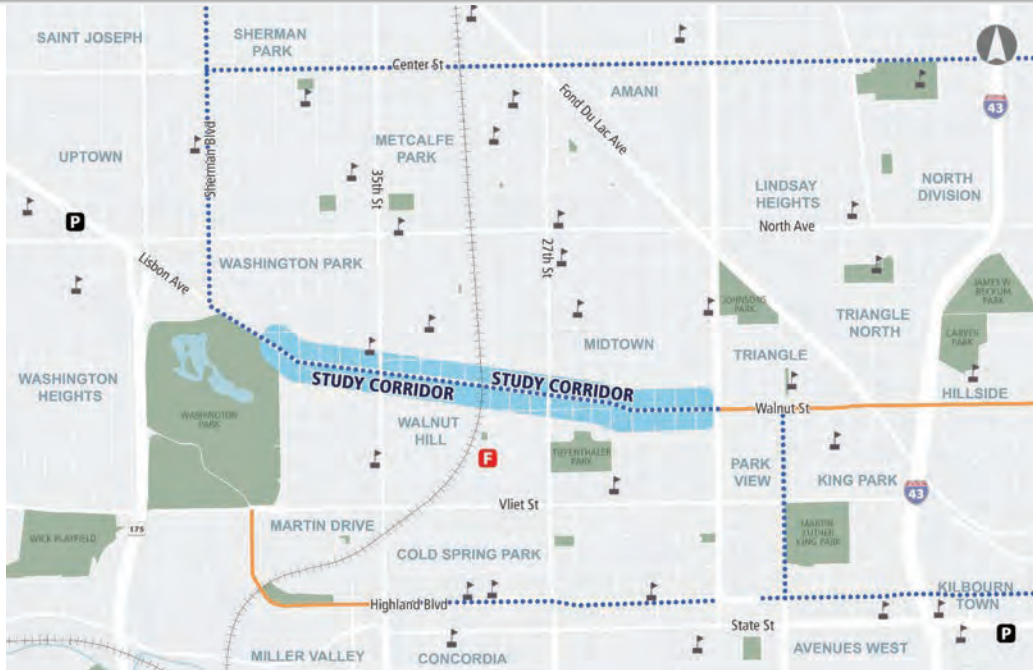
40<sup>th</sup> St intersection is part of a **future** project.



20<sup>th</sup> St intersection is part of this project.



# Protected Bike Lane Network



The project is a key part of the Protected Bike Lane Network.

This project will extend the current bike lane on Walnut Street and connect to the future bike lane on Sherman Blvd.

## Project Timeline



Following the design phase, construction is anticipated to start in 2026.

# What We've Heard

## Survey Responses:

### Parking Removal

- North Side = 11
- South Side = 10
- No Answer = 6

### Design Alternative (40<sup>th</sup> to 30<sup>th</sup>)

- One-Way PBL = 14
- Two-Way PBL = 11
- No Answer = 1



## Common Themes:

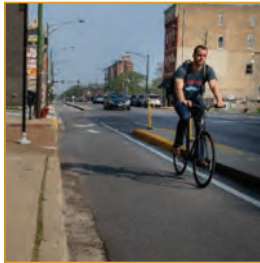
- Safety
- For and against parking removal
- For and against traffic calming elements
- Support on protected bike lane and extending the network



## Design Alternatives



# Toolbox of Treatments



Protected Bike Lanes are on-street bike lanes that provide bicyclists with additional protection from moving vehicles.



Curb Extensions are concrete elements that extend the curb into the parking lane. They encourage slower turning speeds and shorten crossing distances at crosswalks.



Bus Boarding Islands are longer curb extensions that help buses move faster and more reliably by allowing buses to stop in the travel lane.



High Visibility Crosswalks are a low-cost tool to make pedestrian crossings more visible.



## Project Corridor

**Walnut Street & Lisbon Avenue**  
20<sup>th</sup> Street to 40<sup>th</sup> Street

There are two different sections of the project based on the existing roadway layout.

