VAN BUREN STREET TRANSFORMATION PROJECT

PROJECT LOCATION



PROJECT 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

PROJECT OVERVIEW

- Project Limits: Van Buren Street from Wisconsin Avenue to Brady Street*
- 100% locally funded (TID)
- Van Buren Street is on the bicyclist high injury network, previously on pedestrian high injury network
- Focus on Complete Streets and expansion of protected bike lane network

*STRIPING WILL EXTEND TO GLOVER AVENUE

PROJECT GOALS

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



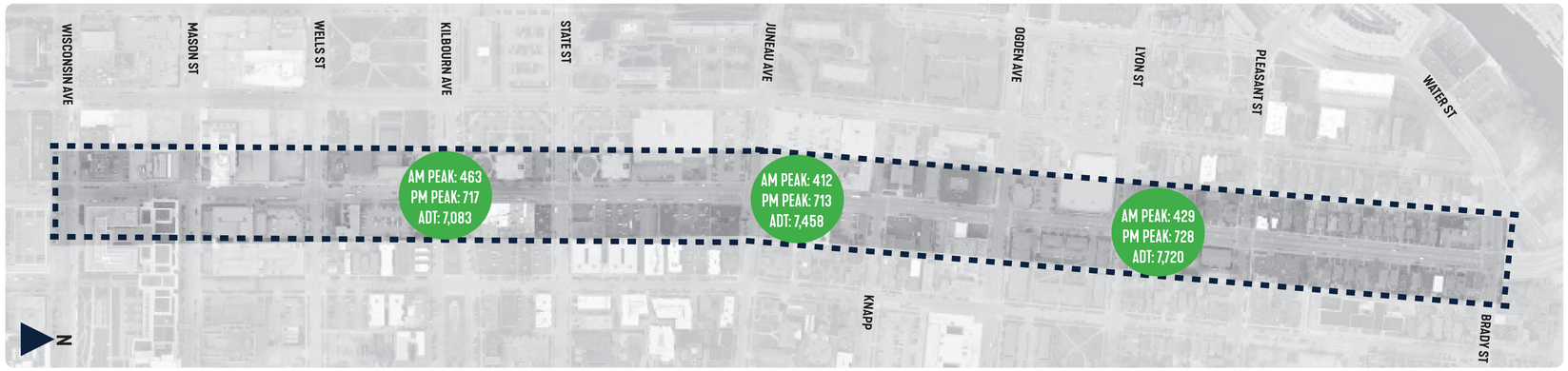
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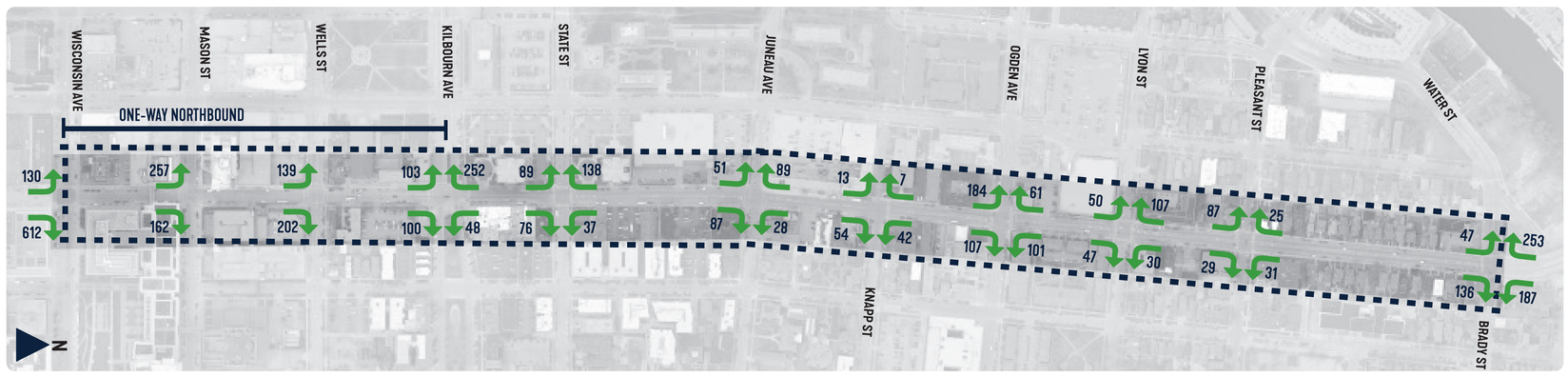
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TRAFFIC AND SAFETY

