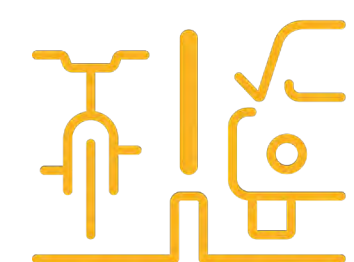


Welcome!

Thank you for joining us for the
Walnut & Lisbon Traffic Safety Improvement Project

Public Open House #2 — July 9, 2025



CITY OF MILWAUKEE

WALNUT & LISBON
PROTECTED BIKE LANE PROJECT



Project Map & Scope

Walnut & Lisbon Traffic Safety Improvement Project 40th Street to 20th Street

The project goal is to create a safer and more comfortable street for people walking, biking, driving and taking transit.

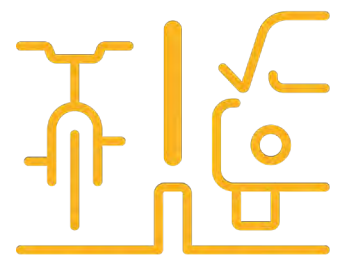


Scope

- Protected Bike Lanes
- Bus Boarding Islands
- High Visibility Crosswalks
- Bump Outs
- Right Sized Travel Lanes
- Repurpose Travel Lanes

Complex Intersections

- Lisbon Avenue & 40th Street intersection improvements will not be part of this project. This intersection will be included in a future project.
- Walnut Street & 20th Street intersection improvements will be included in this project.



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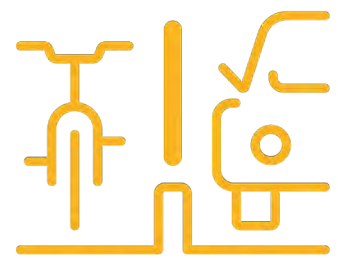
WALNUT & LISBON
PROTECTED BIKE LANE PROJECT



Project Timeline



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



Toolbox of Treatments

Protected Bike Lanes



Protected Bike Lanes are on-street bike lanes with a physical separation from moving vehicles. There are several types of protected bike lanes. The image shows a protected bike lane utilizing concrete and delineators.

Curb Extensions



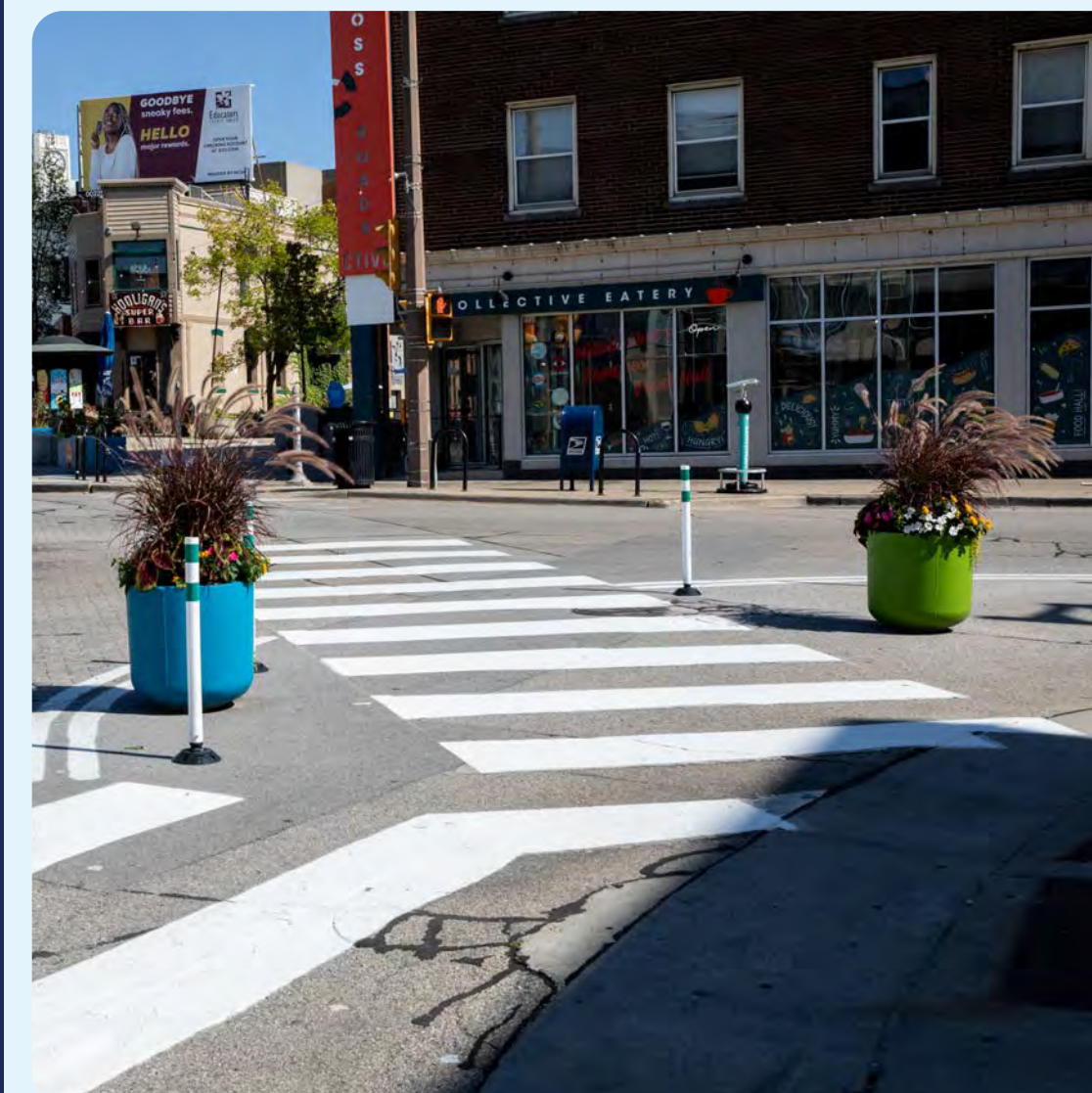
Pinned-on curb extensions are concrete elements that extend the curb into the parking lane. Curb extensions encourage slower turning speeds. They also help shorten crossing distances and make pedestrians more visible to motorists in the travel lane.

Bus Boarding Islands

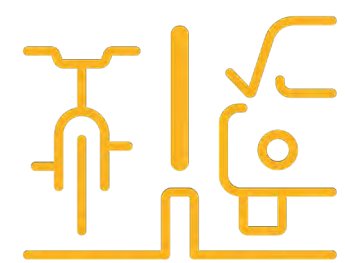


Detached bus boarding islands are longer detached curb extensions at bus stops. Detached bus boarding islands improve bicyclist and pedestrian safety, while also improving transit operations.

High Visibility Crosswalks



High visibility crosswalk markings are a low-cost tool to help warn motorists of pedestrian crossings and make them more visible. They have also been shown to improve driver recognition and yielding for pedestrians.



