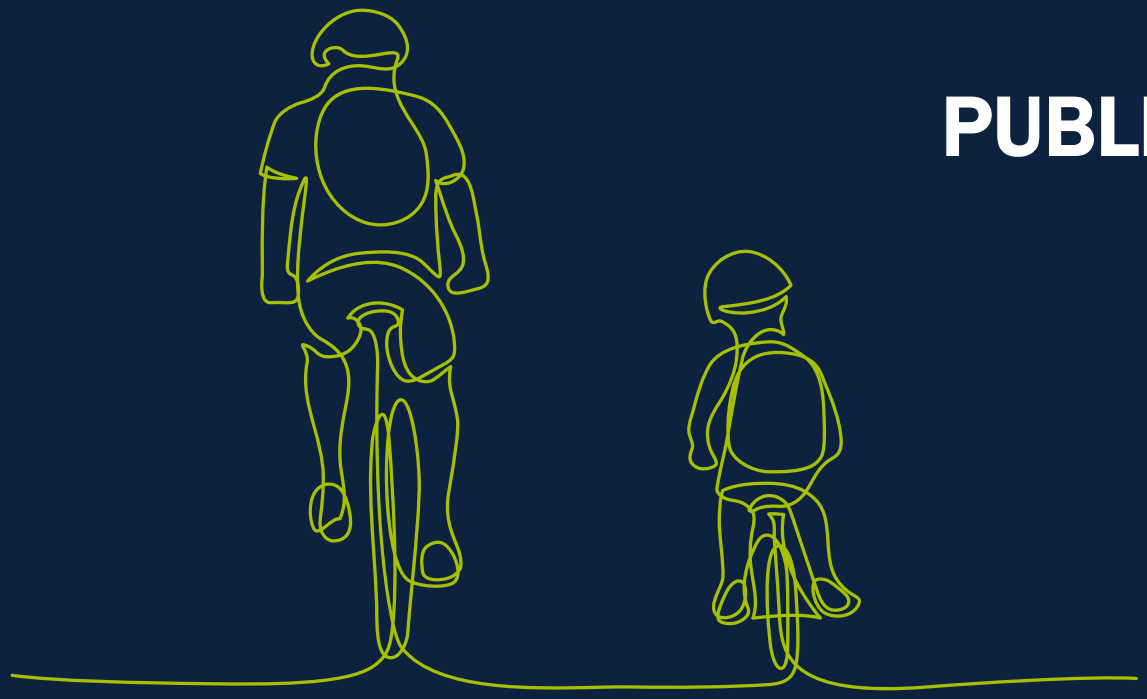
# VAN BUREN STREET
## TRANSFORMATION PROJECT