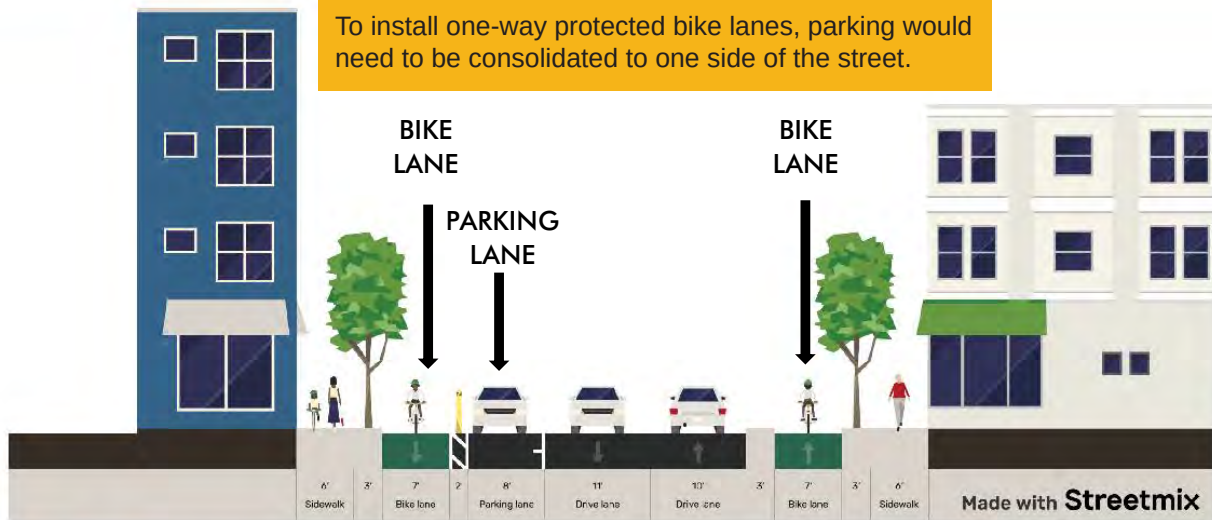


— 40th to 30th: Two Design Alternatives – *which one?*

— 30th to 20th: One Design Alternative – *general feedback?*

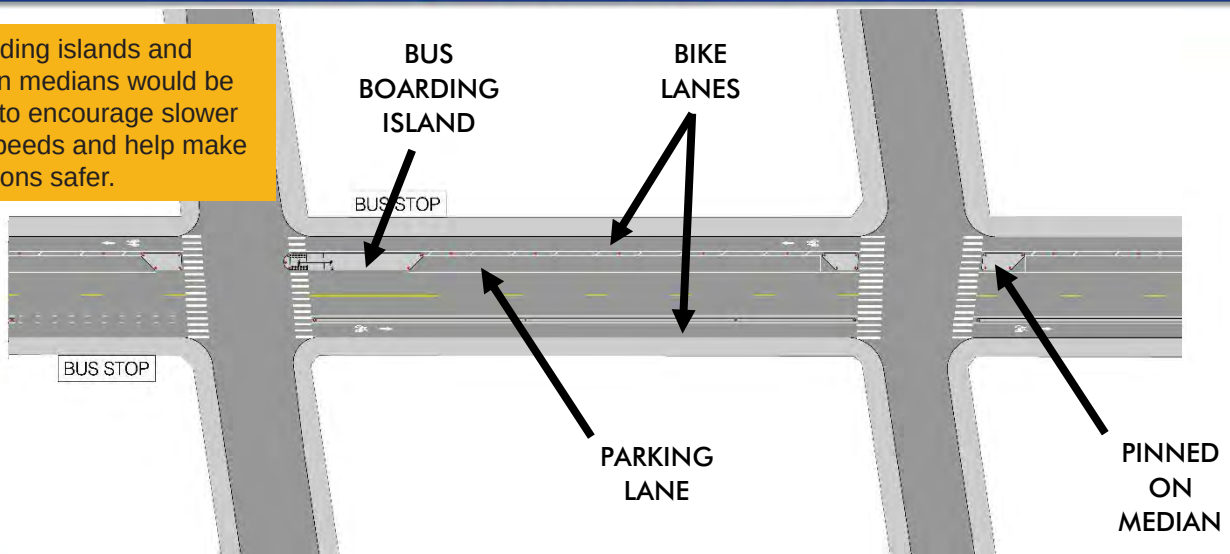


## 40<sup>th</sup> to 30<sup>th</sup> – One-Way Protected Bike Lanes



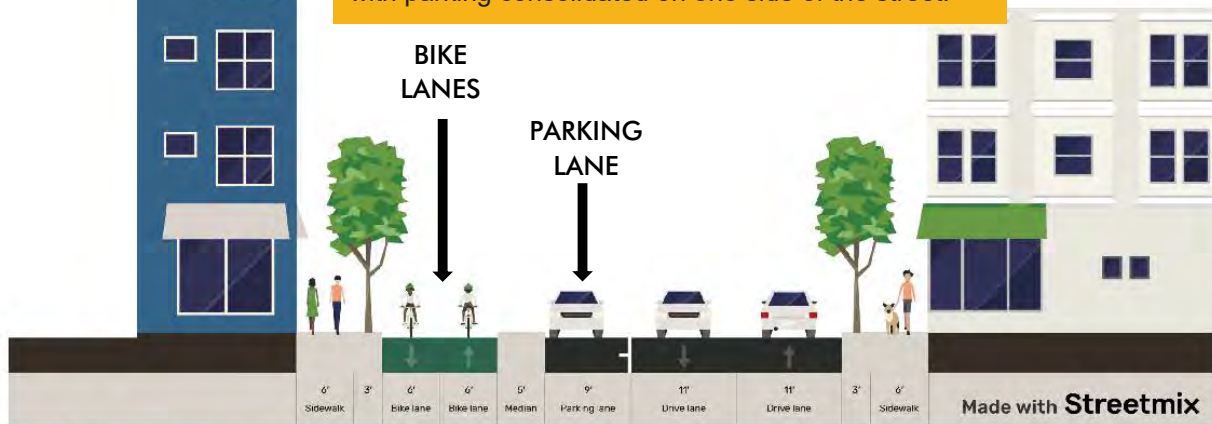