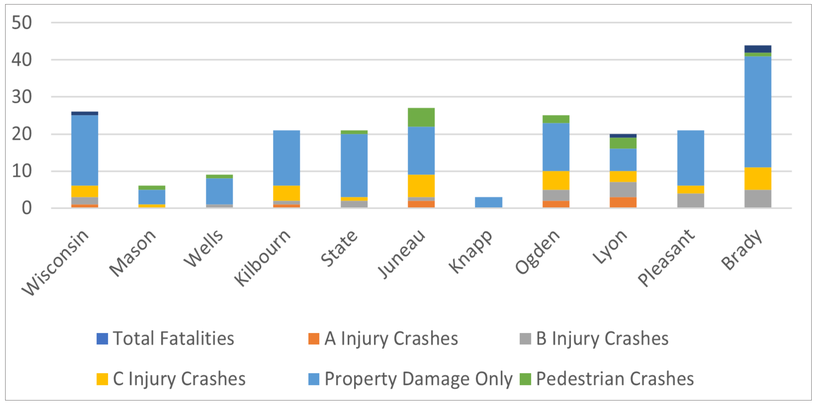
TRAFFIC VOLUME (HOURLY AND DAILY)



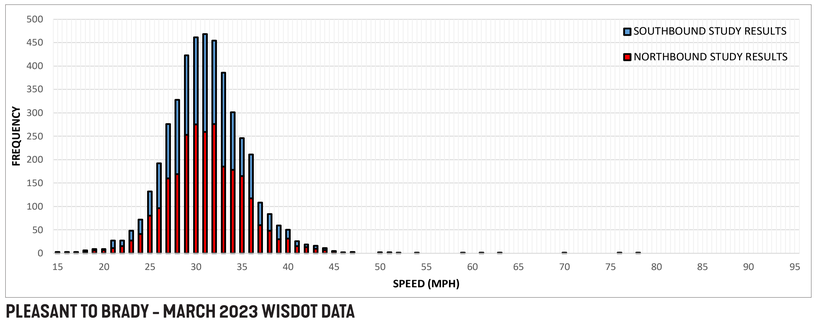
TURNING MOVEMENTS OFF VAN BUREN



2017 - 2021 INTERSECTION CRASHES

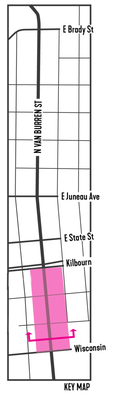


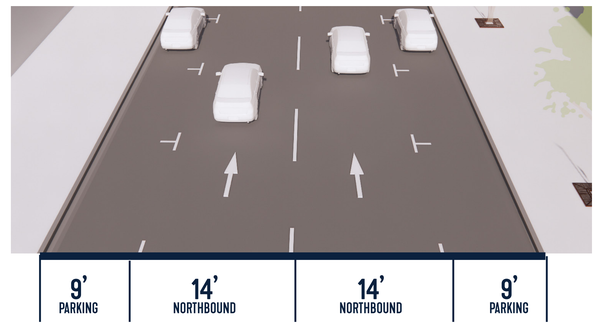
SPEED DISTRIBUTION CHART



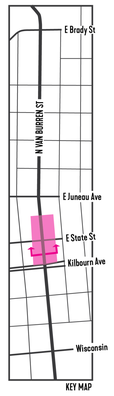
PLEASANT TO BRADY - MARCH 2023 WISDOT DATA

EXISTING CONDITIONS



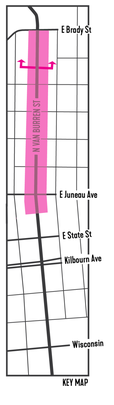


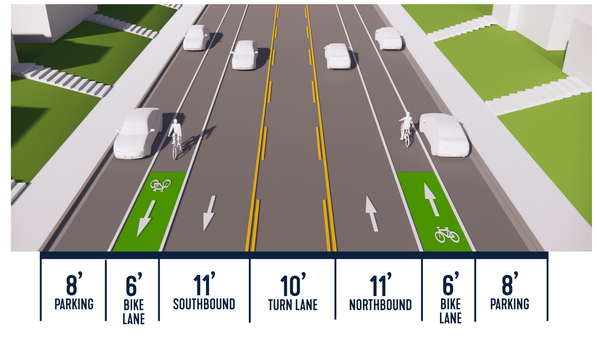
WISCONSIN AVE. - KILBOURN AVE.