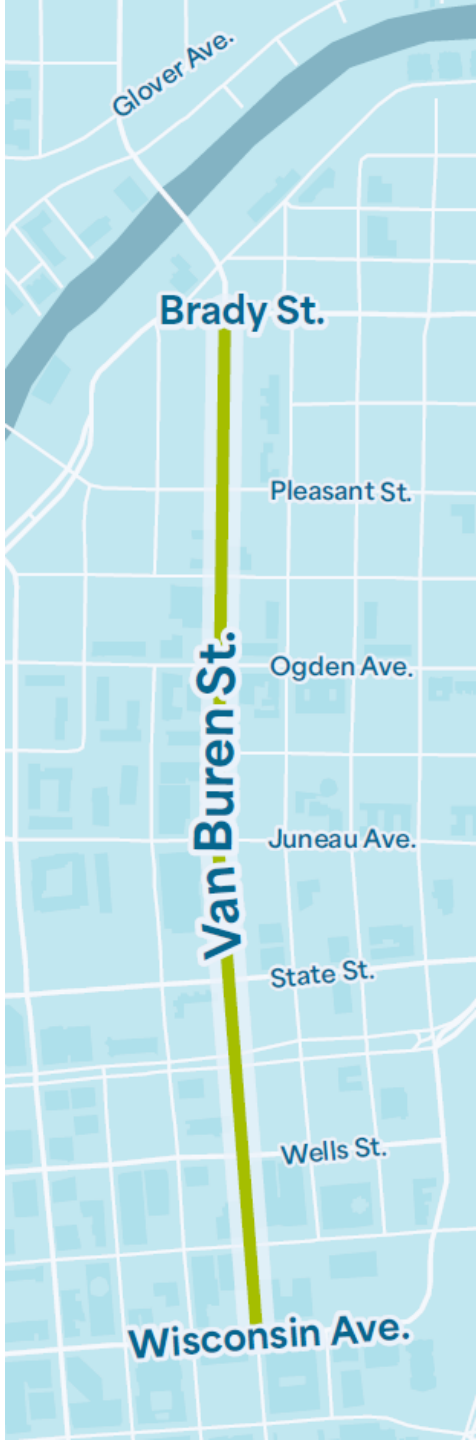


**PUBLIC INVOLVEMENT MEETING #2**
**OCTOBER 12, 2023**

**BRIEF PRESENTATION**
**AT 5:30 PM**

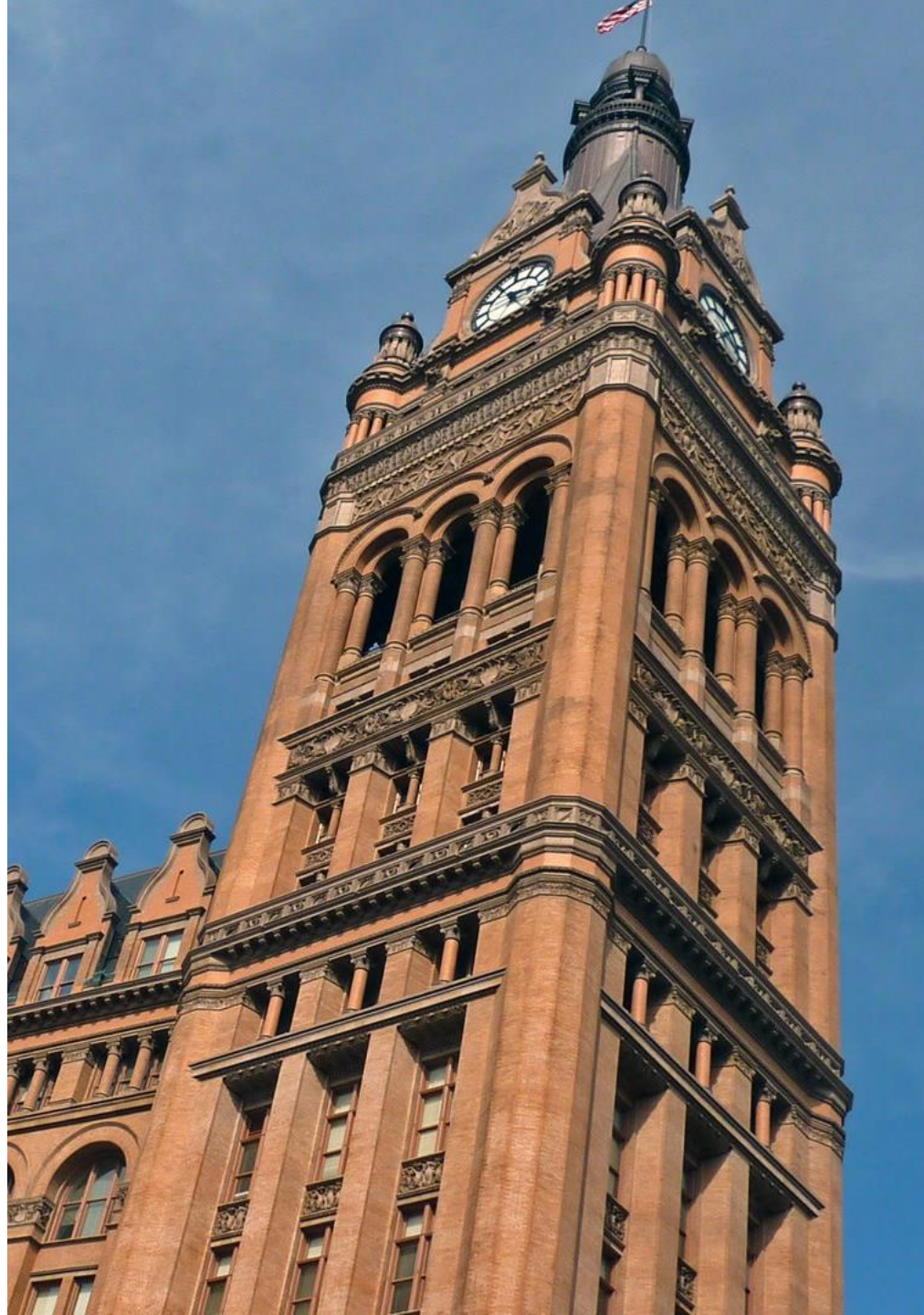
# PROJECT OVERVIEW

- Project Limits: Van Buren St. from Wisconsin Ave. to Brady St. (Striping will extend to Glover Ave.)
- 100% locally funded (TID)
- Bicyclist high injury network, previously on pedestrian high injury network
- Improve multimodal safety, connectivity and comfort for all users



# MAYOR JOHNSON'S TRANSPORTATION VISION

- Commitment to Vision Zero: Goal of zero traffic deaths
- Focus on Complete Streets and expansion of protected bike lane network