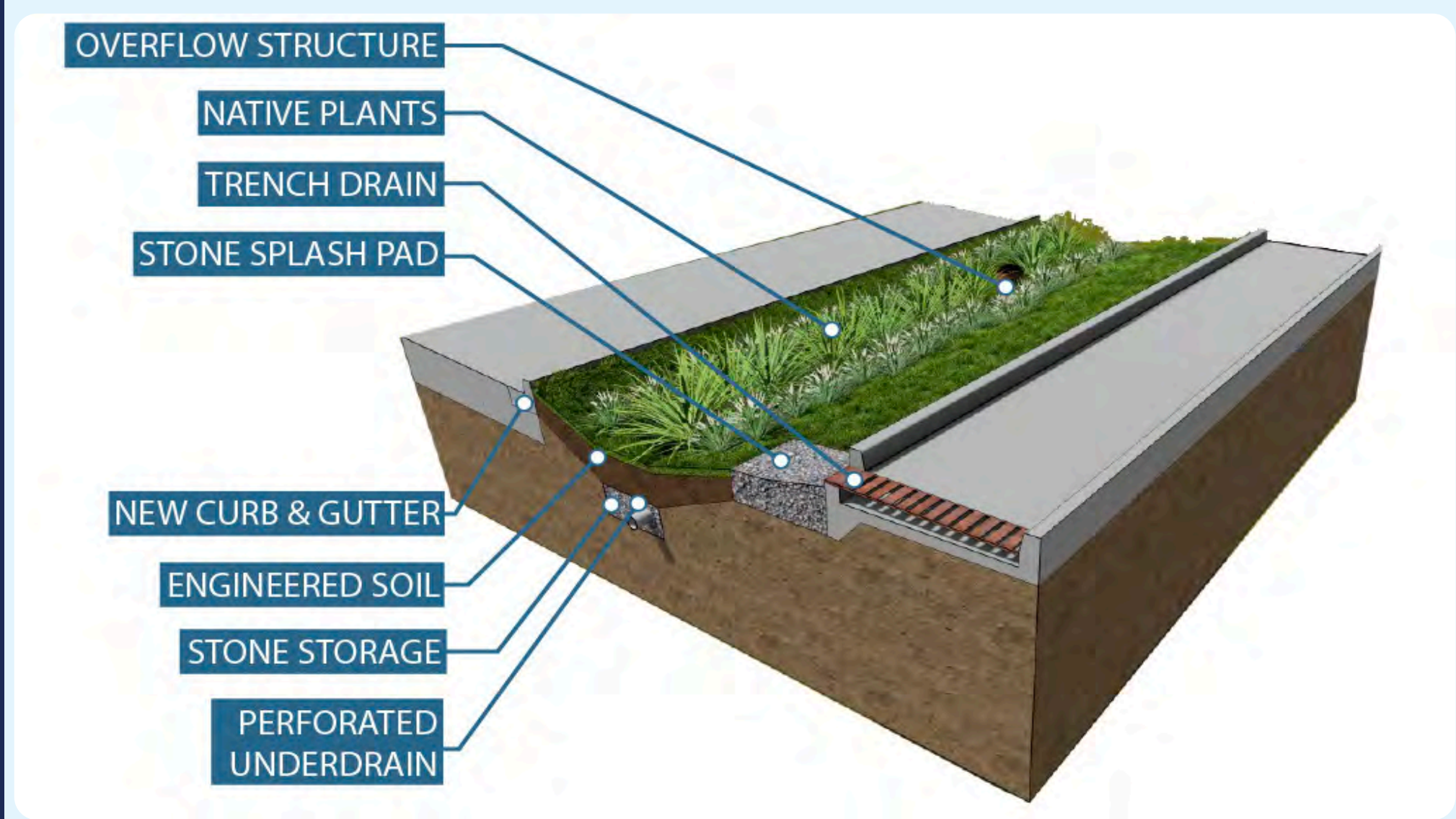
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Toolbox of Green Infrastructure Treatments

Bioswales



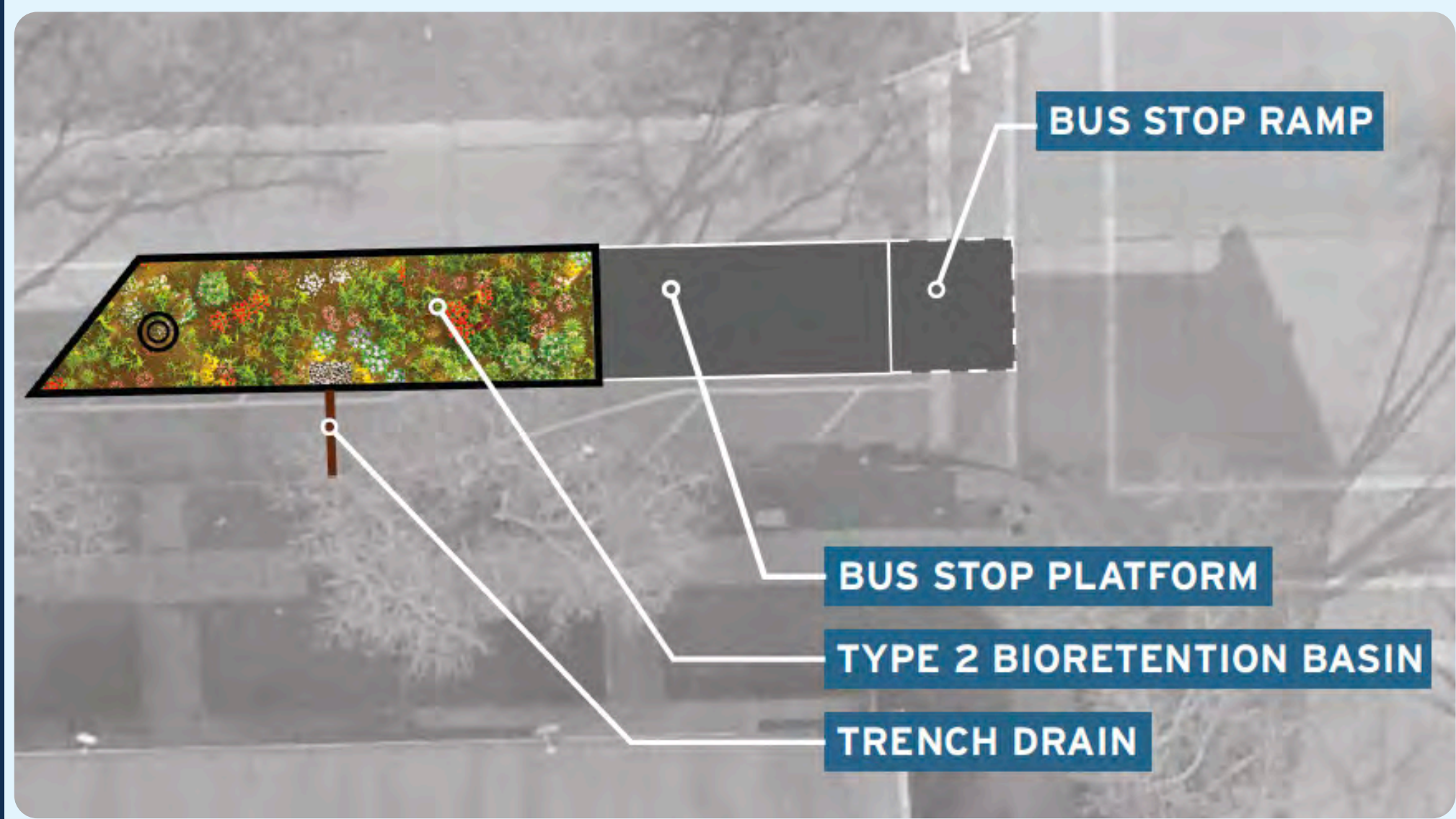
Bioswales are engineered to capture and treat stormwater runoff using native plants, engineered soil, and stone aggregate. They help reduce flooding and improve water quality.