KILBOURN AVE. - MID BLOCK NORTH OF STATE ST.



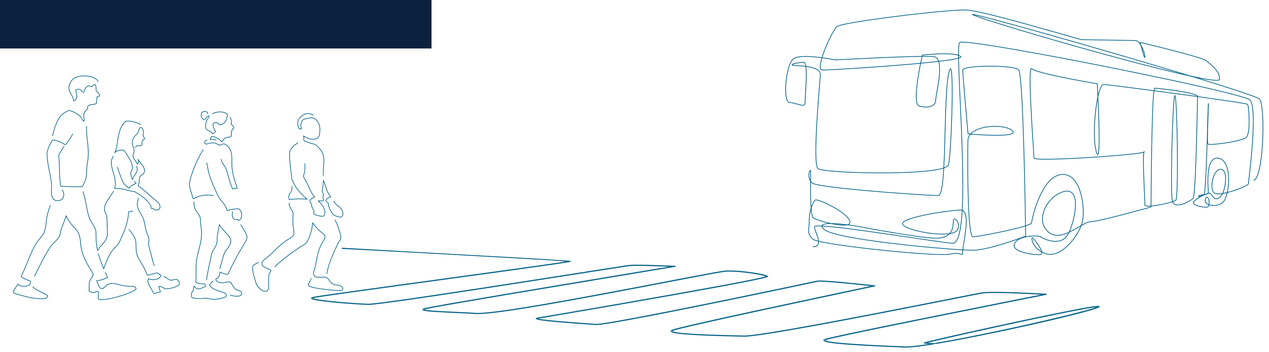


MID BLOCK NORTH OF STATE ST. - BRADY ST.

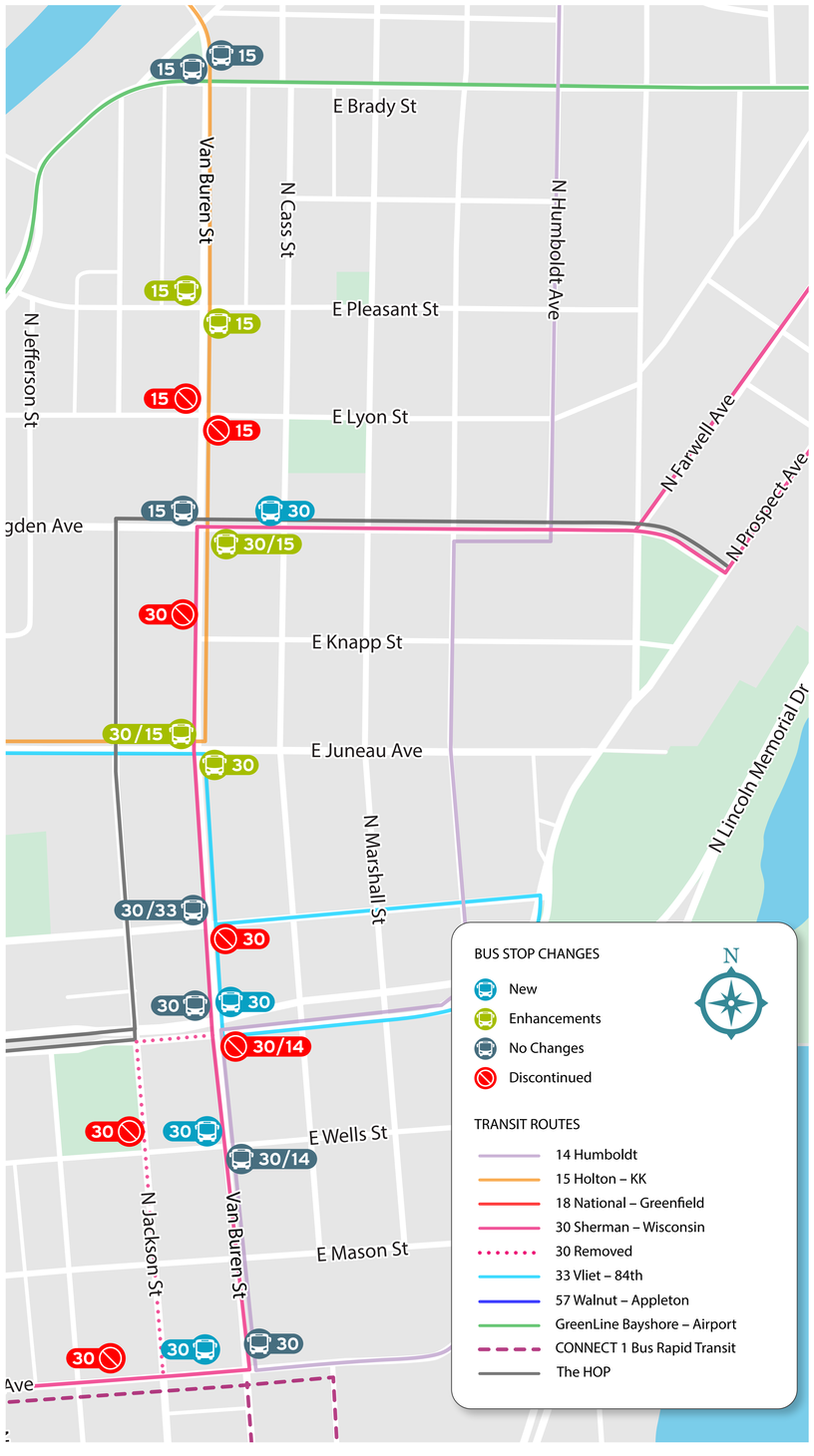
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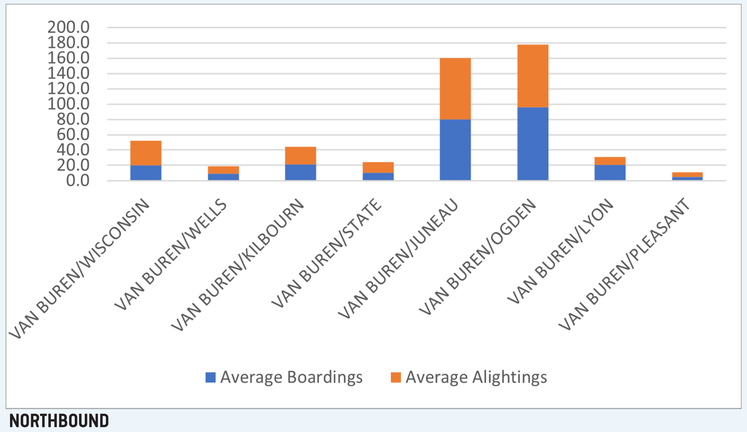
PROPOSED MCTS ROUTE AND STOP CHANGES