- Improve vibrancy of public spaces



# PROJECT GOALS

- Improve walking, biking and transit accommodations
- Reduce motor vehicle speeds
- Reduce crashes for all users
- Create an all ages & abilities bikeway
- Enhance streetscape

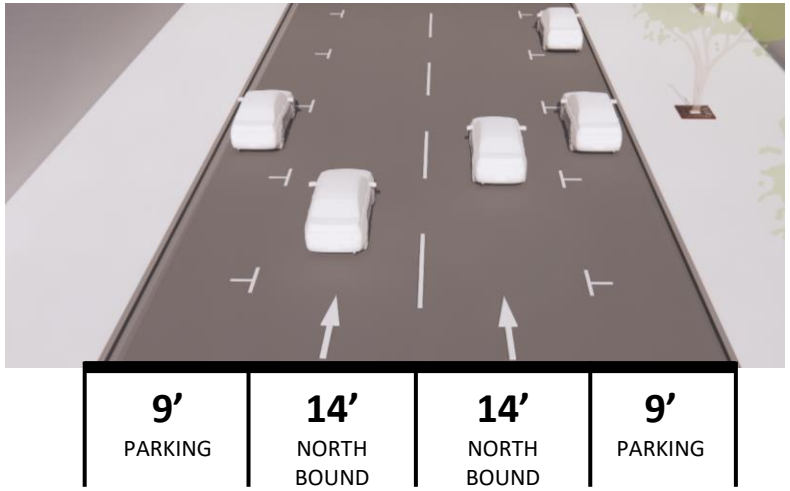


# SCHEDULE

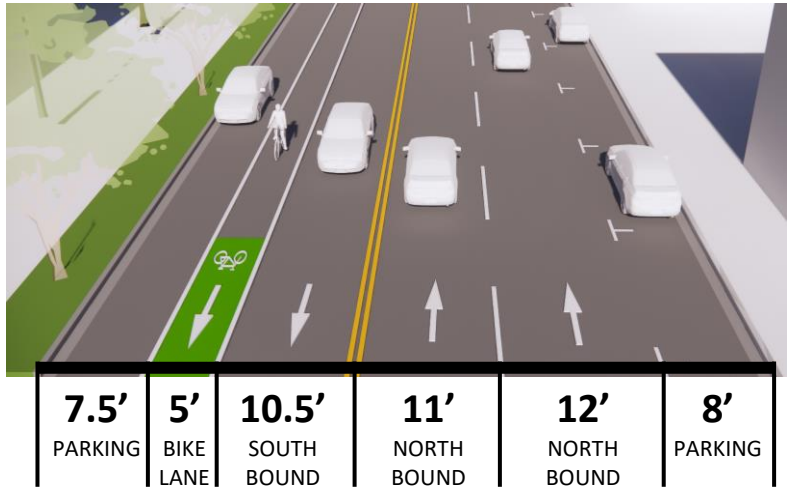

WE ARE HERE
2022 & EARLY 2023
SPRING
EARLY SUMMER
SUMMER & FALL
WINTER
2024
• Alternatives Development
• Two Alternatives
• PIM #1: May 23
• Alternative Analysis
• Community Outreach
• Preferred Alternative
• PIM #2: October 12
• Final Design
• Anticipated Construction: Late Spring

