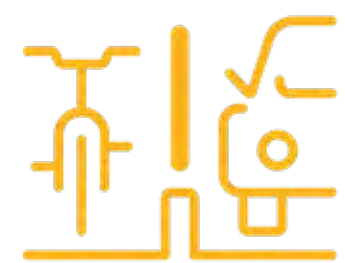


Welcome!

Thank you for joining us for the
Walnut & Lisbon Protected Bike Lane Project

Public Open House #1 — December 4, 2024



CITY OF MILWAUKEE

WALNUT & LISBON
PROTECTED BIKE LANE PROJECT



Project Map & Scope

Walnut & Lisbon Protected Bike Lane 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.

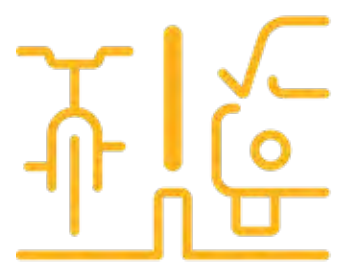


Scope

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

Complex Intersections

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



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Project Timeline



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

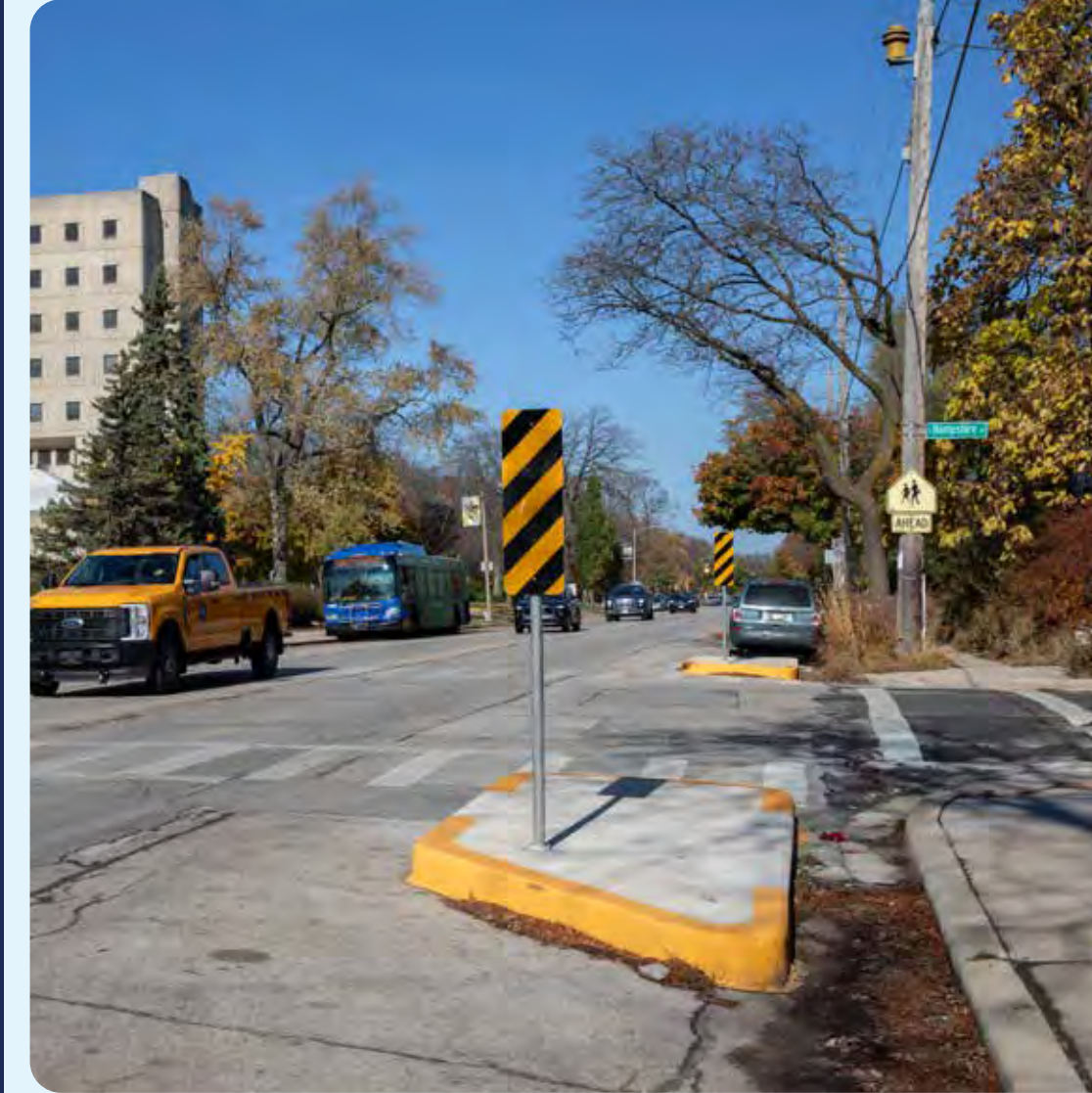
Toolbox of Treatments

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.