Bioswale Bump Outs



Bioswale bump outs are a green alternative to concrete pinned-on bump outs. In addition to encouraging slower speeds and shortening crossing distances for pedestrians, they beautify the streetscape and provide environmental benefits.

Floating Bioswale Islands



Floating Bioswale Islands are detached curb extensions that improve bicyclist and pedestrian safety. They can be installed as separate facilities or as extensions to detached bus boarding islands.

Green Streets Initiative

The City's Environmental Engineering Department reviews all City projects to identify opportunities to incorporate green infrastructure. Dependent on available funding, the City hopes to replace traditional grey infrastructure (pavements, pinned-on bump outs, delineators) with a variety of green infrastructure strategies like bioswales, stormwater trees, permeable pavers, and de-paving. By implementing this toolbox of GI treatments with multimodal projects, there's opportunity to not only protect our waterways and add resiliency to our stormwater infrastructure, but to improve the safety in our streets and keep bicyclists and pedestrians safe.

What We've Heard

Open House #1

The first Open House was held on December 4, 2024.

- Residents were primarily concerned about safety for everyone traveling along Walnut/Lisbon.
- Residents prefer consistent bike lanes that separate bicyclists from travel lanes with barriers, while also maintaining traffic flow.



Community Advisory Committee (CAC)

The Community Advisory Committee (CAC) met two times throughout the project.

- CAC members agree that safety is a primary concern. Specific locations mentioned include:
- 39th Street
 - 35th Street
 - 27th Street

- Lane configuration change at 30th Street

Public Survey Results

Public survey respondents were asked to rank project features according to their priority they said:

- Highest Priority

↑

•Protected Bike Lanes with Concrete Barriers

•Bike Route Continuity

•Safer Crosswalks

•Parking

↓

Lowest Priority

When all Public Survey respondents were asked which blocks they were concerned with parking consolidation, the top 5 were:

36th to 35th		(72%)
37th to 36th		(50%)
34th to 33rd		(43%)
40th to 39th		(43%)
39th to 38th		(36%)

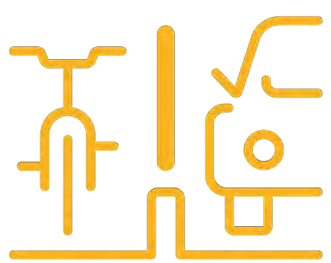
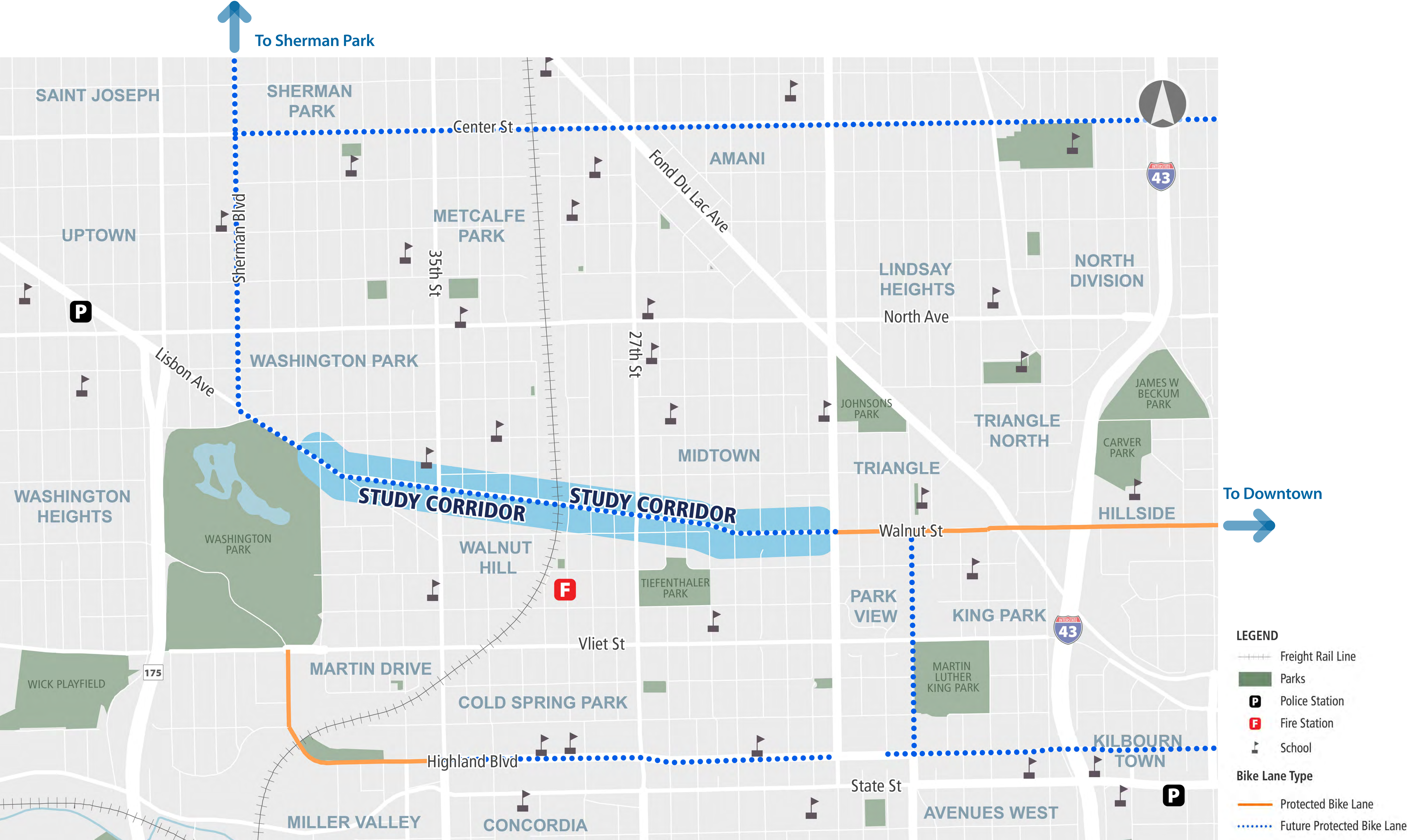


- Of public survey respondents said they would like to see:
- one-way protected bike lanes
 - parking remain on the North Side of the street

Public Survey respondents said:

- “I appreciate the attention given to curbing dangerous driving in the city; bus islands and pinned on medians have been working elsewhere and I am excited to see them used more.”
- “Focus on transit and pedestrian safety improvements.”