# EXISTING CROSS SECTIONS

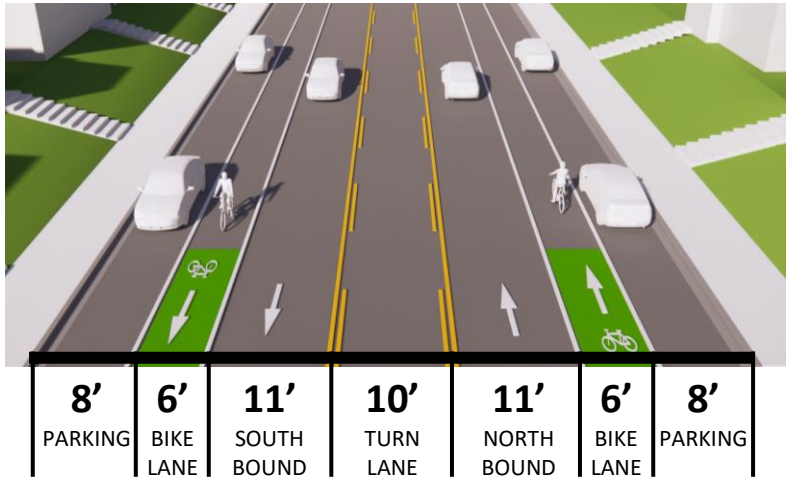
## Wisconsin Ave. - Kilbourn Ave. (46’ Width)




## Kilbourn Ave. - State St. (54’ Width)



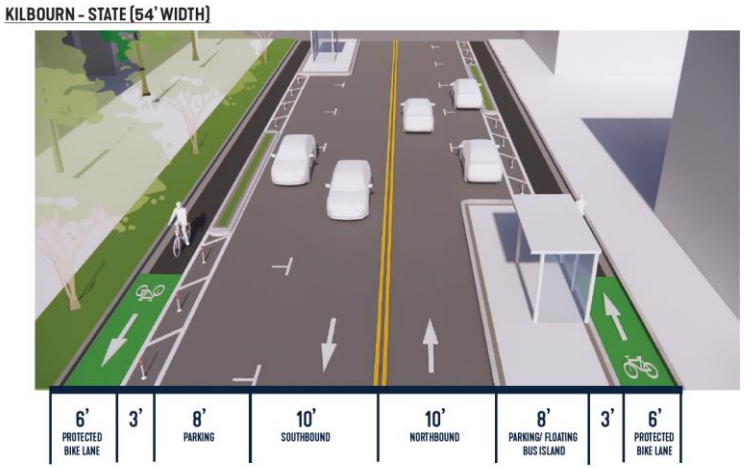

## State St. - Brady St. (60’ Width)



# PRELIMINARY DESIGN OPTIONS

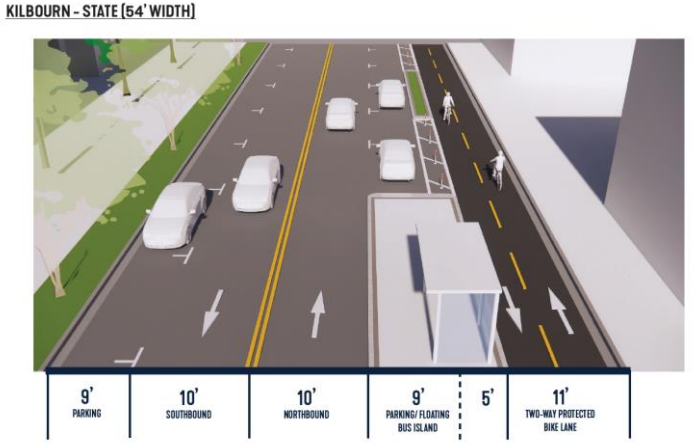
## DESIGN OPTION 1:

- One-way protected bike lane from Wells St. to Brady St.
- Floating parking lane on both sides of the street
- In-lane bus boarding




## DESIGN OPTION 2:

- Two-way protected bike lane on east side of street from Wells St. to Brady St.
- Curb adjacent parking on the west and floating parking lane on the east side
- Curbside bus boarding on the west and in-lane bus boarding on the east side



# PUBLIC OUTREACH EFFORTS




- Downtown Plan Meeting – May 11
- Public Involvement Meeting #1 – May 23
- Downtown BID #21 Board Briefing
- Stakeholders Meetings
- Social Pinpoint – Interactive Feedback Map
- Public Comments

