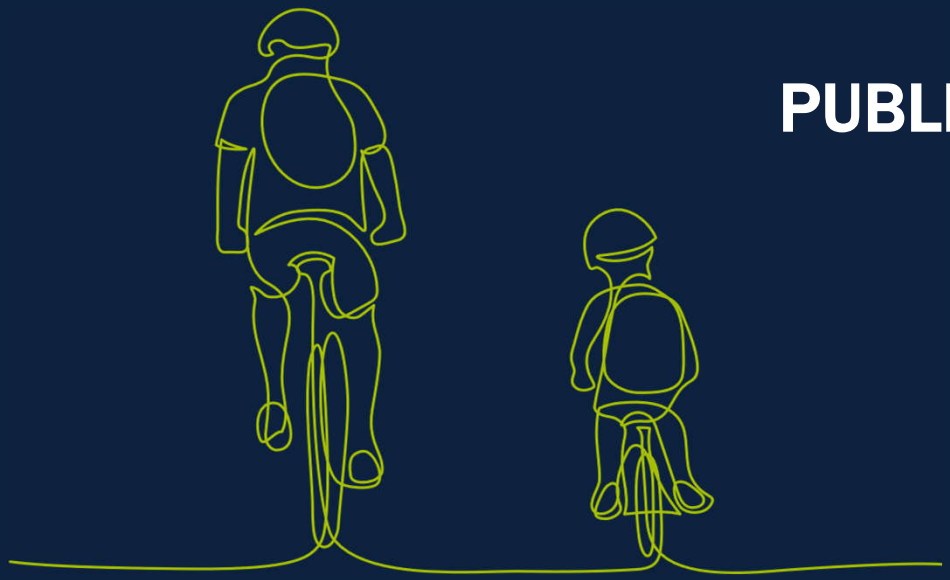
VAN BUREN STREET
TRANSFORMATION PROJECT

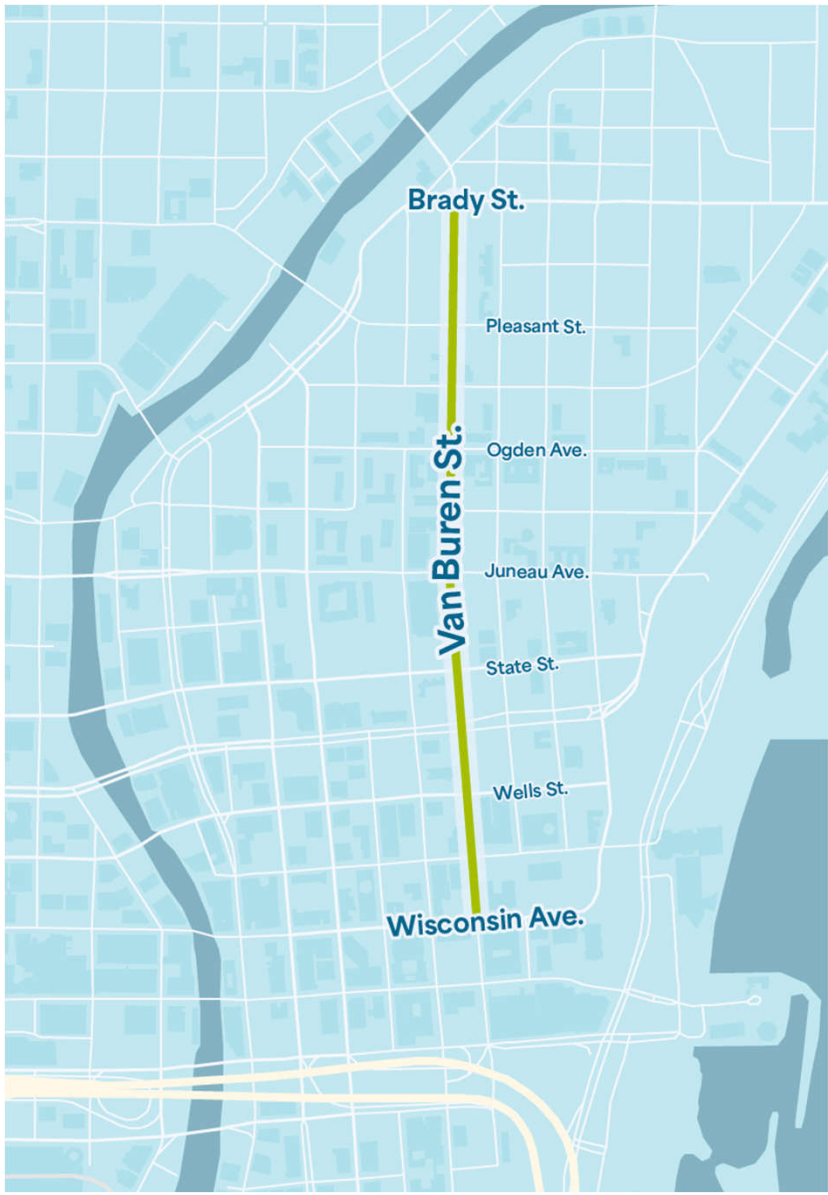


PUBLIC INVOLVEMENT MEETING #1
MAY 23, 2023

BRIEF PRESENTATION
AT 6:30 PM

PROJECT OVERVIEW

- Van Buren Street from Wisconsin Avenue to Brady Street
- 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

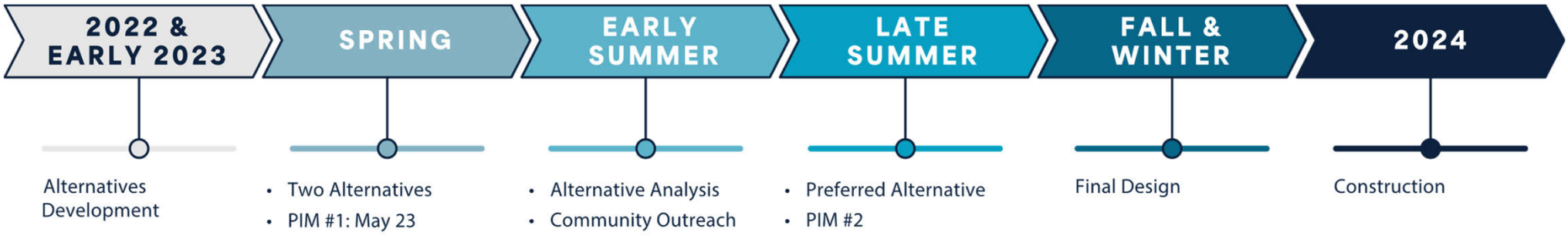


PROJECT GOALS