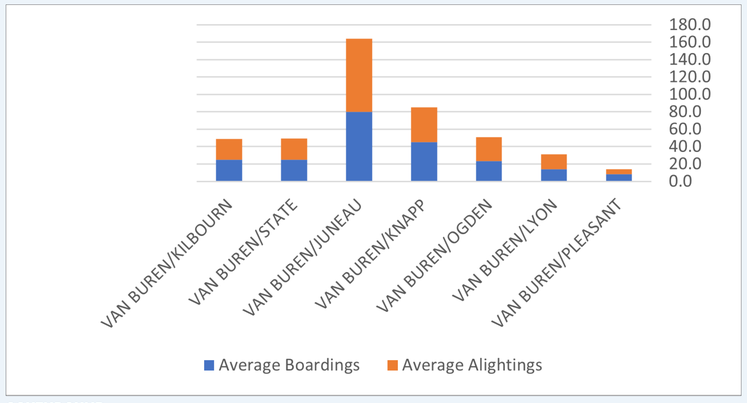
PROPOSED MCTS ROUTE AND STOP DETAILS

- 4 new bus stops will be added
- 5 bus stops will be enhanced (bus islands, bus shelters, in-lane bus boarding)
- 7 bus stops will be discontinued
- Route 30 southbound will continue on Van Buren Street to Wisconsin Avenue