# WHAT WE'VE HEARD



- Overall excitement for either protected bike lane design options
- Preference to add protected intersections, curb extensions and improve pedestrian accommodations along the corridor
- Support for transit enhancements such as bus islands, bus bulbs and in-lane bus boarding
- Interest to include green infrastructure and landscaping

# ALTERNATIVE ANALYSIS

## EVALUATION FINDINGS

- Two-way protected bike lane offers more roadway space to install traffic calming improvements and maintain more parking and loading zone spaces
- Two-way street conversion allows MCTS to operate bus routes more efficiently with a streamlined connection to Wisconsin Ave.
- Curbside impacts including driveways, parking and loading zones
- Scale and quantity of improvements based on budget and utility conflicts



# PREFERRED DESIGN

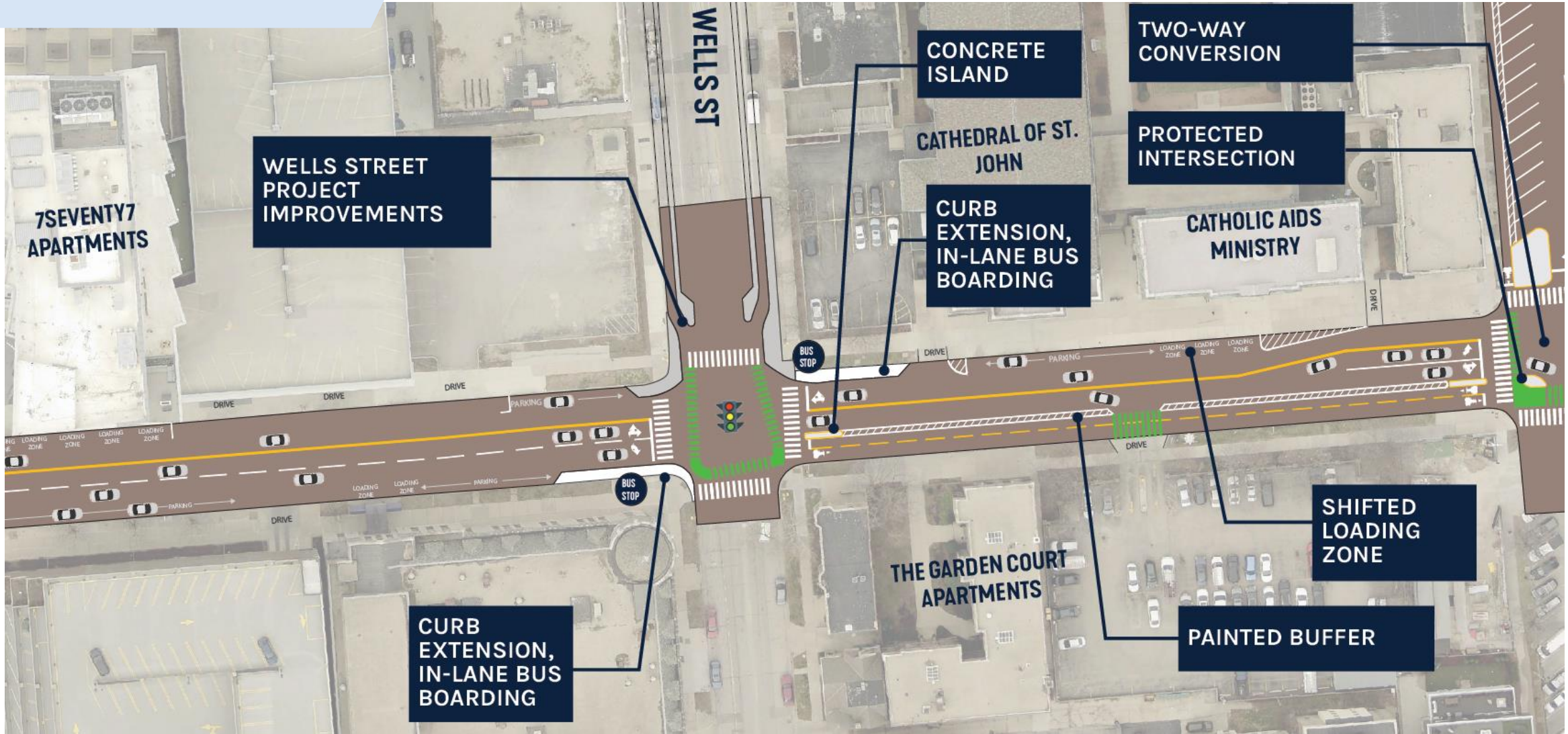
ELEMENTS

- Two-Way Protected Bike Lane
  (Wells St. to Glover Ave.)
- Two-Way Street Conversion
  (Wisconsin Ave. to Kilbourn Ave.)
- Transit Enhancements
- Pedestrian Improvements
- Curb Adjacent/Floating Parking and Loading Zones