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

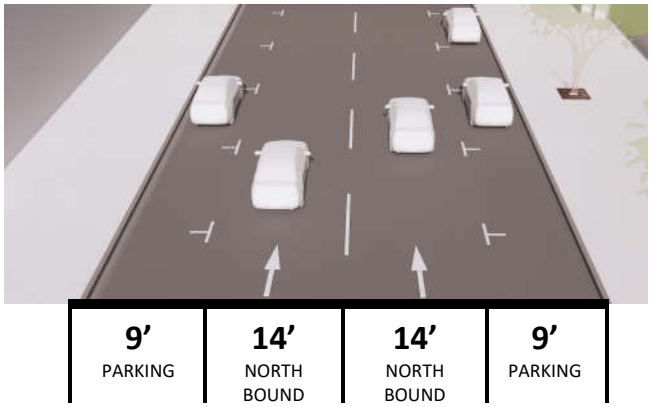


SCHEDULE

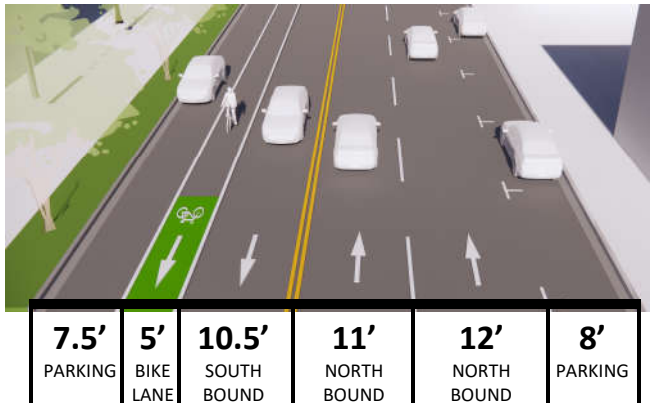

2022 & EARLY 2023
Alternatives Development
SPRING
• Two Alternatives
• PIM #1: May 23
EARLY SUMMER
• Alternative Analysis
• Community Outreach
LATE SUMMER
• Preferred Alternative
• PIM #2
FALL & WINTER
Final Design
2024
Construction