Bump Outs



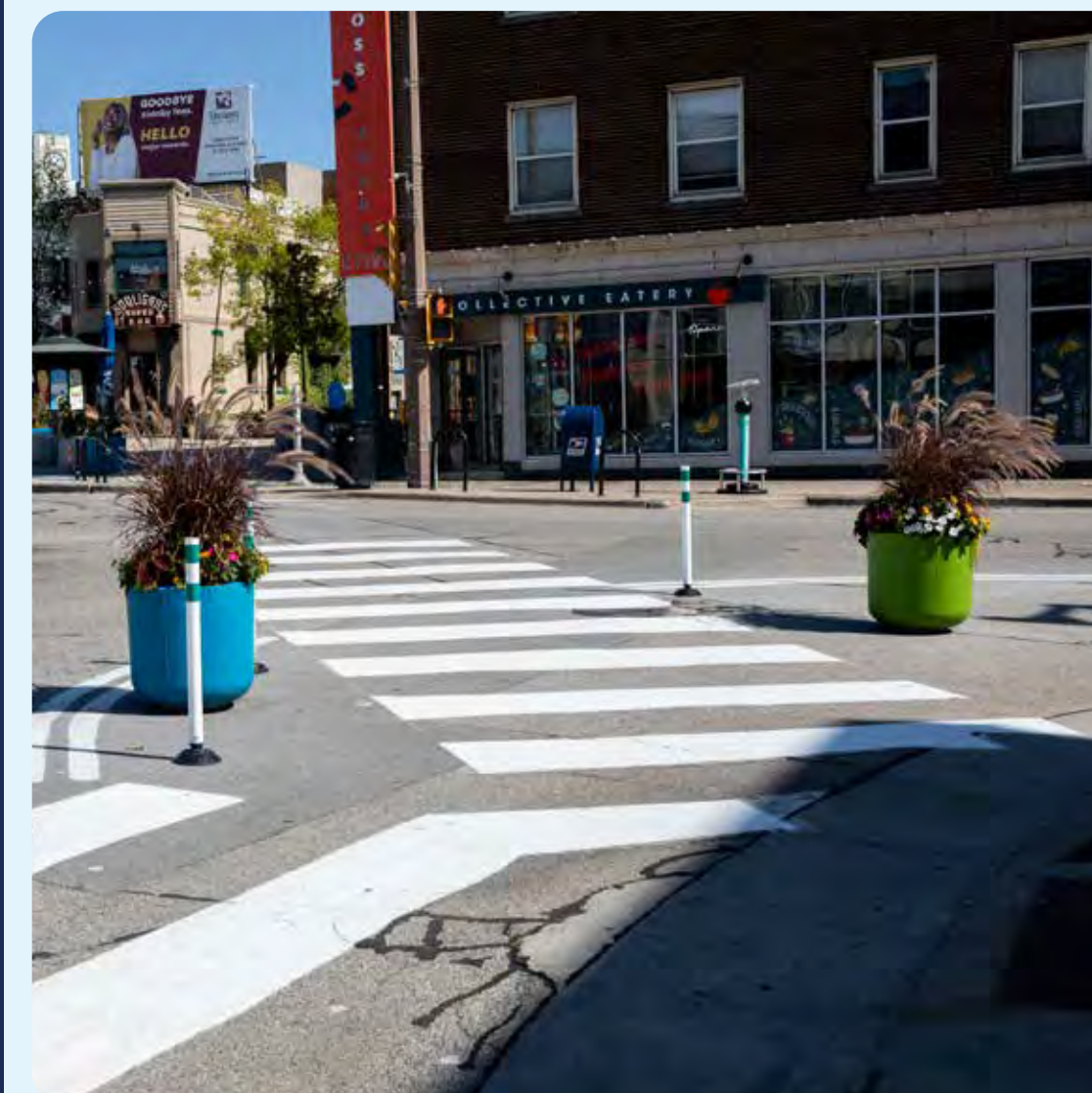
Pinned-on bump outs are concrete elements that extend the curb into the parking lane. Bump outs encourage slower turning speeds. They also help shorten crossing distances and make pedestrians more visible to motorists in the travel lane.

Bus Bulbs

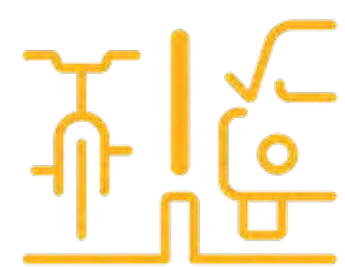


Detached bus boarding islands are longer detached curb extensions at bus stops. Detached bus boarding islands improve bicyclist and pedestrian safety, while improving transit operations.

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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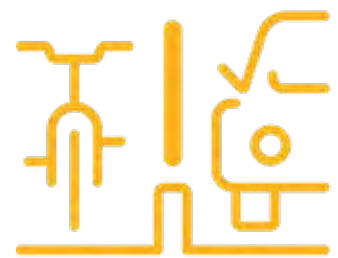
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Protected Bikeway Network