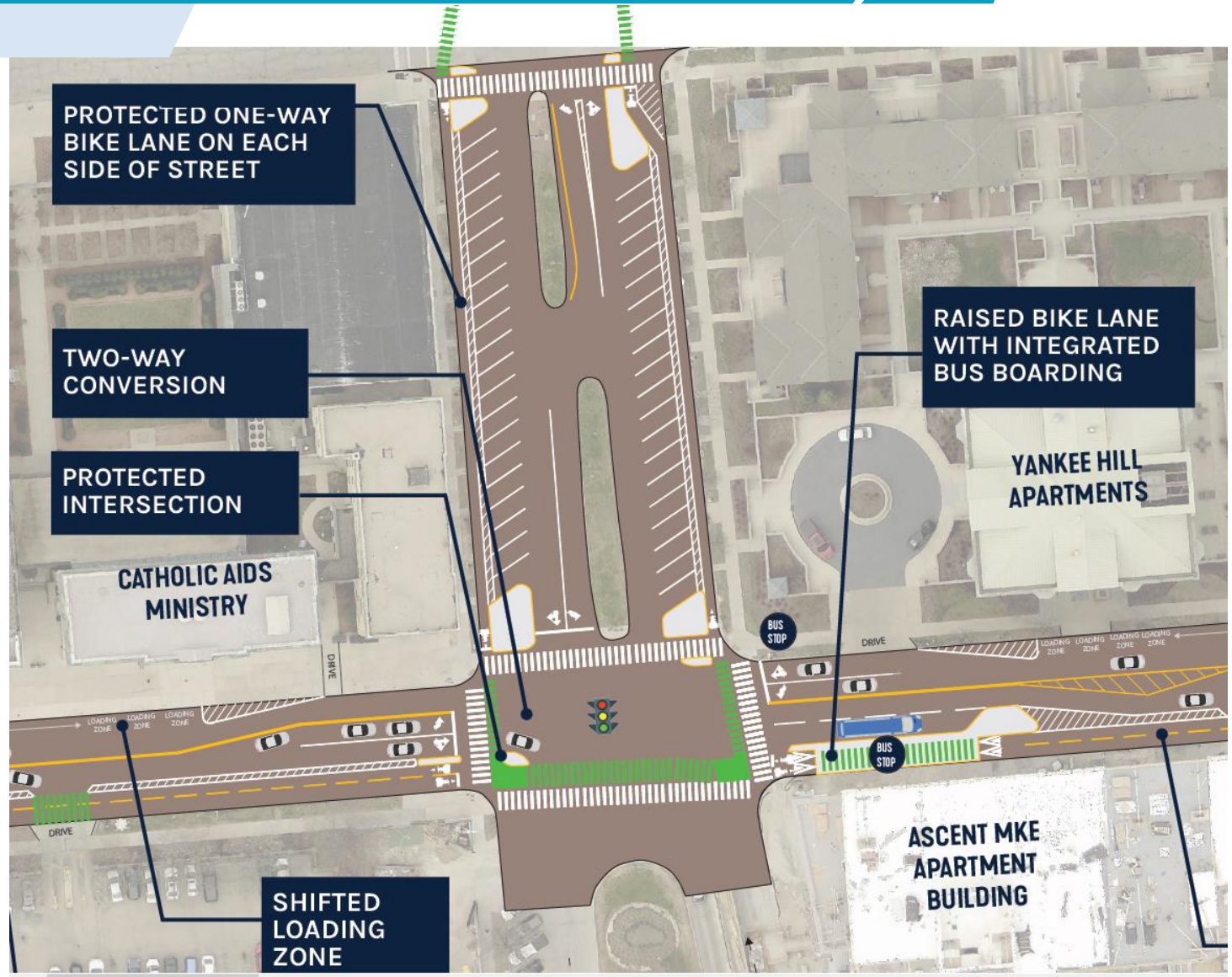
# PREFERRED DESIGN (Wisconsin Ave. – Mason St.)