EXISTING CROSS SECTIONS

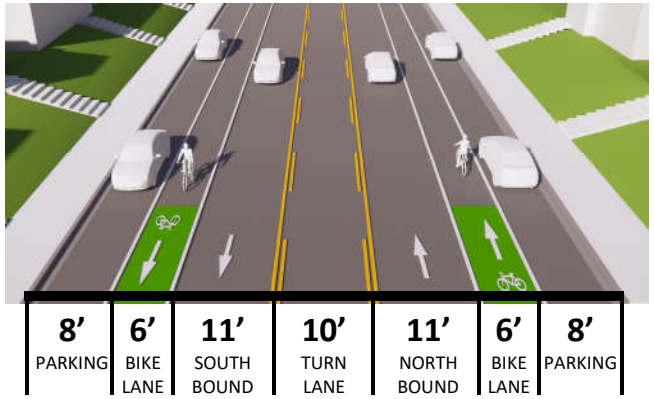
Wisconsin Ave. - Kilbourn Ave.



Kilbourn Ave. - State St.



State St. - Brady St.



EXISTING CONDITIONS

Traffic data from 48-hour count March 28 and 29, 2023

Traffic Volumes

Estimated Annual Average Daily Traffic (AADT)

- South of Brady St: 7,700
- North of Juneau Ave: 7,500
- North of Mason St: 7,100

Speeds

- Posted Speed Limit: 30 mph
- Average Speed: 29.2 mph
- Over 30 mph: 37%
- Over 40 mph: 3%

EXISTING CONDITIONS

Crash data from 2017-2021

CRASH DATA 2017-2021

Corridor Length Total Crashes

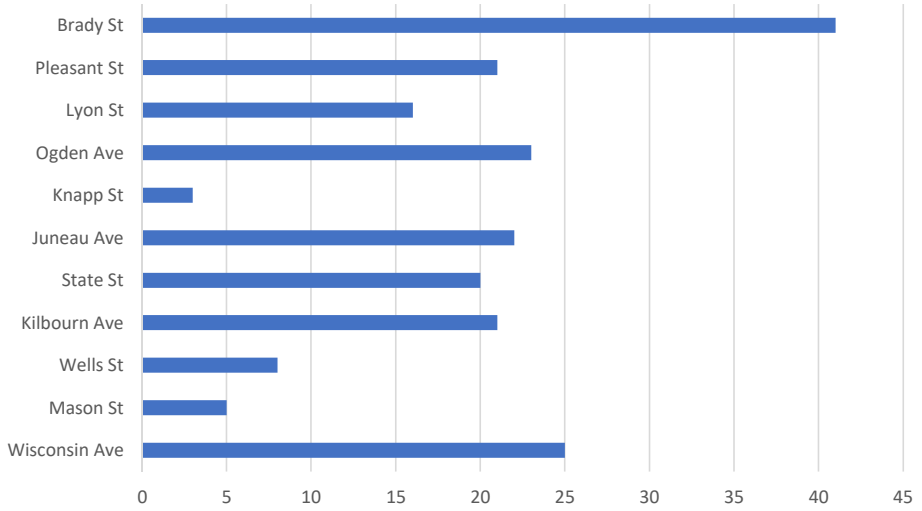
310 total crashes

2 fatalities

15 pedestrians and **5** bicyclists involved

235 crashes resulting in property damage

Total Crashes By Intersections:



MULTIMODAL TRANSPORTATION

Bike Priority Network

- Identified in the Downtown Plan on the Bike Priority Network
- Will connect to high-comfort bikeways at Kilbourn Ave. and Wells St., and existing bike lanes at Holton St.