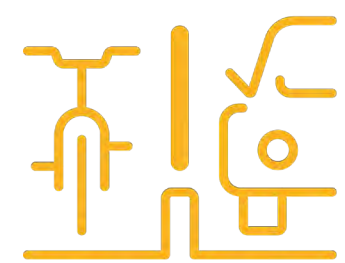
Protected Bikeway Network



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PROTECTED BIKE LANE PROJECT



Existing Street Cross Section

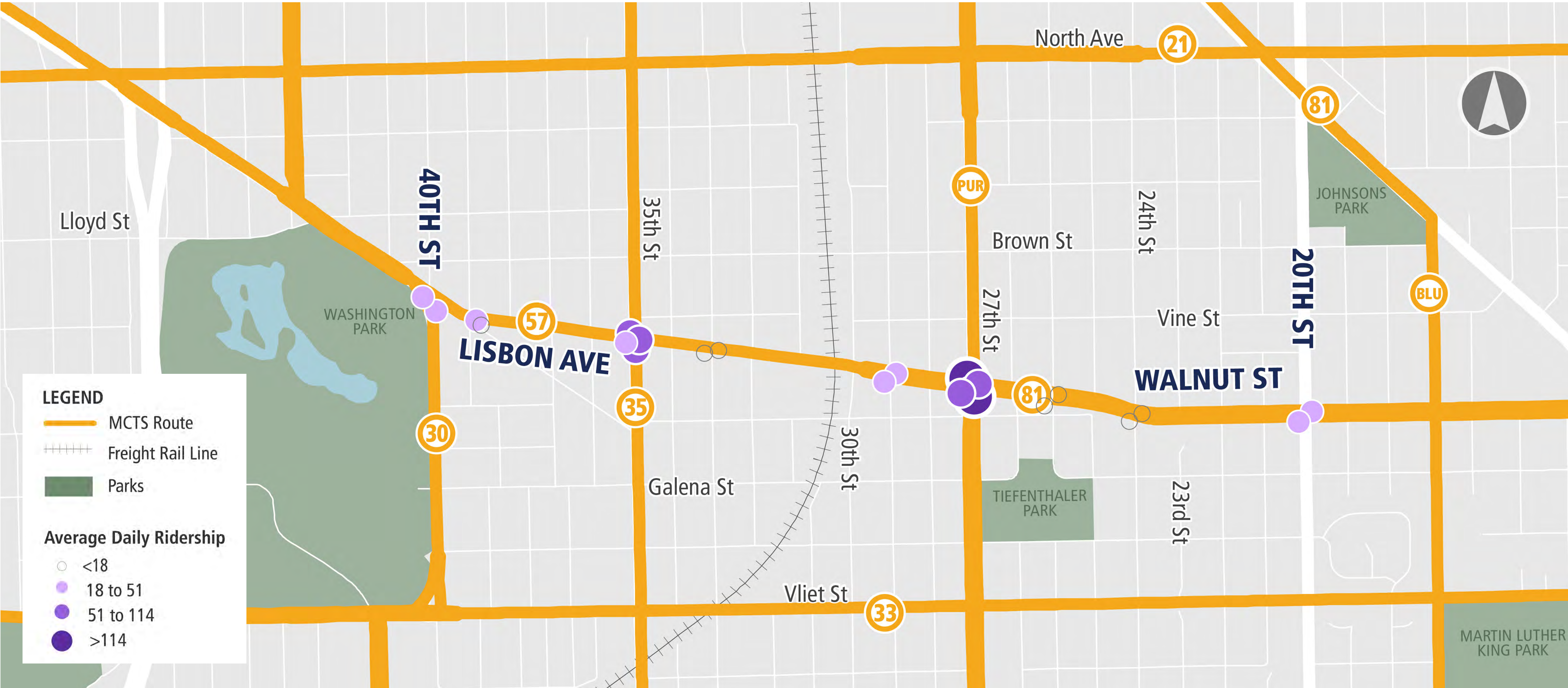


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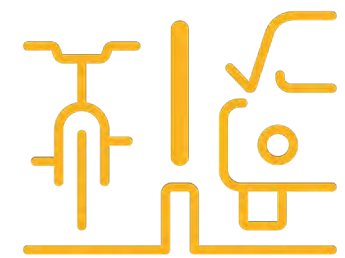
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MCTS Average Ridership by Stop (Jun-Aug 2024)



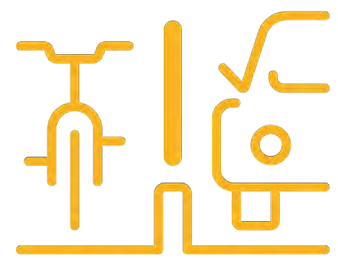
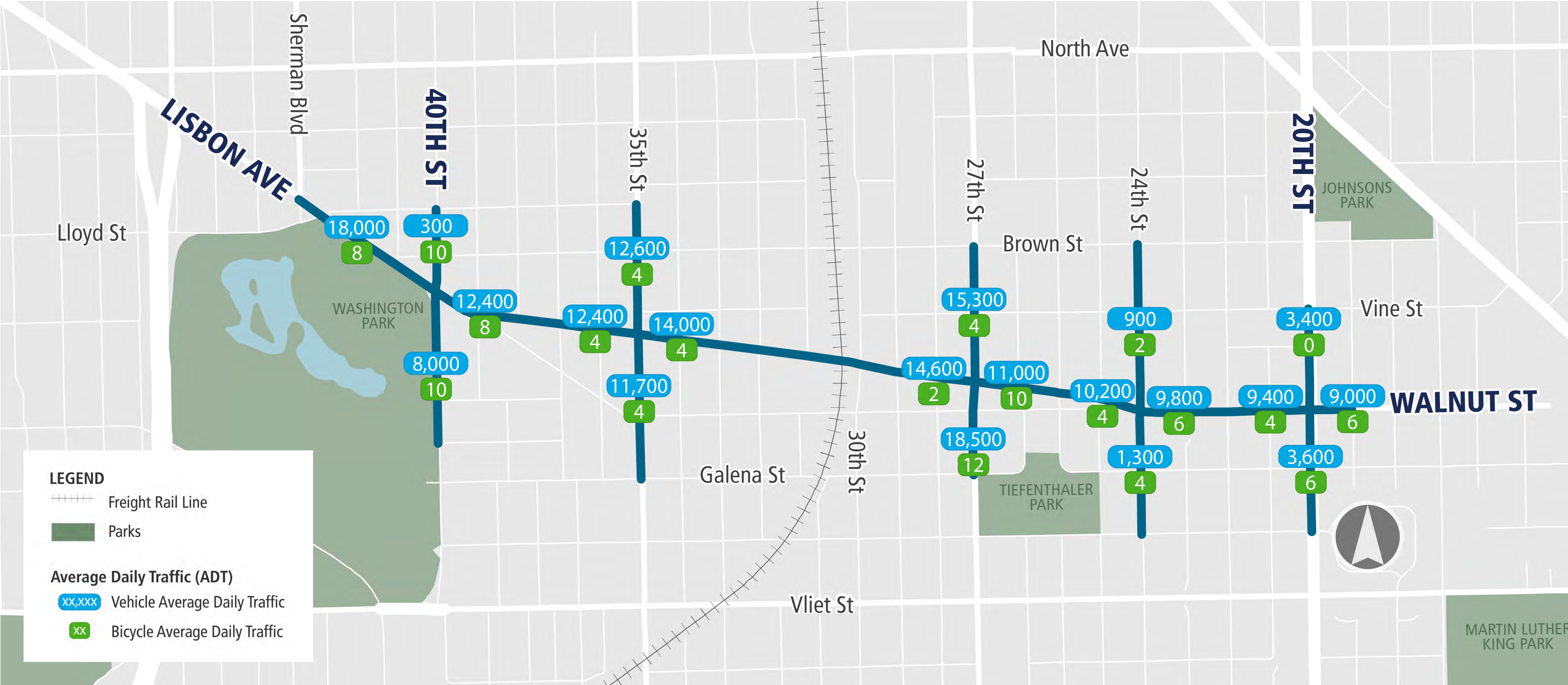
MCTS’s MOVE 2025 plan recommends an increased frequency in the buses along the project corridor. In Fall of 2025, Route 57 buses will come every 22 minutes during the a.m. and p.m. rush hour on weekdays (compared to 28 minutes today). For more information visit [//ridemcts.com/move](https://ridemcts.com/move).



