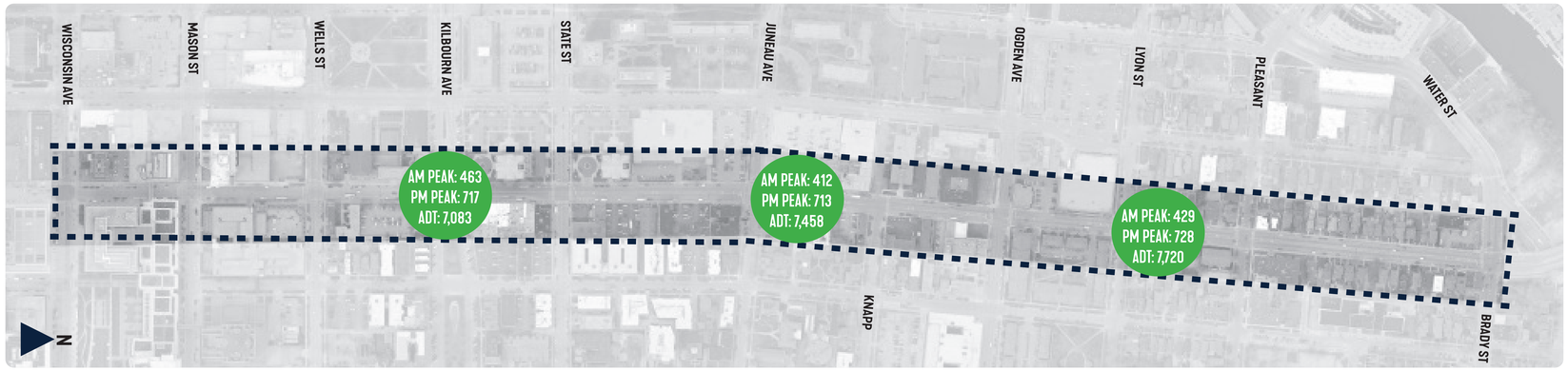
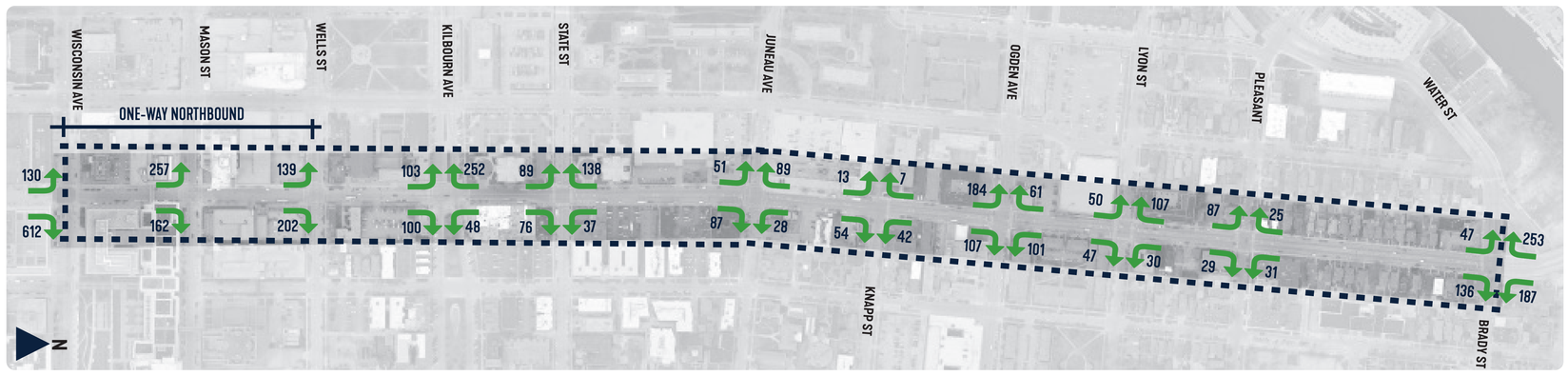
VAN BUREN STREET TRANSFORMATION PROJECT