Active Commuting

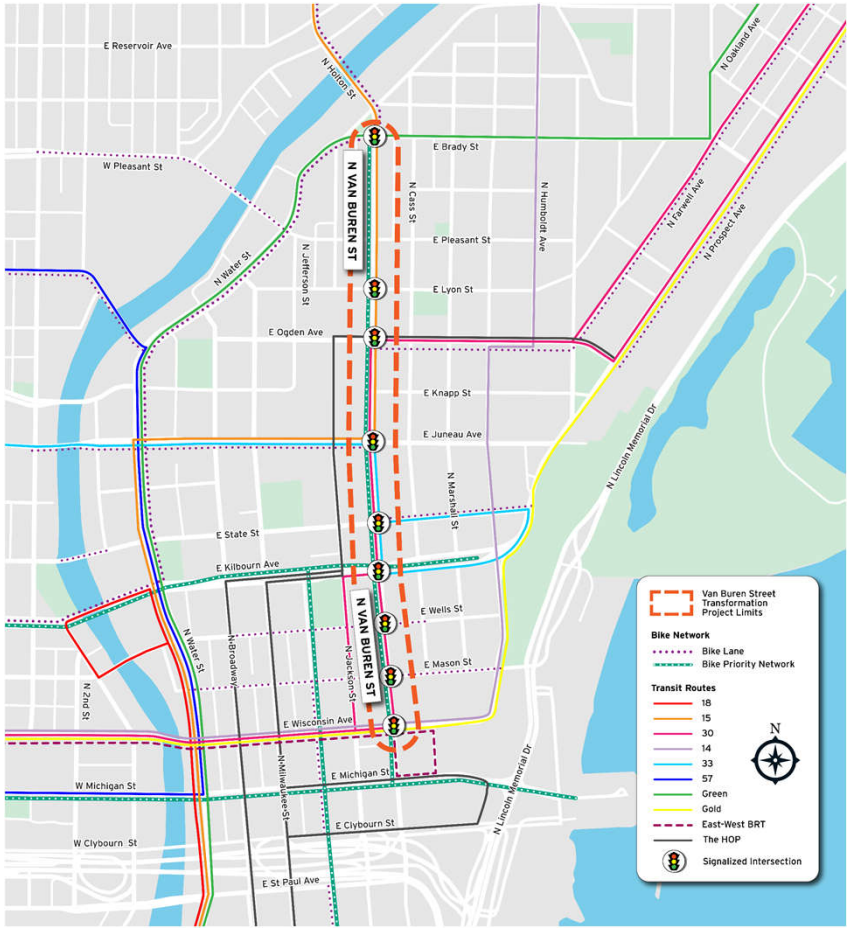
American Community Survey
5-year estimates 2017 - 2021

- Public Transportation to Work: 4.5%
- Walk to Work: 17.6%

Transit Network

Milwaukee County Transit System, 2022
Average boardings and alightings

- Van Buren St. is used by 3 MCTS bus routes (15, 30, and 33)
- Highest ridership by northbound stop: Van Buren & Ogden (180)
- Highest ridership by southbound stop: Van Buren & Juneau (160)



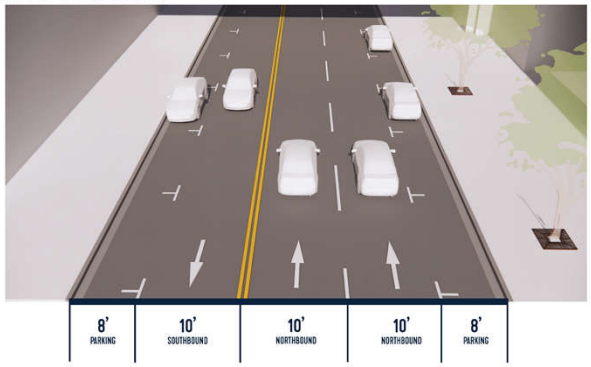
DESIGN CONSIDERATIONS

- Design will likely vary throughout the corridor
- One Way vs Two Way Protected Bike Lanes
- Curb to curb enhancements
- Spot pavement maintenance
- Sidewalk replacement as needed
- Scale and quantity of improvements will be dependent on budget and utility conflicts



DESIGN OPTION 1

WISCONSIN - WELLS (46' WIDTH)



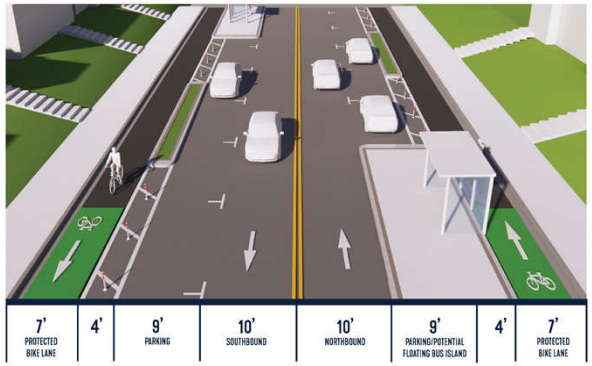
WELLS - KILBOURN (46' WIDTH)



KILBOURN - STATE (54' WIDTH)



STATE - BRADY (60' WIDTH)

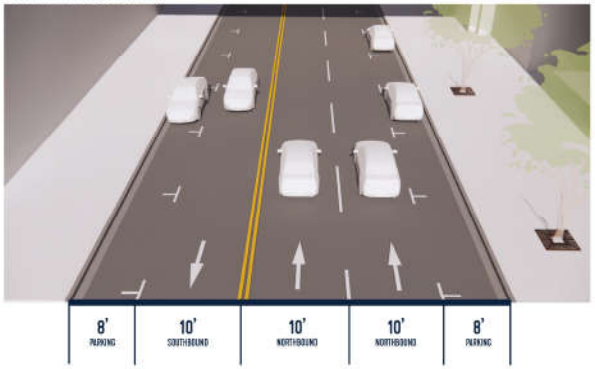


KEY ELEMENTS

- Considering two-way conversion between Wisconsin Ave. and Kilbourn Ave.
- One-way protected bike lanes from Wells St. to Brady St.
    - Transition from Wells St. to Jefferson St.
- Floating parking lane north of Wells St.; locations and amount of parking to be removed pending traffic capacity analysis

