

Other Potential Improvements



BIOSWALES



SPEED TABLE



HIGH VISIBILITY CROSSWALKS AND CURB EXTENSIONS



RAISED PEDESTRIAN CROSSING



RAISED PEDESTRIAN AND BICYCLE CROSSING



PEDESTRIAN REFUGE

ADA ACCOMMODATIONS



To request an auxiliary aid or service to participate in this City of Milwaukee event, please contact our **ADA coordinator by phone at 414-286-3475 or by email at adacoordinator@milwaukee.gov** as soon as possible but no later than 72 hours before the scheduled event.

STAY INFORMED

Check out the project website and Social Pinpoint for proposed concept exhibits, an interactive map, FAQs and surveys!



[engagemke.com/
lisbonave](https://engagemke.com/lisbonave)



lisbonavenue.org



JOIN THE EMAIL LIST

If you would like to receive project updates and notices of future meetings via email, please submit your email address to Alyssa Tapia at mkeprojects@devorpr.com or sign-up on the project website: lisbonavenue.org

FOR ADDITIONAL INFORMATION, PLEASE CONTACT:

Alyssa Tapia *Public Involvement*

262-853-0350

mkeprojects@devorpr.com



WELCOME!

TO THE WEST LISBON AVENUE PROJECT PUBLIC INVOLVEMENT MEETING

WEST LISBON AVENUE FROM NORTH 100TH STREET TO
WEST BURLEIGH STREET



MAR
28

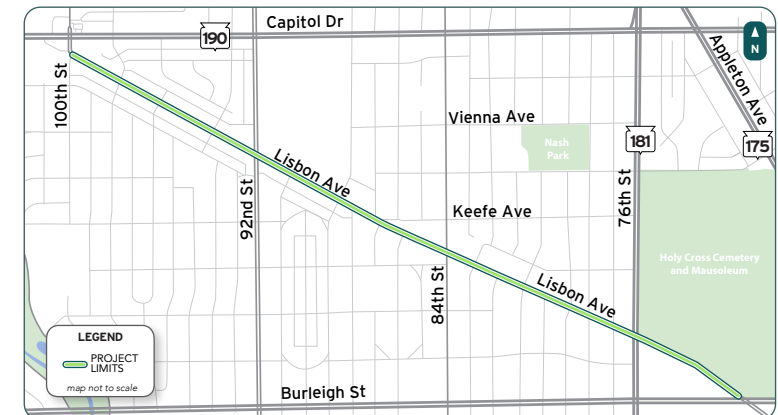
Tuesday, March 28, 2023

You may attend any time between 5 and 7 p.m.



**Grace Christian Fellowship
9900 W Capitol Drive**

The City of Milwaukee, in partnership with the Wisconsin Department of Transportation (WisDOT), invites you to the third Public Involvement Meeting for the proposed West Lisbon Avenue reconstruction project. This meeting will be in open-house format with project members available to answer questions and share project updates.



PROJECT GOALS

This project is proposed to fully reconstruct West Lisbon Avenue to address deteriorated pavement, reduce frequency and severity of crashes, improve transportation safety and mobility for all users, enhance storm water management, and implement traffic calming measures.

MEETING PURPOSE

This meeting is an opportunity for people living, working, and traveling along West Lisbon Avenue to learn about the proposed preferred alternative and improvements being considered, and discuss your thoughts for the corridor. Your input will help identify solutions to make the street safer and more enjoyable for bicyclists, pedestrians, and drivers. Here are some examples of input we are seeking from you:

- What do you like about the proposed concepts?
- What concerns do you have with the proposed concepts?
- At 92nd Street and 84th Street, would you prefer traffic signals or a roundabout? Why?
- Are there other improvements you would like to see?
- Are there upcoming public events in the area?
- What business concerns do you have during or after construction?
- What does the project team need to know about deliveries to or from your business?

Since the roadway would be completely reconstructed, this is a good opportunity to evaluate modifications and improvements. When considering proposed improvements, the project team has been evaluating safety, traffic, and multi-modal transportation needs, and taking public feedback into account.