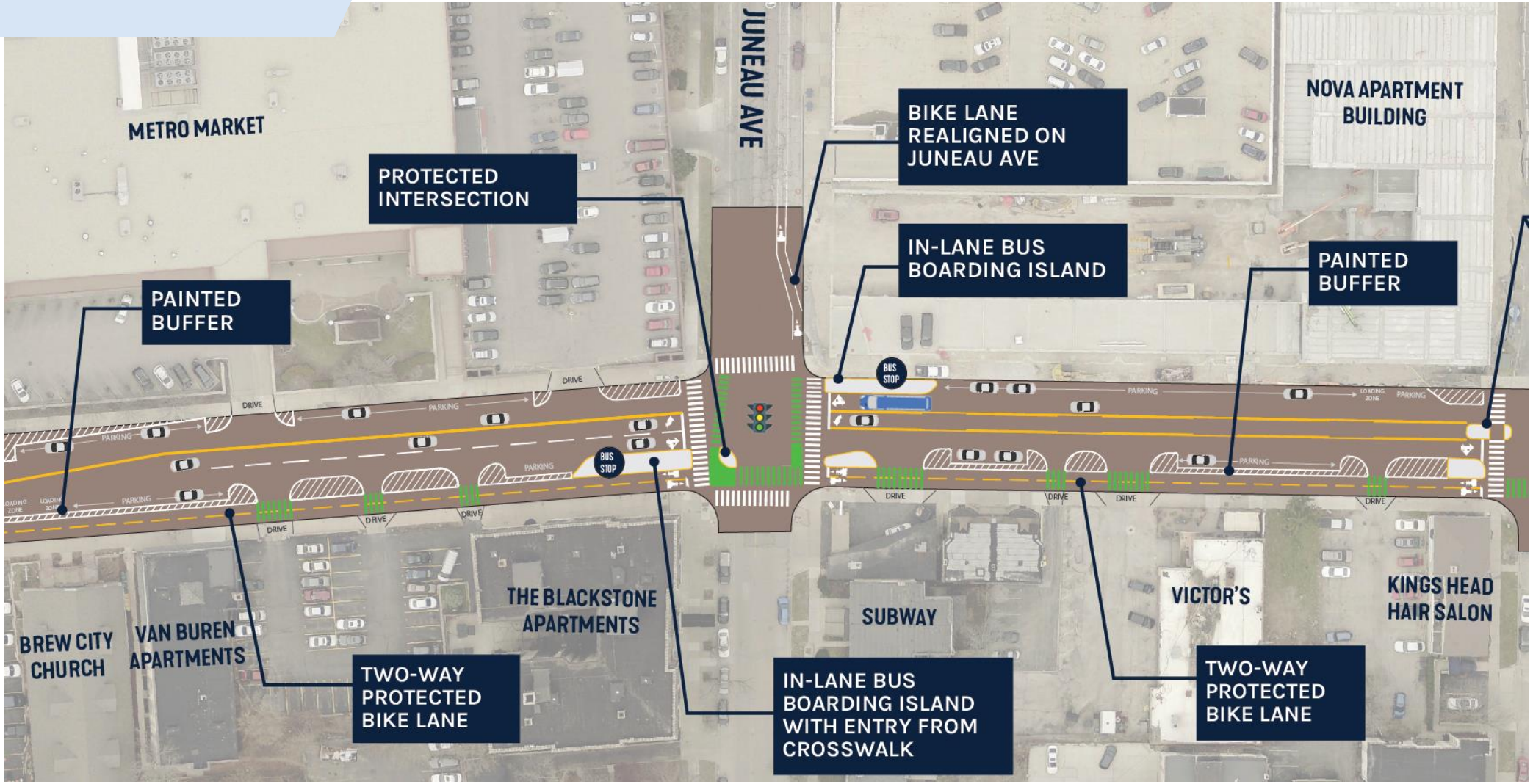
# PREFERRED DESIGN (Mason St. – Kilbourn Ave.)