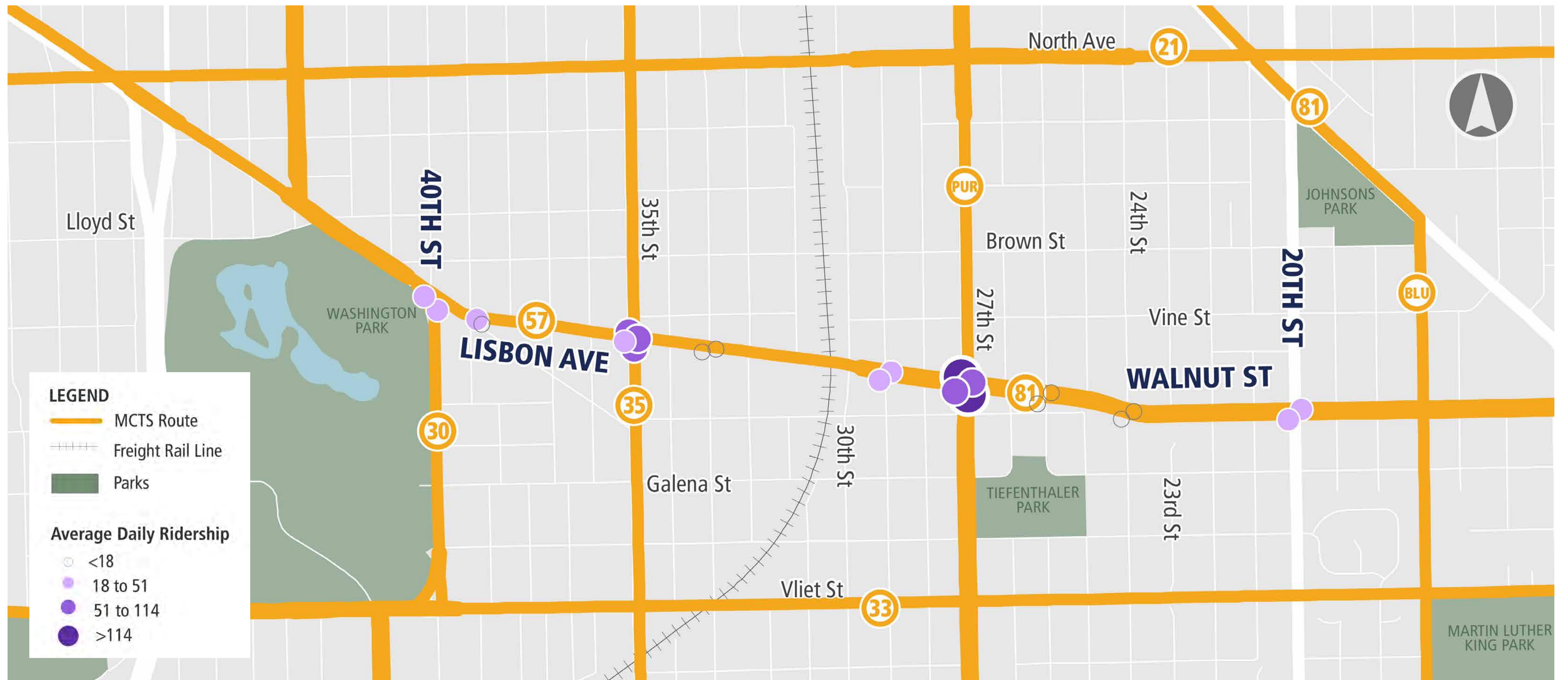
Existing Street Cross Section



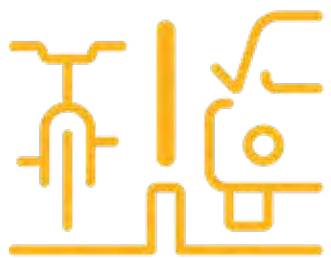