WALNUT & LISBON
PROTECTED BIKE LANE PROJECT

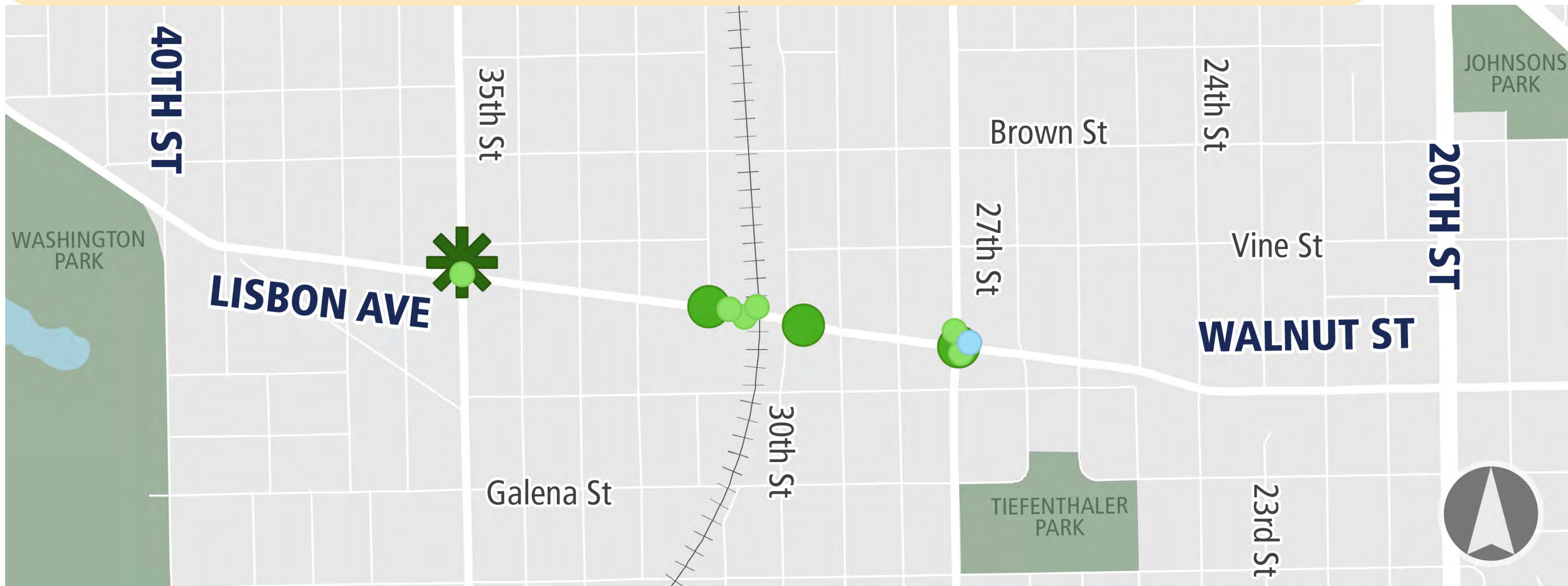


Average Daily Traffic (ADT) Counts (July 2024)



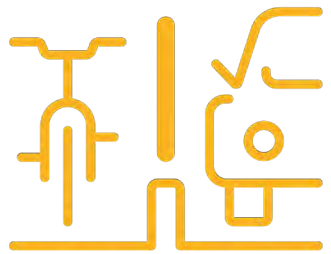
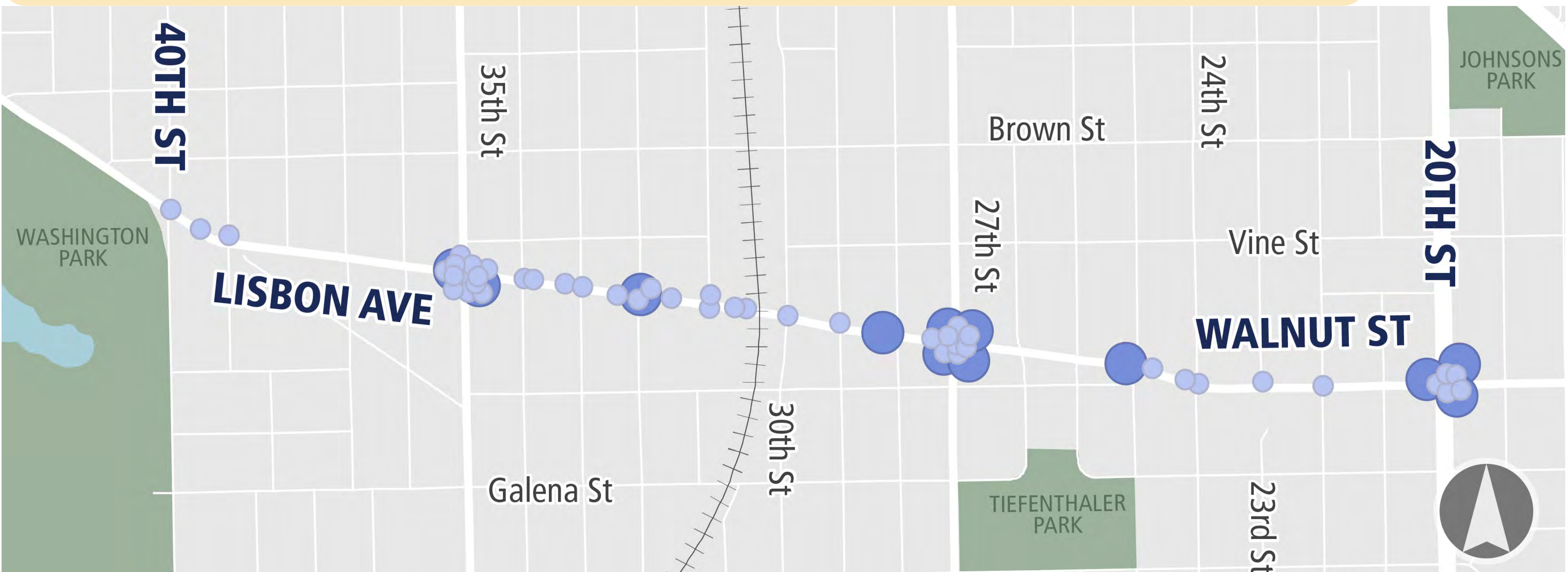
Severe Injury Crashes (2018-22)

Pedestrian & Bicyclist Severe Injury Crashes (2018-22)



- LEGEND**
- MCTS Route
 - Freight Rail Line
 - Parks
- Severe Pedestrian Crashes**
- Moderate Injury
 - Severe/Serious Injury
 - Fatal
- Severe Bicycle Crashes**
- Moderate Injury
- Severe Automobile Crashes**
- Moderate Injury
 - Severe/Serious Injury

Auto Severe Injury Crashes (2018-22)