DESIGN OPTION 2

WISCONSIN - WELLS [46' WIDTH]



WELLS - KILBOURN [46' WIDTH]



KILBOURN - STATE [54' WIDTH]



STATE - BRADY [60' WIDTH]



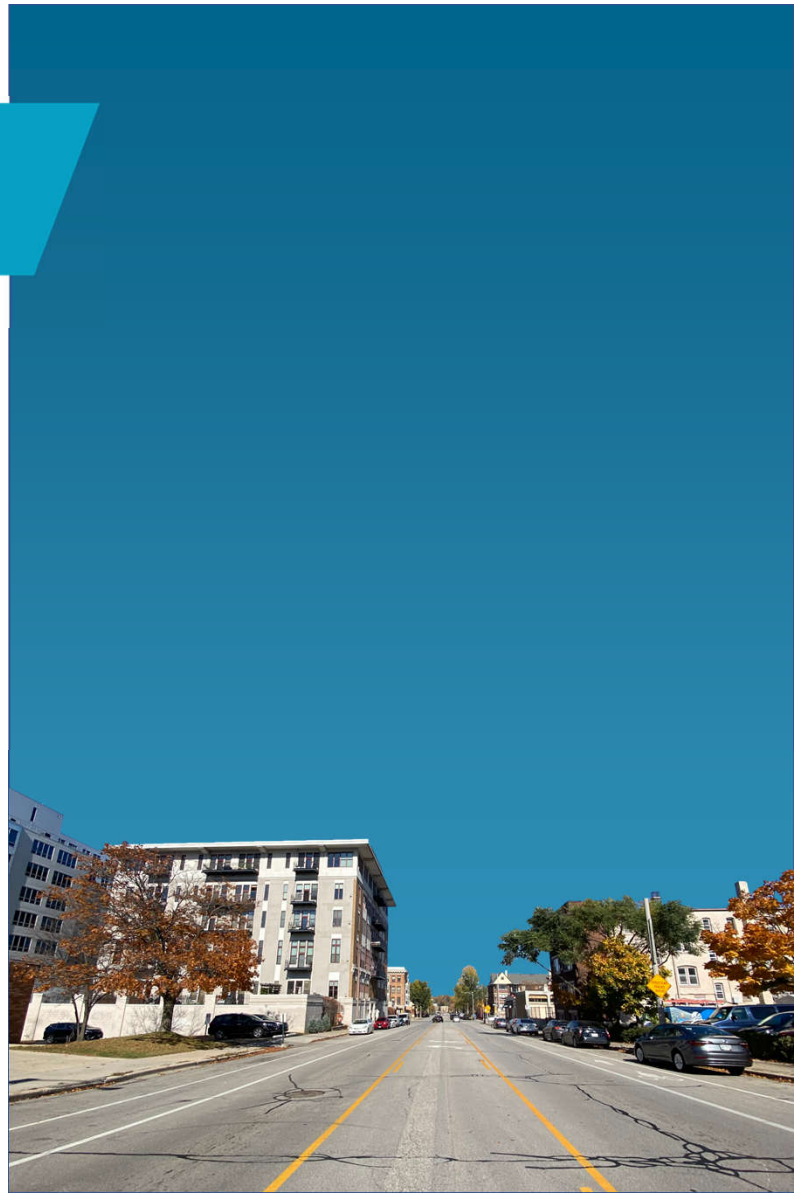
KEY ELEMENTS

- Considering two-way conversion between Wisconsin Ave. and Kilbourn Ave.
- Two-way protected bike lane on east side of the street
    - Transition from Wells St. to Jefferson St.
- Curb adjacent parking on the west side of the street throughout corridor and floating parking lane on the east side from Kilbourn Ave. to Brady St.; locations and amount of parking to be removed pending traffic capacity analysis

ALTERNATIVE ANALYSIS

NEXT STEPS

- Traffic analysis and operations
- Assess curbside impacts
- Identify southern extent of bike lane
- Evaluate two-way conversion
  (Kilbourn Ave to Wisconsin Ave)
- Stakeholder outreach



QUESTIONS AND FEEDBACK