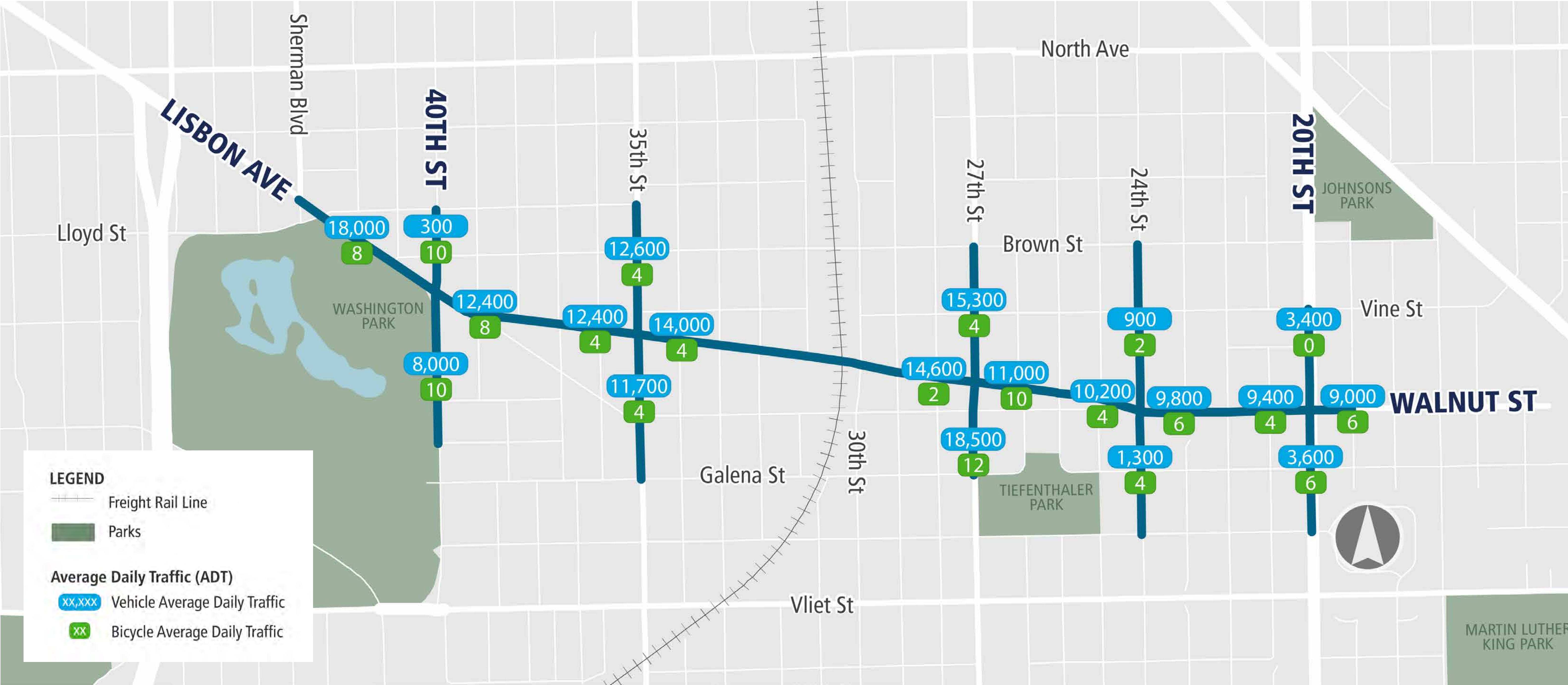
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MCTS Average Ridership by Stop (Jun-Aug 2024)