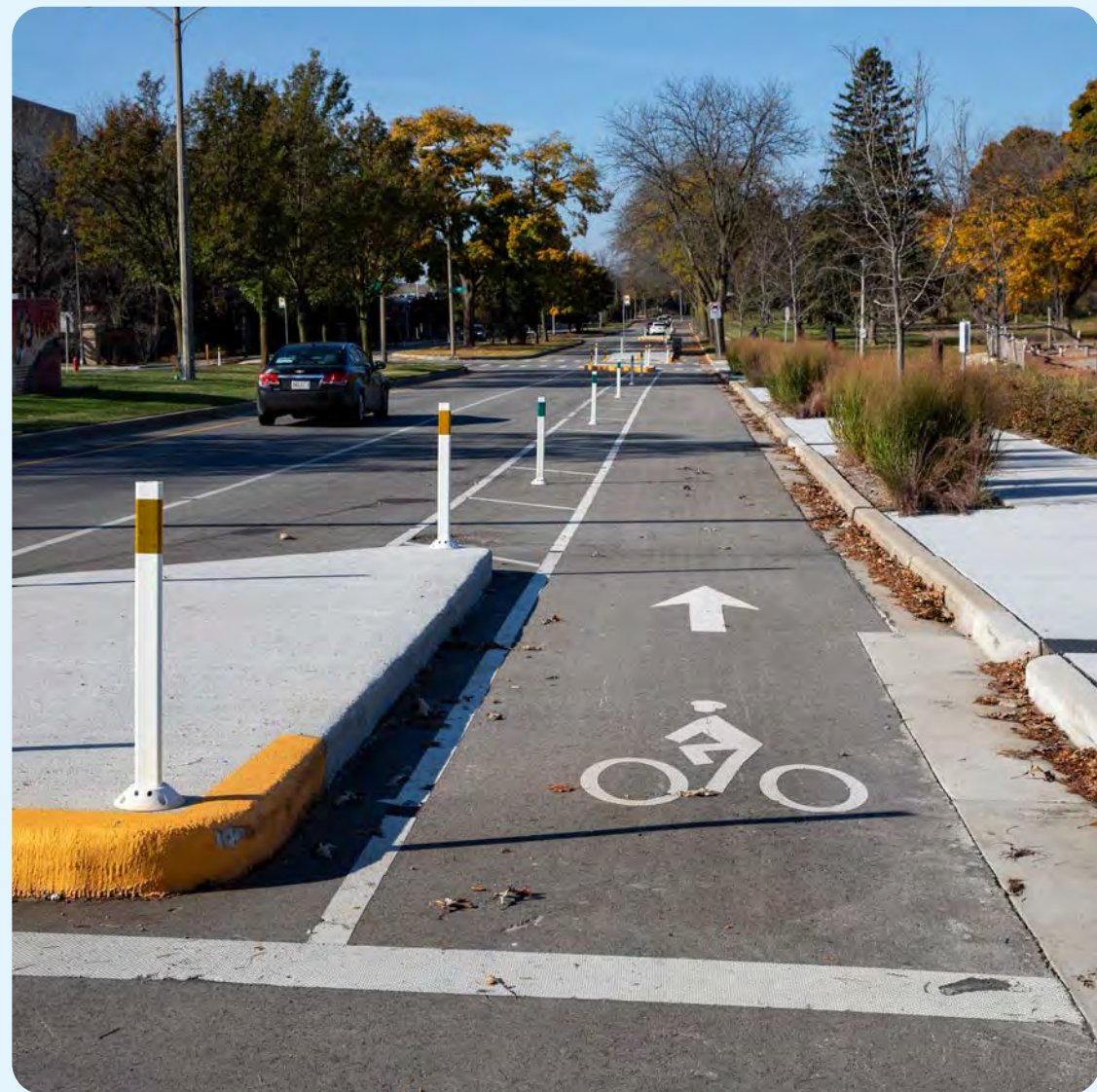


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WALNUT & LISBON
PROTECTED BIKE LANE PROJECT



Proposed Design

Protected Bike Lanes



One-way protected bike lane on either side of the street. Bicyclists are separated from motor vehicle traffic and protected with parked cars, flexible delineators, and concrete barriers.

High Visibility Crosswalks



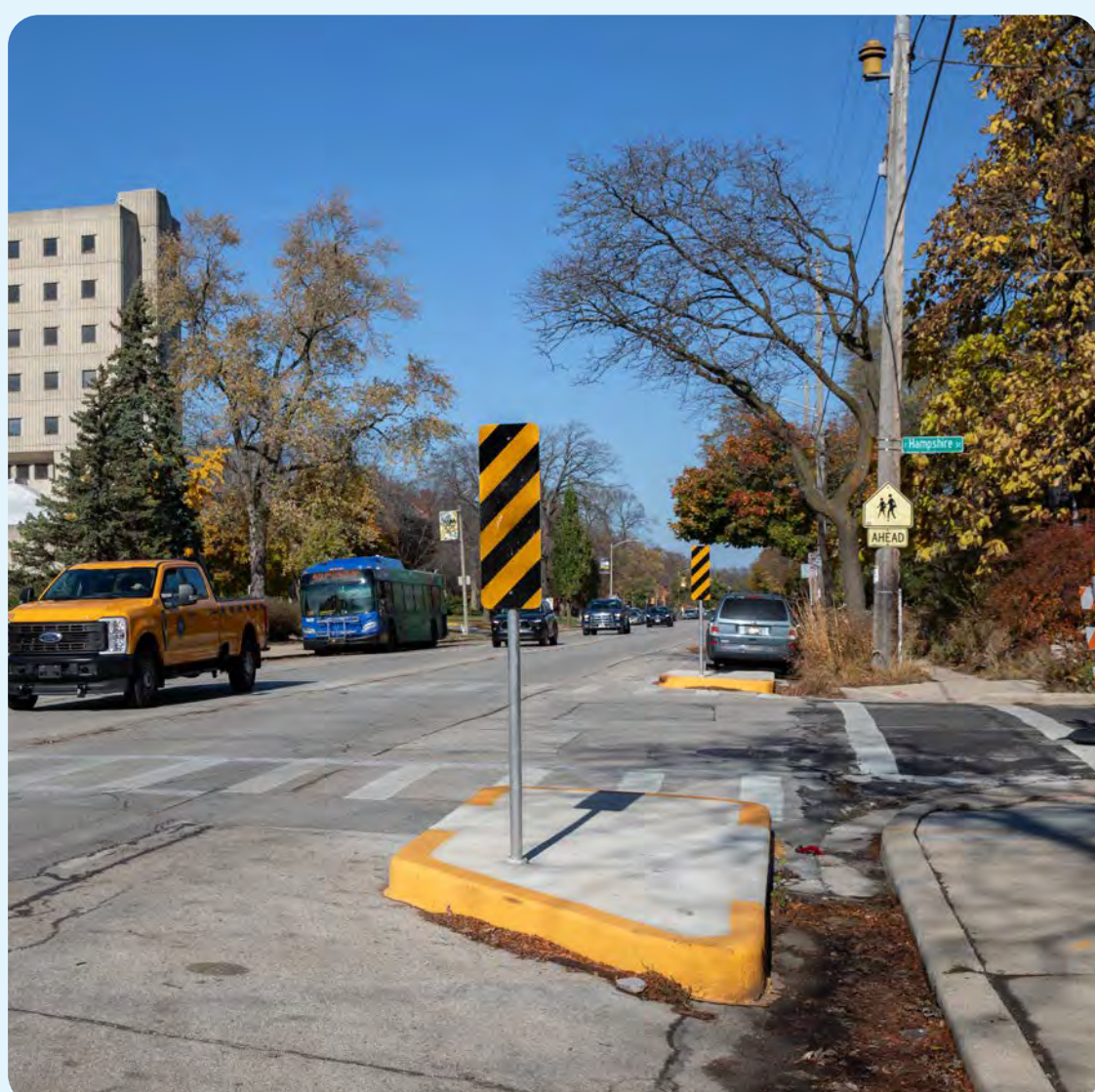
Crosswalks at key intersections near schools and other pedestrian generators are being converted to high visibility crosswalk markings.