MCTS BOARDINGS AND ALIGHTINGS

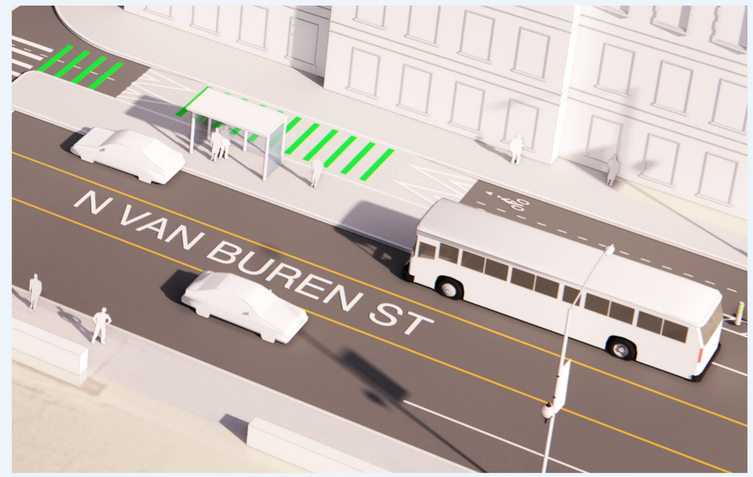


NORTHBOUND



SOUTHBOUND

TRANSIT ELEMENTS



- Bus boarding islands, located in the parking lane, allows in-lane bus boarding which eliminates conflicts between buses and people biking.
- Bus boarding islands improve bus speed and reliability by eliminating the need for buses to merge in and out of traffic.
- The protected two-way bike lane is positioned between the sidewalk and the bus island and is raised at select locations.
- The two-way street conversion of Van Buren St. between Kilbourn Ave. and Wisconsin Ave. will allow MCTS to operate bus routes more efficiently with a streamlined connection to service on Wisconsin Ave., including CONNECT 1 Bus Rapid Transit.

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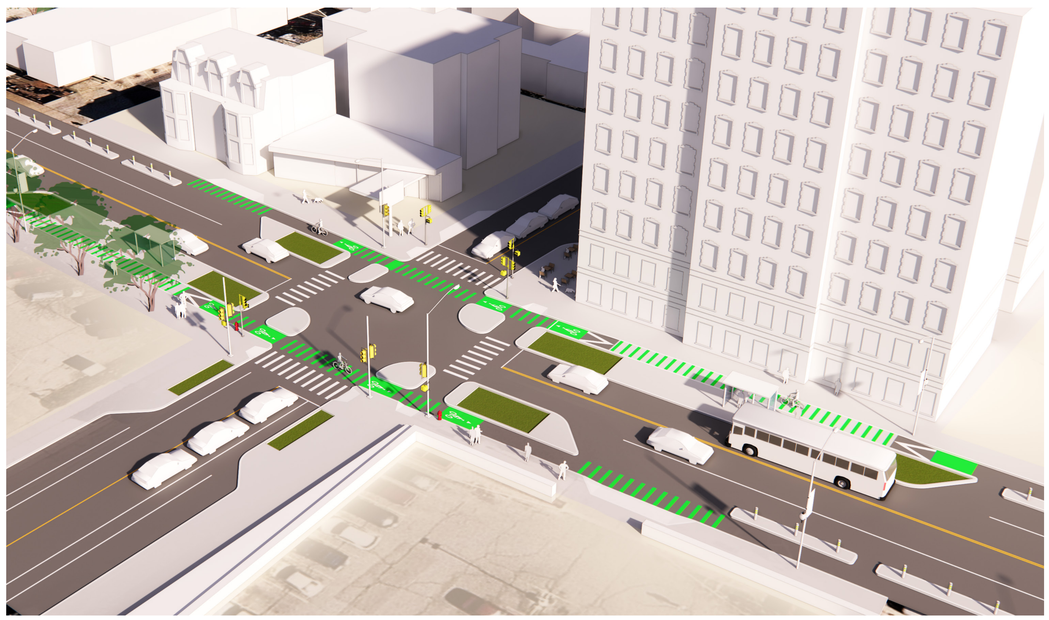
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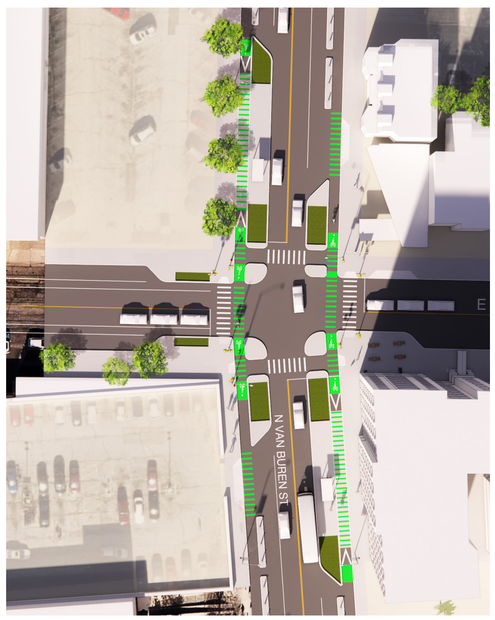
VAN BUREN STREET TRANSFORMATION PROJECT

PRELIMINARY DESIGN OPTIONS

Two alternatives were proposed and were previously shown to the public for feedback in early Summer 2023. The project team conducted an alternatives analysis, including the evaluation of traffic and intersection operations, the feasibility of a two-way street conversion from Kilbourn Avenue to Wisconsin Avenue, the level of accommodation for people biking, the potential for pedestrian improvements, and the impact to curbside uses.