Average Daily Traffic (ADT) Counts (July 2024)

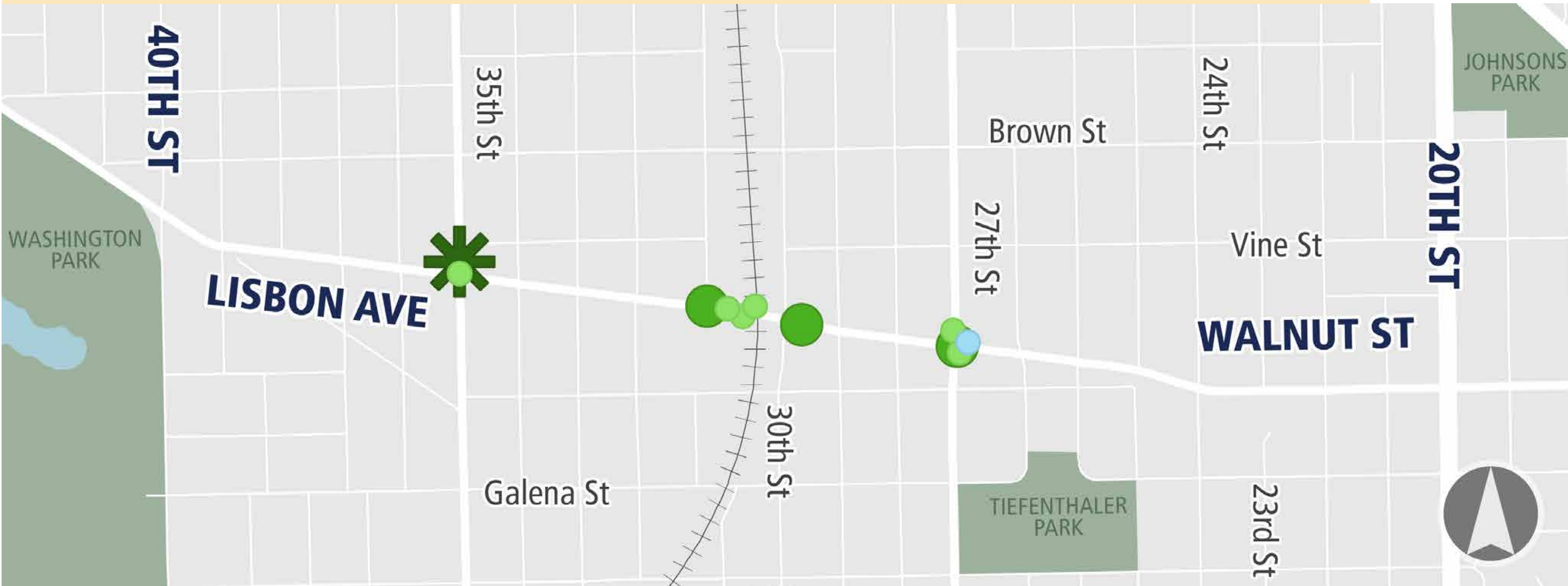


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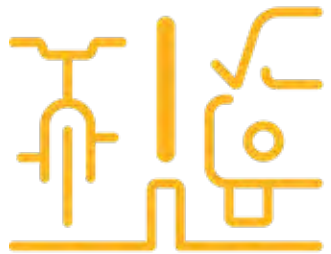
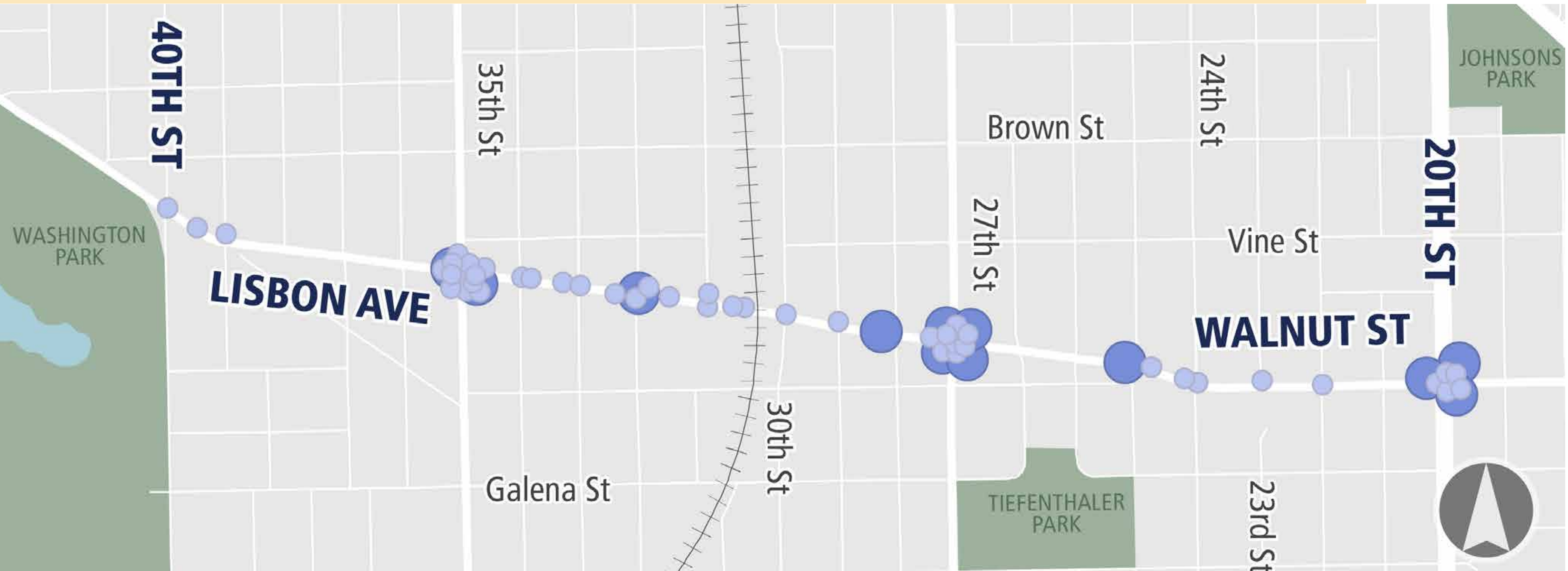
Severe Injury Crashes (2018-22)

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)



Alternative 1

Protected Bike Lanes 30th St to 40th St

The first alternative design is a one-way protected bike lane on either side of the street along the entire corridor. Between 30th and 40th streets, parking would be consolidated to one side of the street.



Protected Bike Lanes 30th St to 20th St

Between 30th and 20th streets, one travel lane will be repurposed in each direction into a protected bike lane.