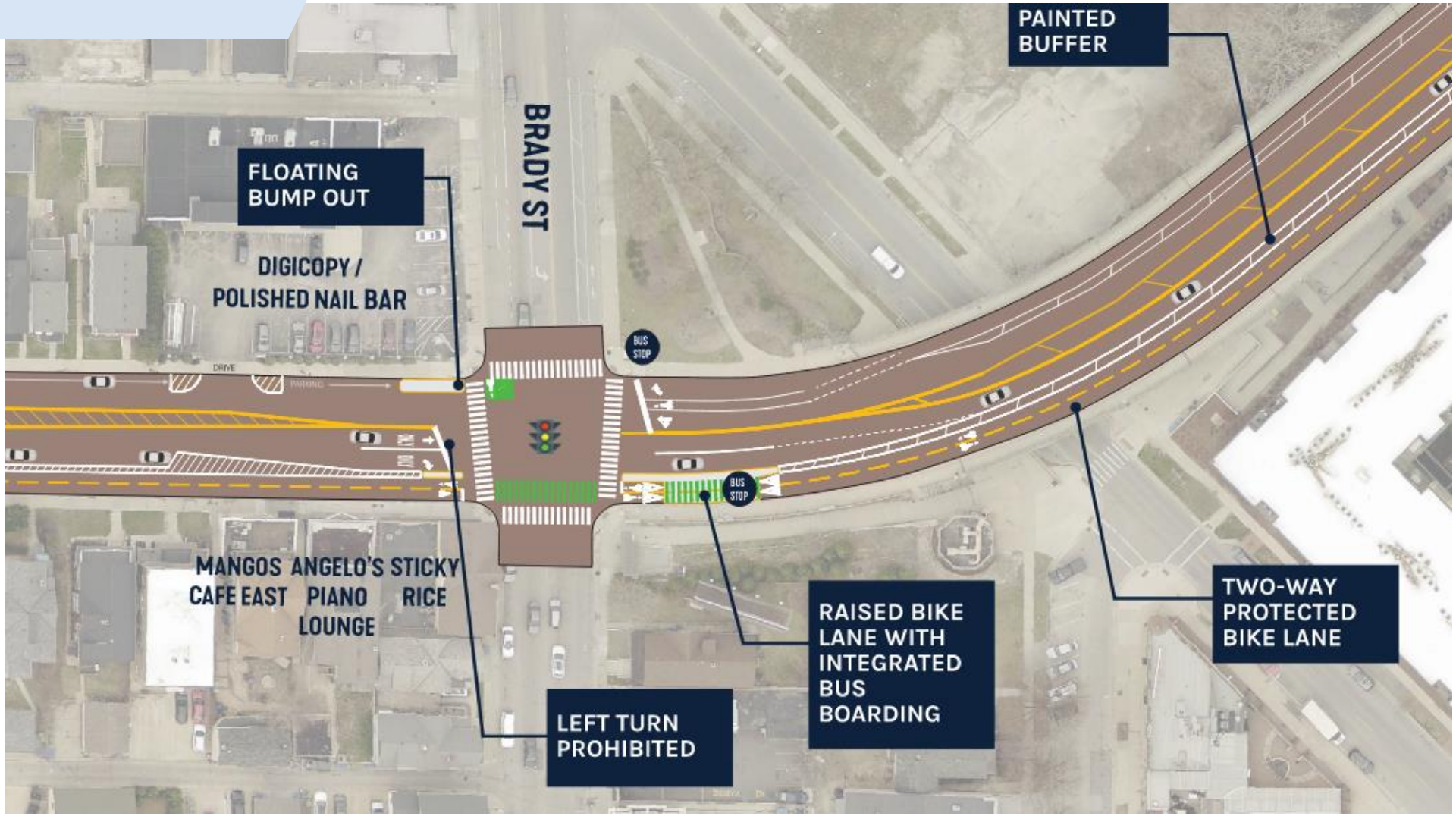
# PREFERRED DESIGN (Kilbourn Ave. Intersection)



# PREFERRED DESIGN (Juneau Ave. Intersection)



# PREFERRED DESIGN (Brady St. Intersection)



# NEXT STEPS



**Refine Preferred Design**
(Based on Costs, Utility Conflicts and Public Feedback)



**Final Design Plans**



**Anticipated Construction Start**
Late Spring 2024

# QUESTIONS AND FEEDBACK