PUBLIC INPUT/COMMENTS

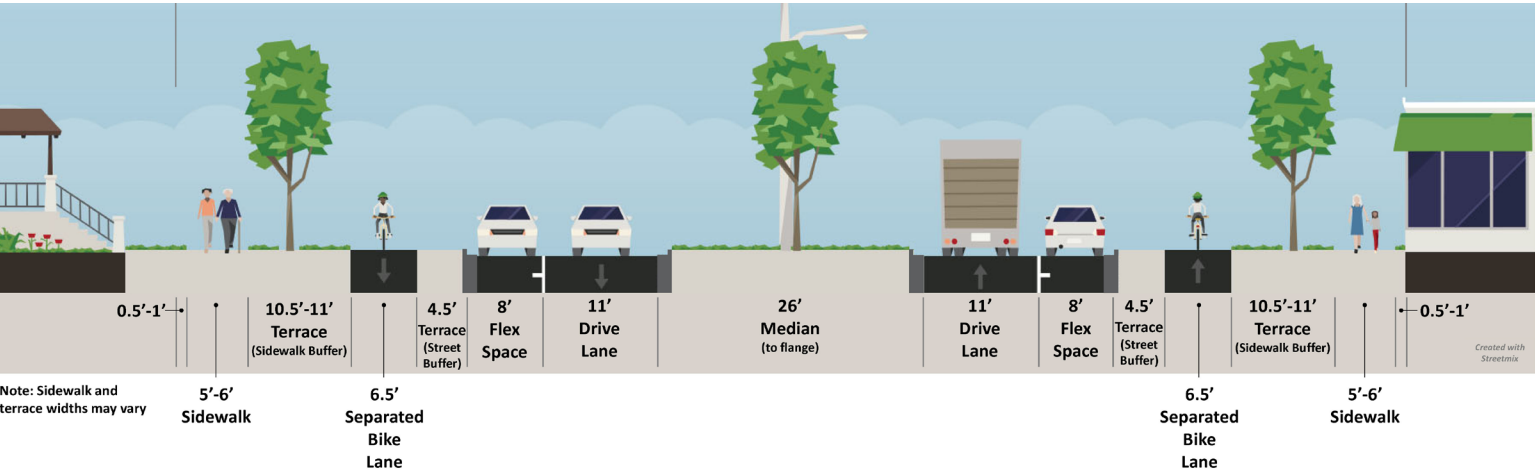
Your feedback and input are important. Feedback received will assist the project team in refining the proposed design shown at this meeting. Included at the end of this handout is a form that may be used for written comments. You are encouraged to fill out this form and return to the project team by mail prior to April 15, 2023.

The comment form will be available on the project website, www.lisbonavenue.org, prior to the meeting.

Comments may also be submitted via e-mail to **Alyssa Tapia at mkeprojects@devorpr.com**

PROPOSED PREFERRED ALTERNATIVE

Separated Bike Lanes (Sidewalk Level)



Based on the crash statistics, traffic analysis, and multi-modal transportation needs of the West Lisbon Avenue corridor, and considering the public feedback received, the proposed preferred alternative includes a 2-lane roadway (1 lane in each direction) and separated bike lanes at sidewalk level. All sidewalk would be replaced, and sidewalk would be added along the area next to the Holy Cross Cemetery.

The proposed design also provides “flex space” along each side of the street. In many areas, the flex space would be used for parking, as it is now. The flex space can also be used for emergency stopping, residential or business deliveries, pulling over to allow emergency vehicles to pass, business loading zones, or food trucks.

Traffic calming and pedestrian improvements would be made, such as curb extensions (bumpouts), pedestrian refuges, high visibility crosswalks, and raised pedestrian/bicycle crossings. Speed tables are also being considered.

- Additional proposed modifications and improvements include:
- Closing some median openings and driveways
 - Spot safety improvements, such as the curve at 100th Street
 - Steel monotube traffic signal poles
 - Bioswales

Some parking spots would be eliminated where turn lanes or curb extensions are being added.

Separated bike lanes provide more comfort for bicyclists of a variety of ages and abilities, as well as for drivers and pedestrians.

Example separated bike lanes



Sidewalk to be added along cemetery



SCHEDULE

The design phase is scheduled to take approximately three years with a tentative construction start of 2025.

Tasks	2021				2022				2023				2024			
	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec
Public Involvement Meetings				★		★			★				★			
Survey																
Traffic / Crash Analysis																
Alternatives Analysis																
Environmental Documentation																
Preliminary Plans / Design Study Report																
Utility Workplans																
Final Plans and Specifications																

TRAFFIC SIGNALS OR ROUNDABOUTS?

Based on traveling speeds along the corridor and public feedback regarding reckless driving, single lane roundabouts are being considered at the North 92nd Street and North 84th Street intersections.

The project team is evaluating the roundabouts to see if they would be feasible, and how they would compare to traffic signals. Due to the urban nature of the corridor and the angled intersections, the roundabouts are considered compact roundabouts and would be oval-shaped.

The project team is analyzing traffic signals and roundabouts for a variety of factors including safety. Public input, including how the options would affect adjacent properties, will be important in the decision-making process.

The project team will be looking to decide on these options in spring 2023. Public feedback will be important in this decision. Please provide input on the project’s Social Pinpoint site at engagemke.com/lisbonave. To be notified of the decision on roundabouts or traffic signals, please sign up on the project’s mailing list at www.lisbonavenue.org