## 40<sup>th</sup> to 30<sup>th</sup> – One-Way Protected Bike Lanes

Bus boarding islands and pinned-on medians would be installed to encourage slower driving speeds and help make intersections safer.



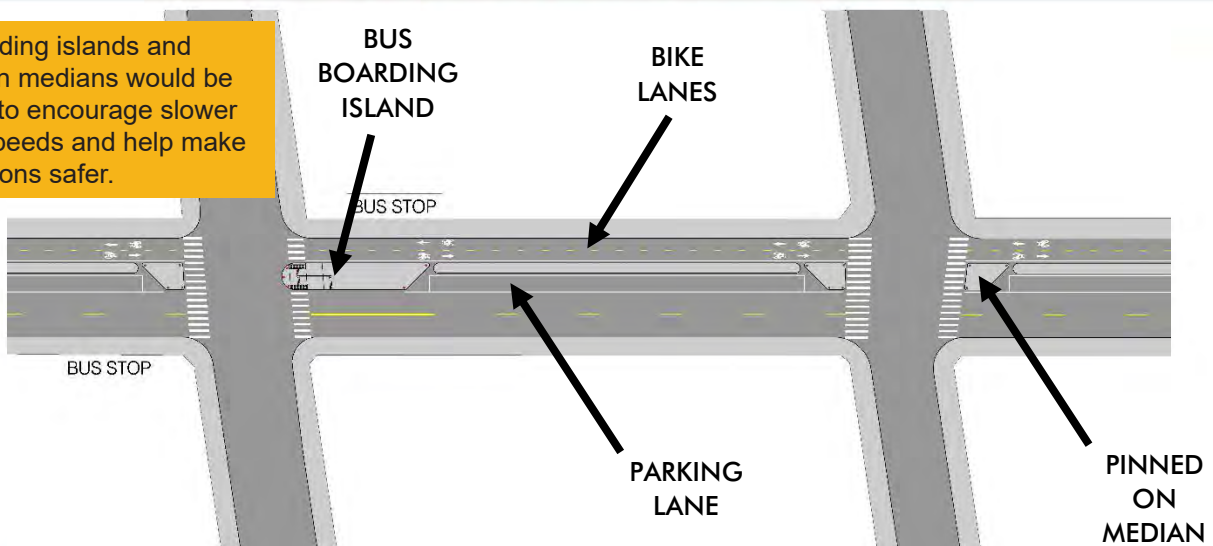
## 40<sup>th</sup> to 30<sup>th</sup> – Two-Way Protected Bike Lanes