OPTION 1 | ONE WAY PROTECTED BIKE LANE





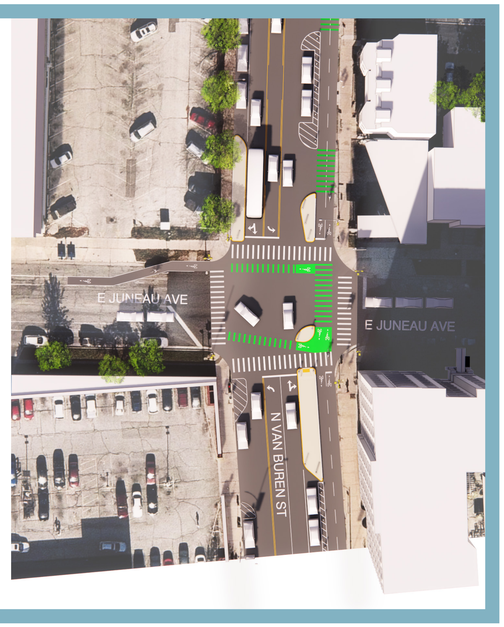
KEY ELEMENTS AND DESIGN CONSIDERATIONS

- People bicycling in the same direction as motor vehicle traffic.
- Potential conflicts between people biking and driving on both sides of street.
- Left turn lanes are implemented as necessary and require parking removal.
- More bike lane/bus stop conflicts with bike lanes on both sides of the street.
- Bus stop treatments on both sides of street – raised bike lanes for in-lane bus boarding, mixing zones, or bus boarding islands.
- More parking impacts compared to two-way protected bike lane.
- Higher cost estimate.

PREFERRED DESIGN

OPTION 2 | TWO-WAY PROTECTED BIKE LANE





KEY ELEMENTS AND DESIGN CONSIDERATIONS

- Two-way bike traffic.
- Conflicts between people biking and driving consolidated to one side of the street.
- Fewer bike lane/bus stop conflicts.
- Bus stop treatments on the east side of street, raised bike lanes for in-lane and bus boarding islands.
- More parking retained on the west side of the street, and parking stays curbside.
- Lower costs due to mid-block treatments only on one side of the street.
- Easier to plow using standard equipment.
- Potential for more conflicts at intersections and driveways.

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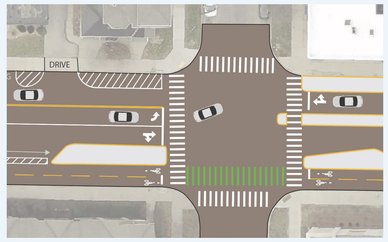
PREFERRED DESIGN | TWO-WAY PROTECTED BIKE LANE

TWO-WAY PROTECTED BIKE LANE

- Protected bike lanes that are physically separated from motor vehicle traffic allow bicycle movement in both directions on one side of the street.
- Share some of the same design characteristics as one-way protected bike lanes, but require additional considerations at driveway and side-street crossings.
- Reduces the risk of car doors opening into bicyclists versus conventional bike lanes with parking adjacent to curb.

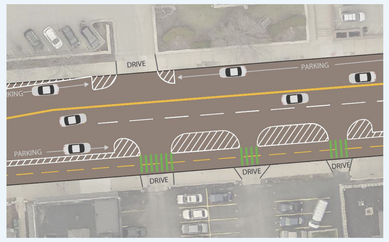
PRECEDENTS (TWO-WAY PROTECTED BIKE LANE)





Green dashed "crossbikes" and green bike boxes at intersections increase the visibility of people using bike lanes.





Dashed green bike lanes indicate where motorists are allowed to cautiously turn across the bike lane.





Bollards and concrete islands prevent cars from encroaching into bike lanes.