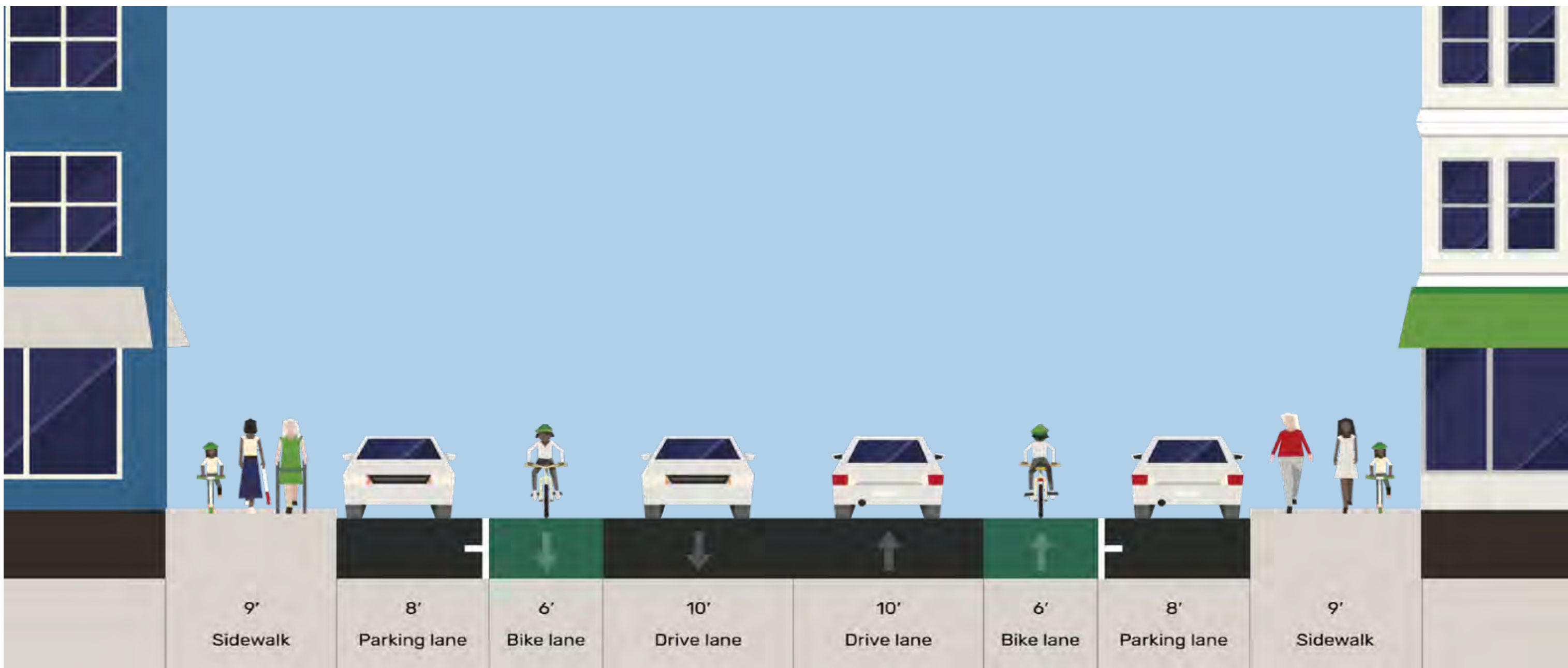


Alternative 1 (30th to 40th Streets Only)

Alternative 1a

Traditional Bike Lane

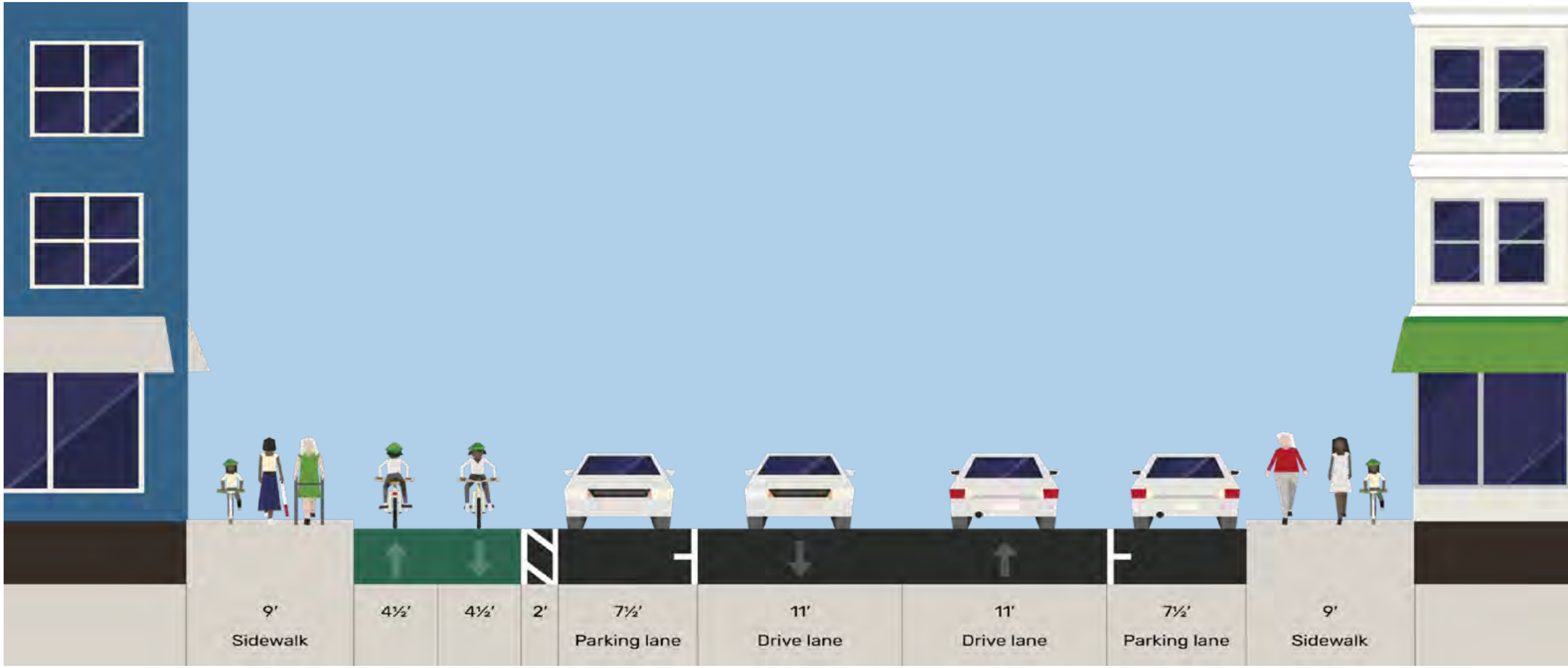
The Traditional Bike Lane Alternative includes parking on both sides of the street, but between 30th St and 40th St, bicyclists will be riding next to traveling vehicles without protection. This can be implemented at specific blocks where there is a high parking demand.



Alternative 1b

Cycle Track

The Narrow Cycle Track Alternative includes parking on both sides of the street and a two-way protected bike lane on one side of the street. This can be implemented at specific blocks where there is a high parking demand.