Another option is to install a two-way protected bike lane on one side of the street. This would work best with parking consolidated on one side of the street.

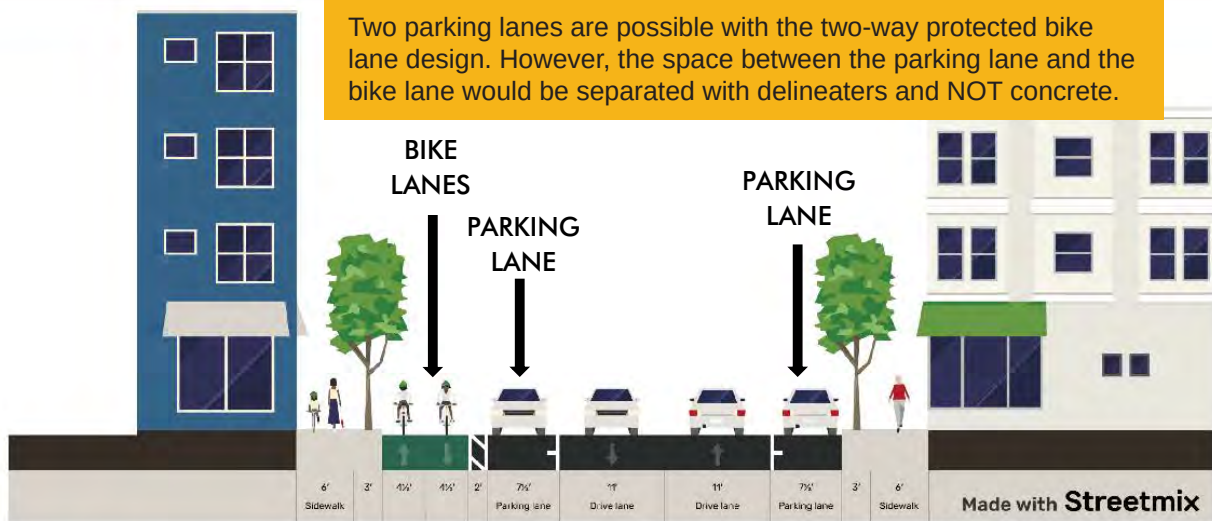


## 40<sup>th</sup> to 30<sup>th</sup> – Two-Way Protected Bike Lanes

Bus boarding islands and pinned-on medians would be installed to encourage slower driving speeds and help make intersections safer.