Bus Boarding Islands

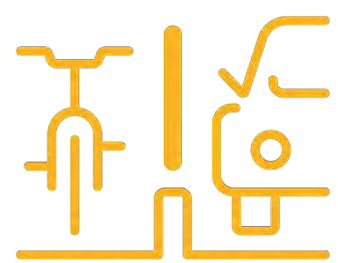


Up to 15 MCTS bus stops will be enhanced to provide accessible bus boarding islands to improve safety and transit operations and provide space for potential future shelters.

Curb Extensions



Pinned-on curb extensions are added at intersections shadowing parking lanes, where feasible, and midblock where needed. Locations that could be replaced with bioswale bumpouts are currently being reviewed.

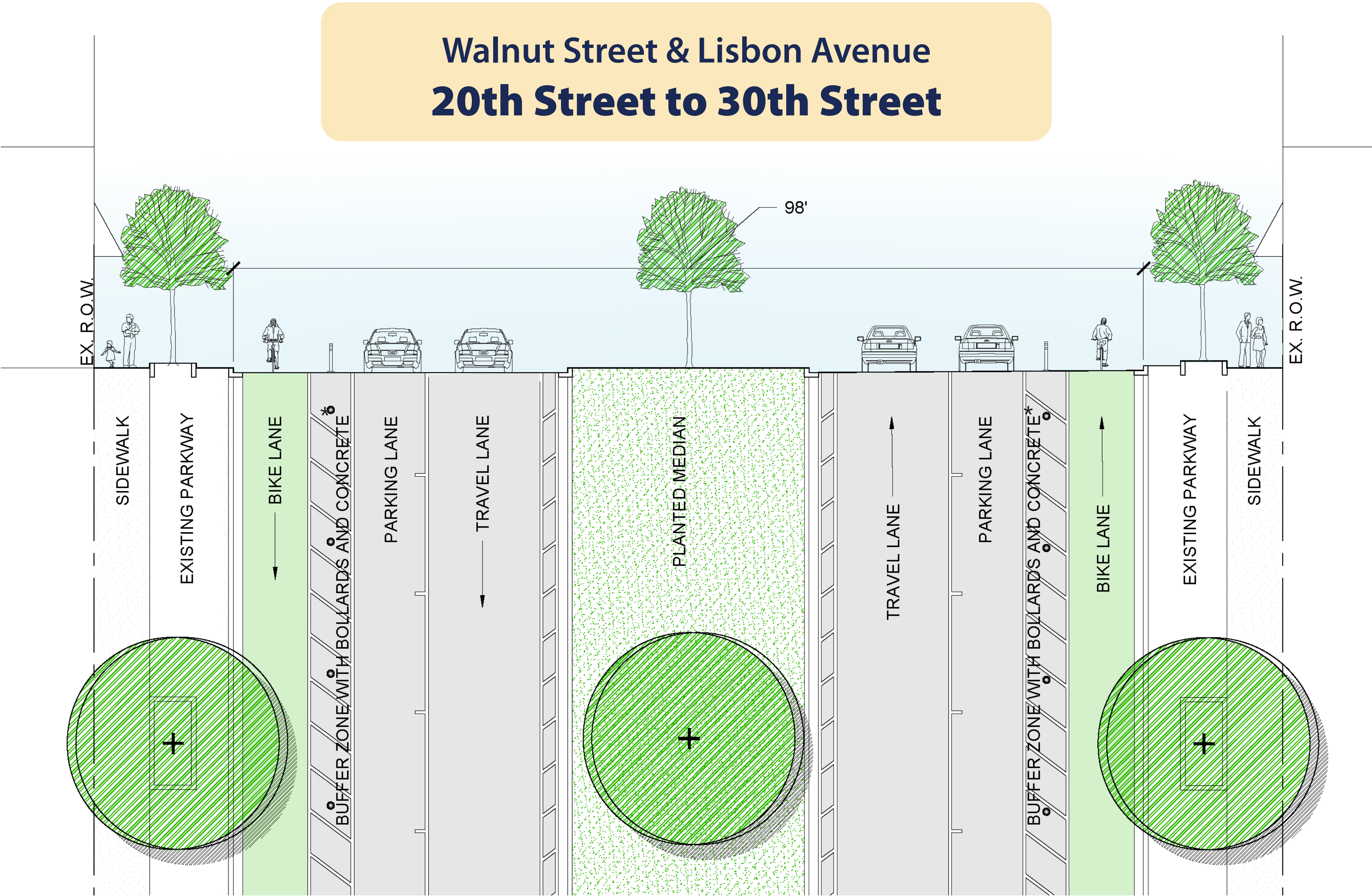
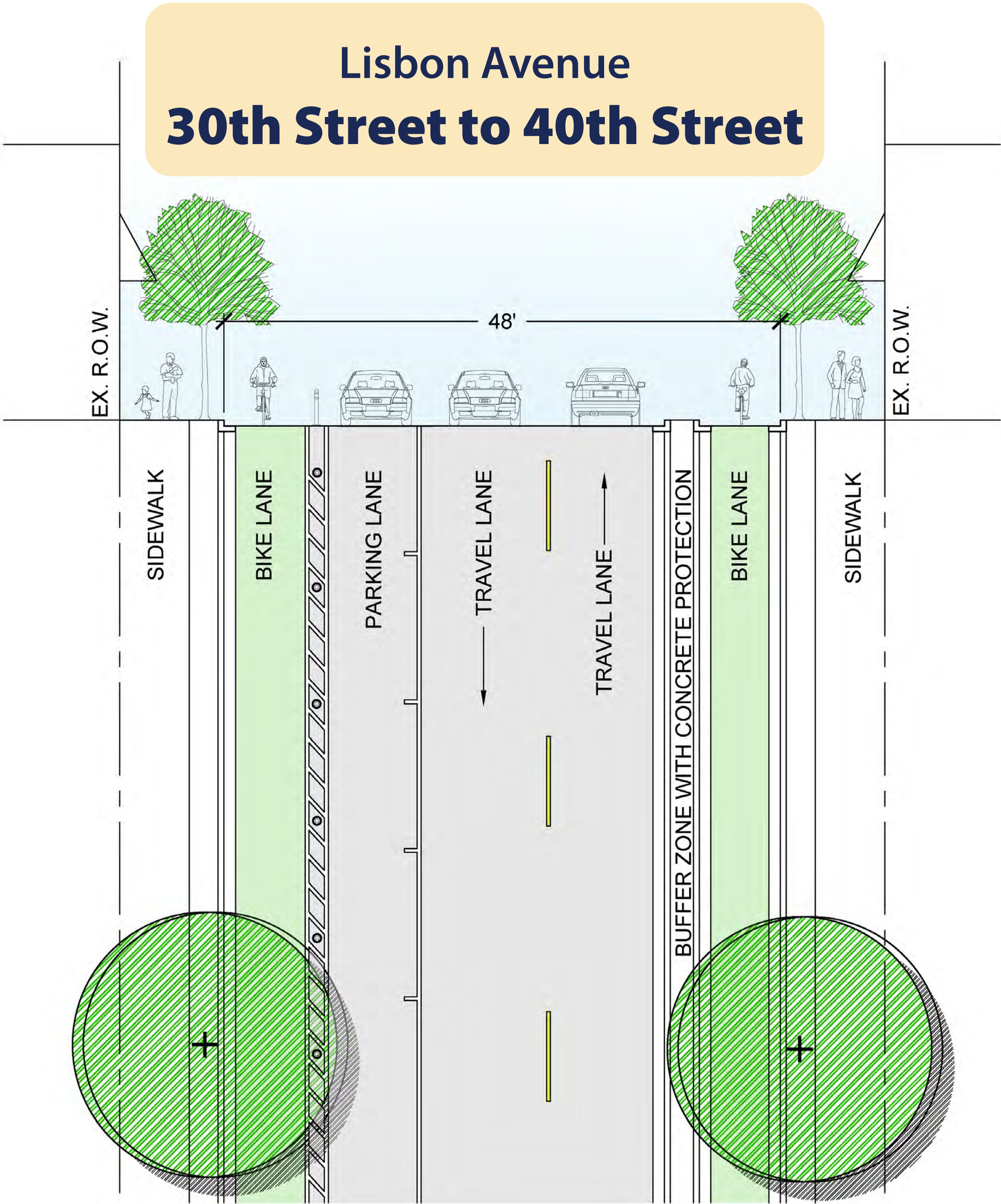