PEDESTRIAN AND ROADWAY IMPROVEMENTS



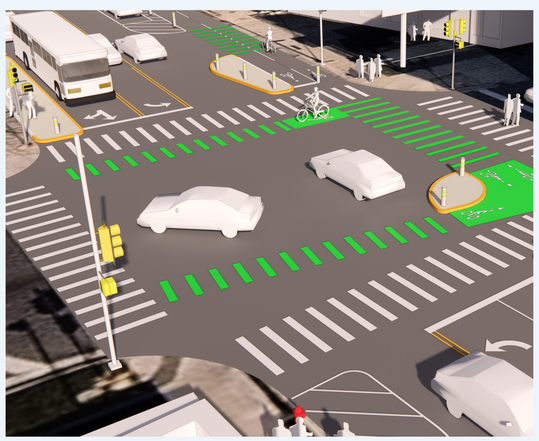
Floating Bump Outs / Curb Extensions

- Decreases the crossing distance for pedestrians.
- Marks the transition to a slower speed street.
- Increases sidewalk space for pedestrians.
- Slows motor vehicle speeds and turning speeds.
- Increases visibility of pedestrians.



Pedestrian Refuge Islands

- A median with protected pedestrian space within the crosswalk.
- Makes it easier to cross a multi-lane or wide street.
- Slows vehicular traffic.
- Allows people to cross the street in two stages if necessary.

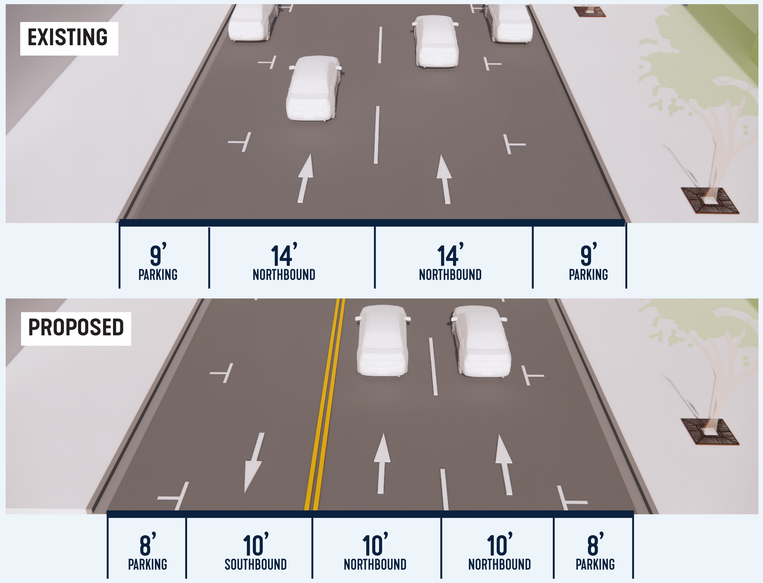


Protected Intersections and High-Visibility Crosswalks

- Protected intersections create intuitive crossings, more predictable movements, and better visibility between people walking, biking, and driving.
- Striped crosswalks make pedestrians more visible to drivers.
- Leading pedestrian intervals implemented at all signals which will enhance safety and allow for more time for pedestrians and people biking to safely cross the street.

PROPOSED CONVERSION FROM ONE-WAY TO TWO-WAY:

WISCONSIN AVE. - KILBOURN AVE.



TWO-WAY CONVERSION (WISCONSIN AVE. - KILBOURN AVE.)

- Will improve connectivity and support economic development with more intuitive way-finding and local access.
- Will help reduce speeds and accommodate future traffic volumes with two northbound travel lanes and one southbound travel lane
  - Southbound peak hour traffic between Kilbourn Ave. and Wisconsin Ave. is forecasted to be about 90 vehicles per hour
- The two-way street conversion of Van Buren St. between Kilbourn Ave. and Wisconsin Ave. will allow MCTS to operate bus routes more efficiently with a streamlined connection to service on Wisconsin Ave., including CONNECT 1 Bus Rapid Transit

TRAFFIC AND OPERATIONS

- Turning restrictions will help minimize vehicle & pedestrian/bicyclist conflicts along the corridor
  - Some left turn restrictions at Knapp St. (SB), Pleasant St. (SB) and Brady St. (NB)
- Traffic flow will be stable with moderate congestion
  - Intersections are expected to generally operate at Level of Service B/C during peak hours
  - Wisconsin Ave. and Brady St. intersections are expected to operate at Level of Service C/D