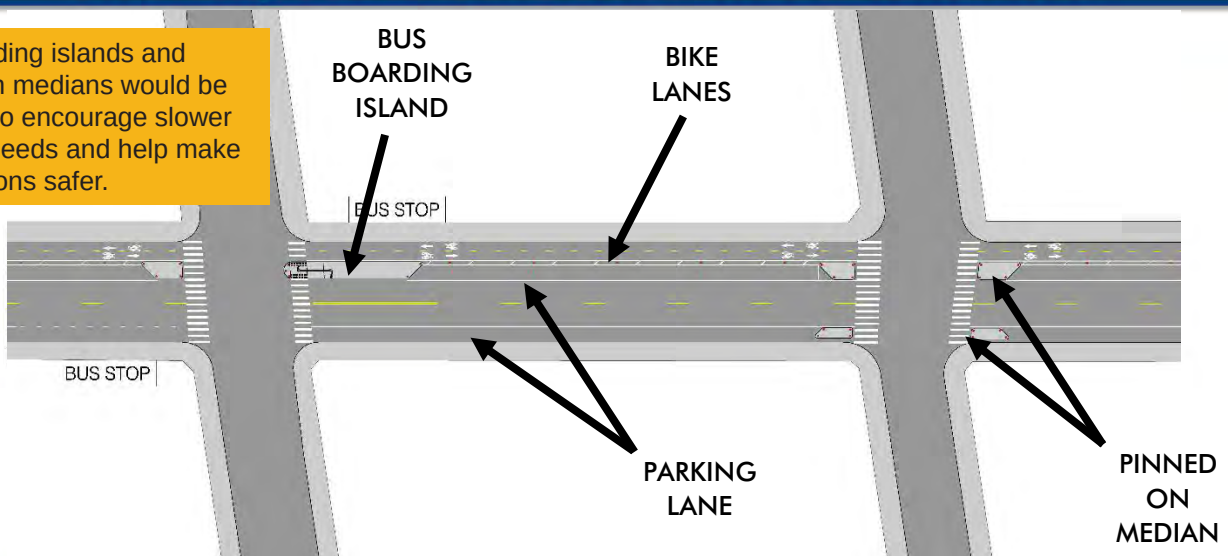


## 40<sup>th</sup> to 30<sup>th</sup> – Two-Way Protected Bike Lanes Constrained



## 40<sup>th</sup> to 30<sup>th</sup> – Two-Way Protected Bike Lanes Constrained

Bus boarding islands and pinned-on medians would be installed to encourage slower driving speeds and help make intersections safer.



## 40<sup>th</sup> to 30<sup>th</sup> – One-Way Protected Bike Lanes

| Category                        | One-Way PBL | Notes                                                                                                     |
|---------------------------------|-------------|-----------------------------------------------------------------------------------------------------------|
| Bicyclist Comfort               | ●           | Provides separation from motorists with concrete and/or parked vehicles                                   |
| Intersection Conflicts          | ●           | More protection and visibility for bicyclists and pedestrians at intersections                            |
| Traffic Operations / Congestion | ●           | Will neither improve nor impact traffic operations                                                        |
| Traffic Calming                 | ●           | Reduces speeding and reckless driving behaviors by narrowing the travel lanes and improving intersections |
| Bike Route Continuity           | ●           | Allows easy connections to the existing and future protected bike lane network                            |
| Parking                         | ●           | Would require consolidation of parking to one side of the street                                          |

● Pro  
● Neutral  
● Con



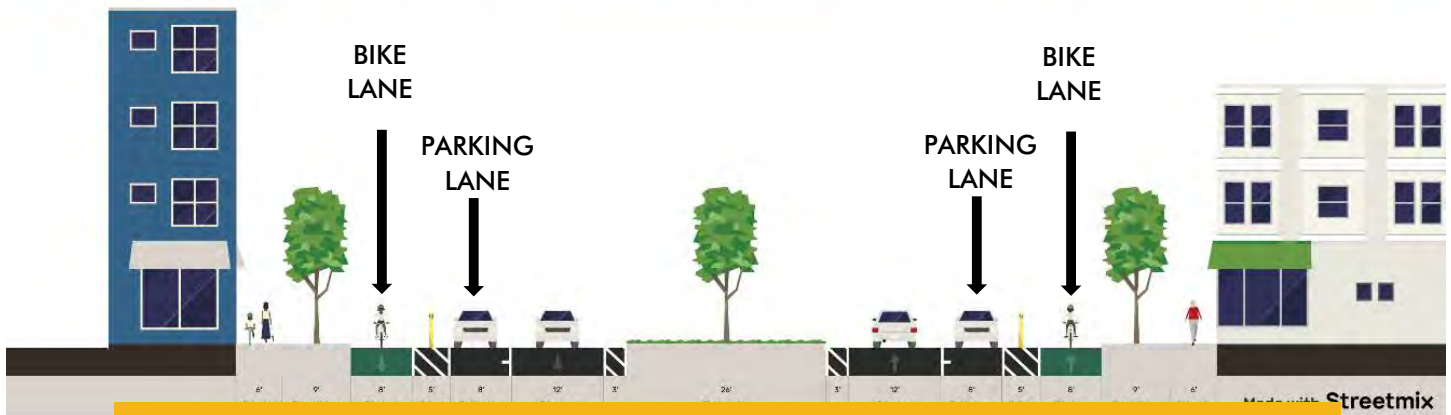
## 40<sup>th</sup> to 30<sup>th</sup> – Two-Way Protected Bike Lanes