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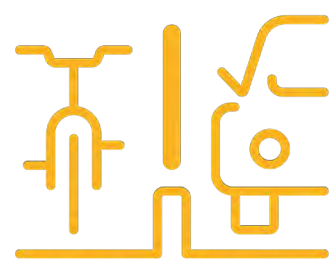
WALNUT & LISBON
PROTECTED BIKE LANE PROJECT



Typical Roadway Section



* At select locations



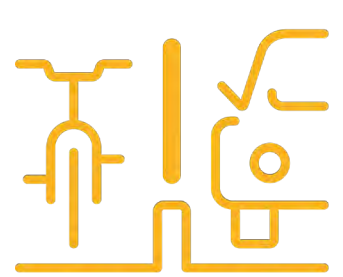
Proposed Design

N. 24th Street and W Lisbon Avenue

Before



After



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WALNUT & LISBON
PROTECTED BIKE LANE PROJECT

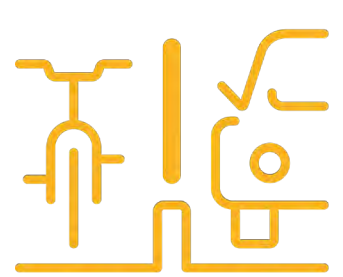
Proposed Design

N. 37th Street and W. Lisbon Avenue

Before



After



CITY OF MILWAUKEE

WALNUT & LISBON
PROTECTED BIKE LANE PROJECT

We Welcome Feedback Anytime!

Email the Project Team:

Move@Milwaukee.gov



Fill out a Comment Form

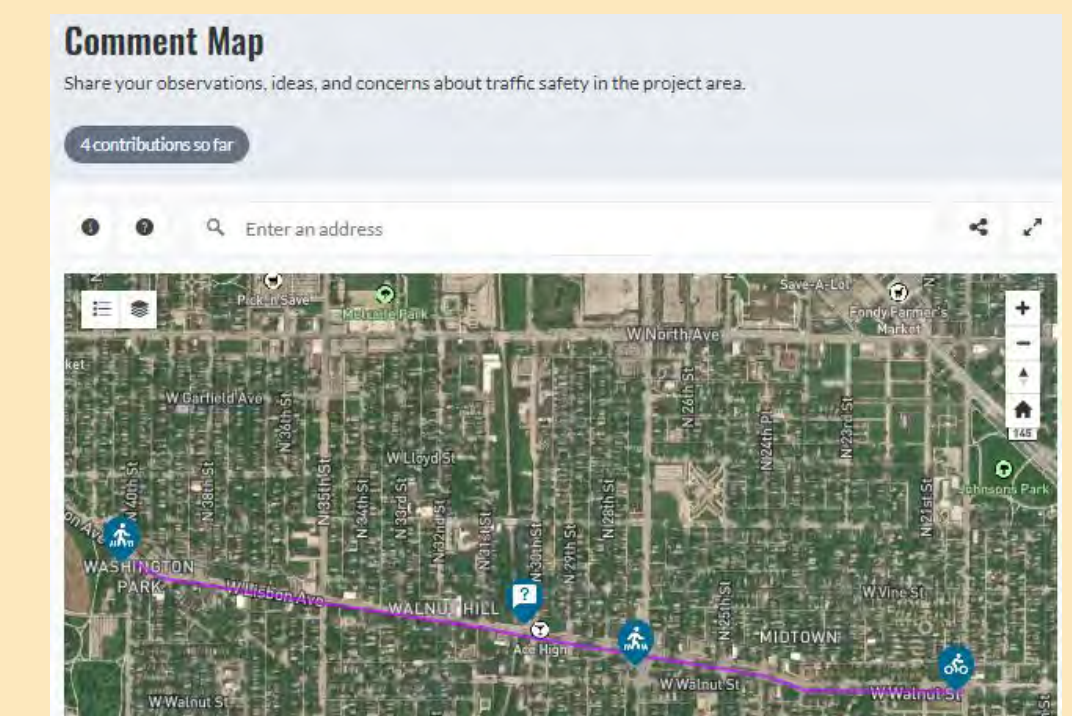
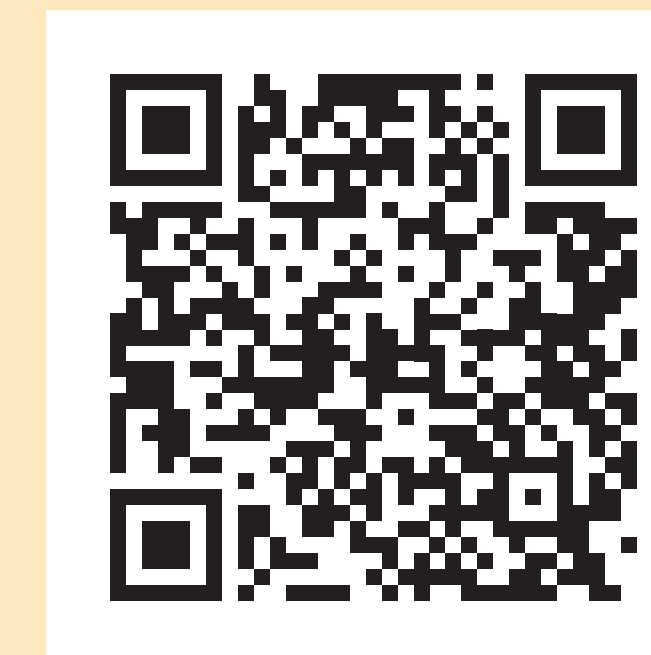
We want to hear from you! Fill out a comment form to provide your feedback.



Add Comments to the Online Map

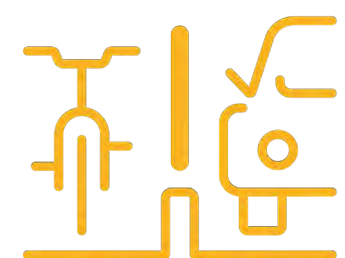
Visit the Project Website at:

Engage.Milwaukee.gov/Walnut-Lisbon-pbl



While comments are welcome at any time to Move@Milwaukee.gov, the public comment period for this public meeting are open through August 9, 2025.

Thank You!



CITY OF MILWAUKEE

WALNUT & LISBON
PROTECTED BIKE LANE PROJECT