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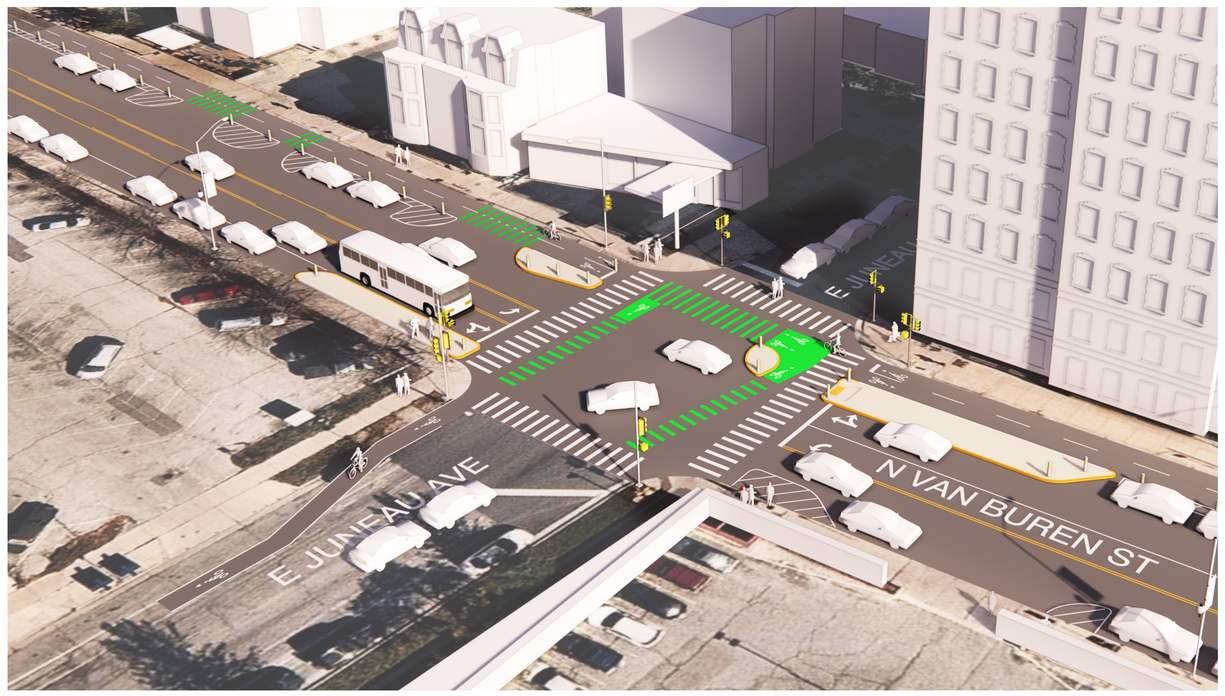
PREFERRED DESIGN | TWO-WAY PROTECTED BIKE LANE





KILBOURN AVE INTERSECTION

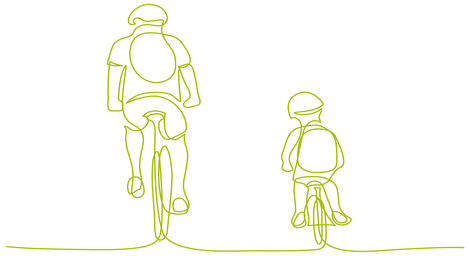




JUNEAU AVE INTERSECTION

KEY ELEMENTS

- Two-way protected bike lane on the east side of Van Buren St. from Wells St. to Brady St. Striping will be extended on the Holton St. Bridge to Glover Ave., which will provide access to the Oak Leaf Trail and Beerline Trail.
- Two-way protected bike lane will connect to the raised bike lanes on Wells St. (2024), and eventually to new protected bike lanes on Jefferson St.
- Curb adjacent parking on the west side and floating parking lanes on the east side.
- Protected intersection elements at Wells St., Kilbourn Ave., State St., Juneau Ave, Knapp St., Ogden Ave., Lyon St., Pleasant St., and Brady St.
- Bus boarding islands located at Kilbourn Ave., Juneau Ave., Ogden Ave., Pleasant St., and Brady St.
- Green pavement markings to increase visibility of people using bike lanes.
- Left turn restrictions on Van Buren St. at northbound Brady St., southbound Pleasant St., and southbound Knapp St.
- Pedestrian refuge islands and curb islands throughout.
- New protected bike lanes on Kilbourn Ave. between Jackson St. and Van Buren St.
- Two-way street conversion between Kilbourn Ave. and Wisconsin Ave.



PLEASE VIEW ROLL PLOT FOR MORE DETAILS.

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