| Category                        | Two-Way PBL | Notes                                                                                                     |
|---------------------------------|-------------|-----------------------------------------------------------------------------------------------------------|
| Bicyclist Comfort               | ●           | Provides separation from motorists with concrete and/or parked vehicles                                   |
| Intersection Conflicts          | ●           | More protection and visibility for bicyclists and pedestrians at intersections                            |
| Traffic Operations / Congestion | ●           | Will neither improve nor impact traffic operations                                                        |
| Traffic Calming                 | ●           | Reduces speeding and reckless driving behaviors by narrowing the travel lanes and improving intersections |
| Bike Route Continuity           | ●           | Will require cycles to switch back to one-way protected bike lanes outside of this section                |
| Parking                         | ●           | Allows for parking to remain on both sides of the street on certain blocks where necessary                |

● Pro  
● Neutral  
● Con



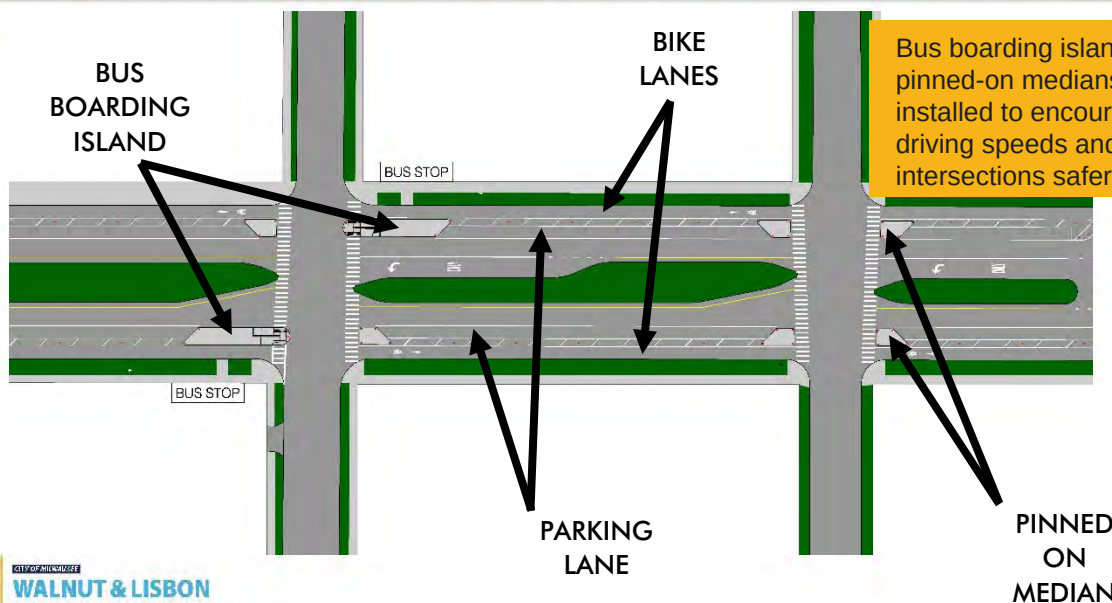
## 30<sup>th</sup> to 20<sup>th</sup> – Protected Bike Lane



From 30th to 20th, only a one-way bike lane design is being considered. These bike lanes would be protected by a parking lane and delineators or concrete.



## 30<sup>th</sup> to 20<sup>th</sup> – Protected Bike Lane



Bus boarding islands and pinned-on medians would be installed to encourage slower driving speeds and help make intersections safer.