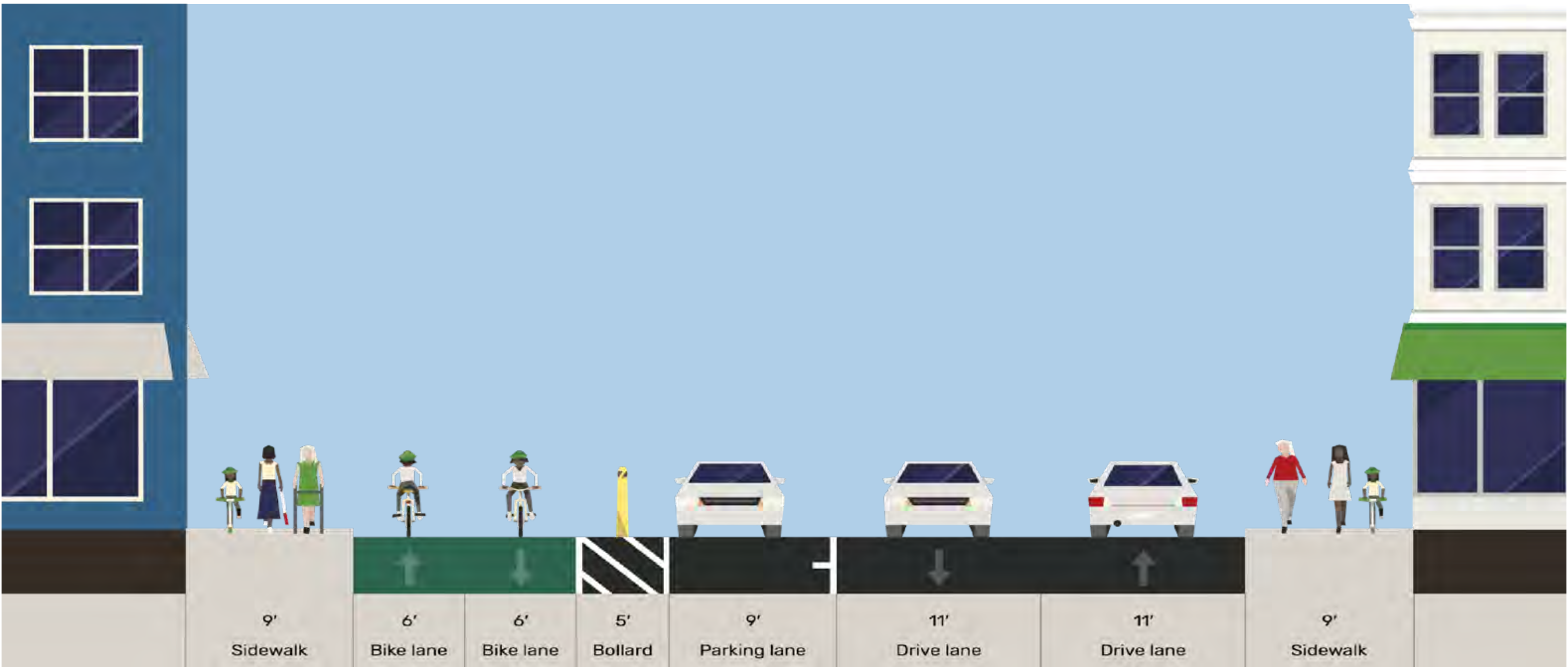


Alternative 2 (30th to 40th Streets Only)

Alternative 2

Cycle Track

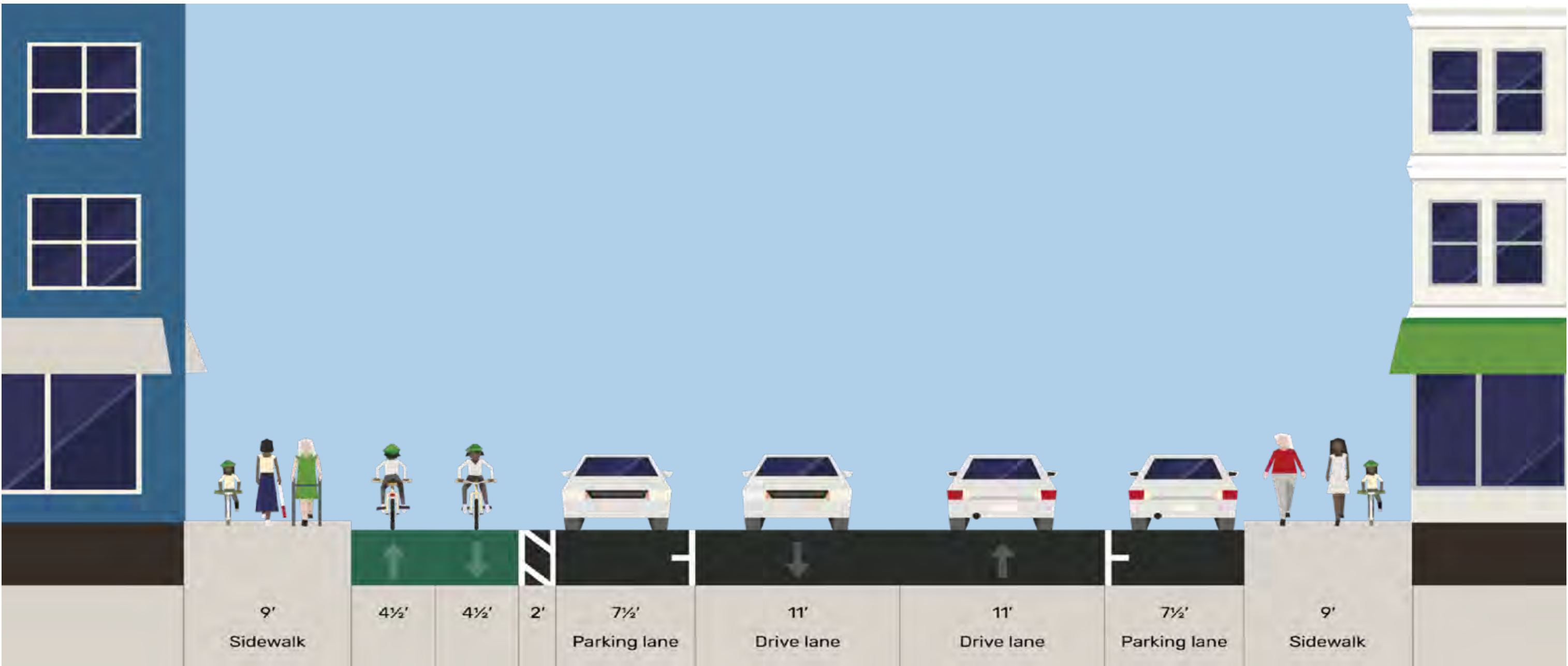
The Cycle Track Alternative is a two-way cycle track with parking consolidated to one side of the street. This design provides more separation between bicycles and vehicles. The wide bike lane is a more comfortable width for biking.



Alternative 2a

Narrow Cycle Track

The Narrow Cycle Track Alternative includes parking on both sides of the street and a two-way protected bike lane on one side of the street. This can be implemented at specific blocks where there is a high parking demand.

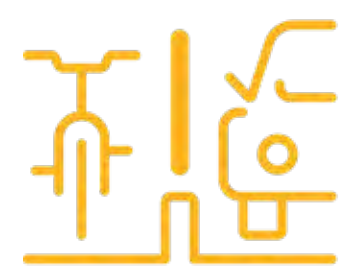


Activity Station

Challenges and Assets



- **Community Assets & Destinations**
- **Safety Issues**
- **Challenging Crossings**
- 📄 **Other Ideas and Suggestions**



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We Welcome Feedback Anytime!

Email the Project Team:

Move@Milwaukee.gov



Take the Public Survey Today!

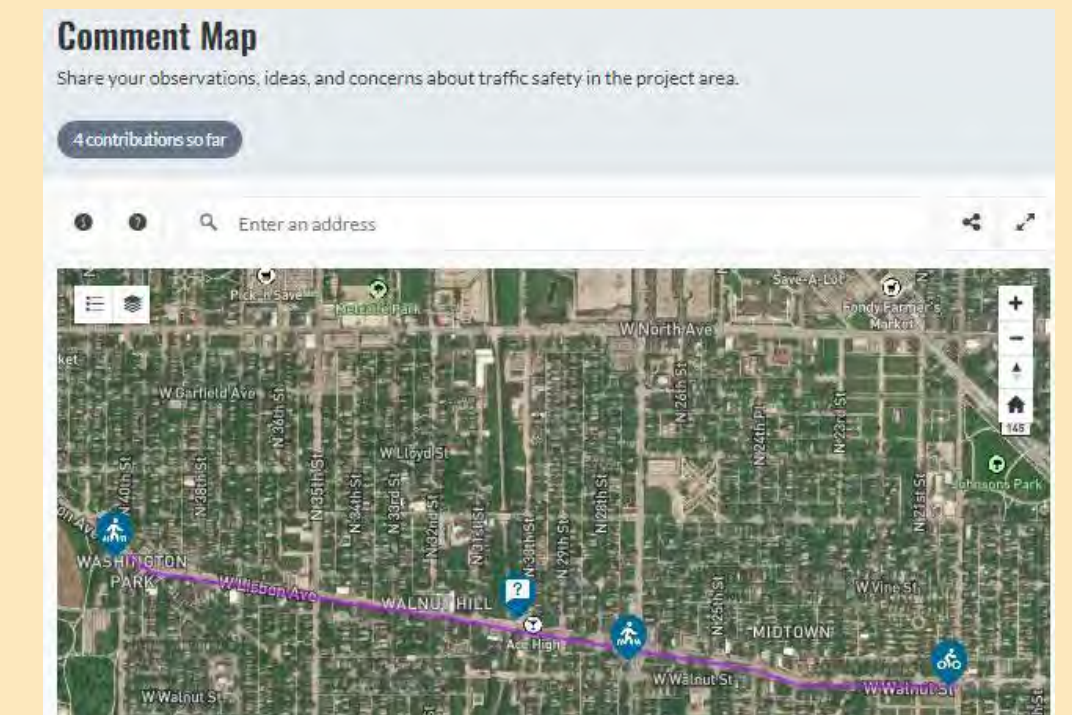
We want to hear from you!
Complete a survey to provide your feedback.

Have questions?
Feel free to reach out to project team members for help.



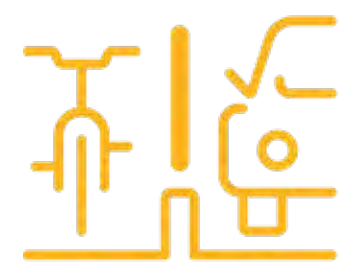
Add Comments to the Online Map

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 & public survey for this public meeting are open through January 4, 2025.

Thank You!



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