TRAFFIC AND SAFETY

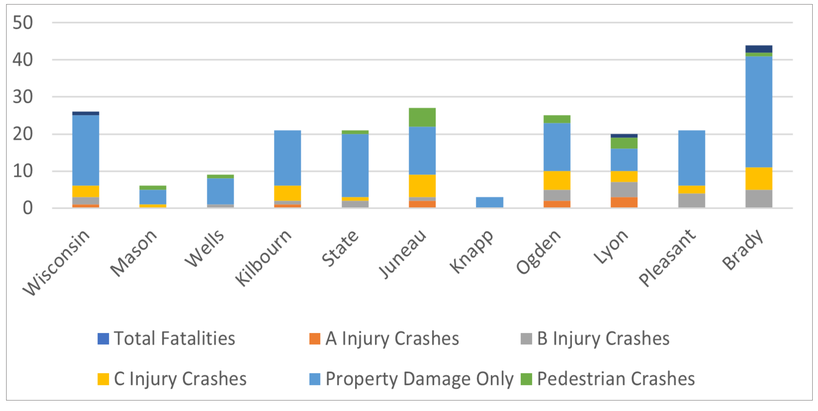
TRAFFIC VOLUME (HOURLY AND DAILY)



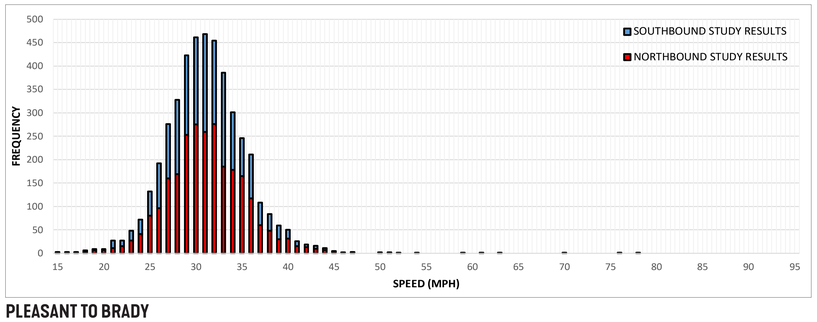
TURNING MOVEMENTS OFF VAN BUREN



2017 - 2021 INTERSECTION CRASHES

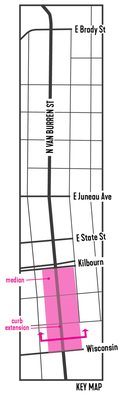


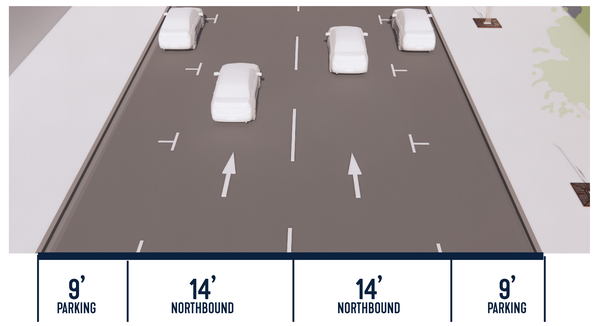
SPEED DISTRIBUTION CHART

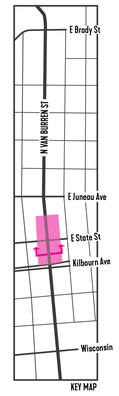


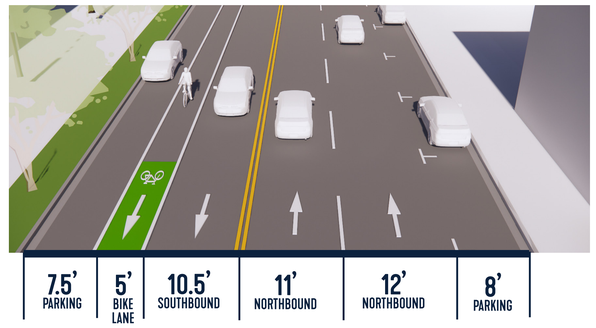
PLEASANT TO BRADY

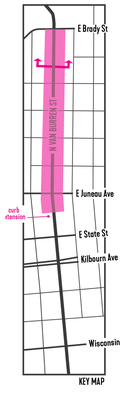
EXISTING CONDITIONS

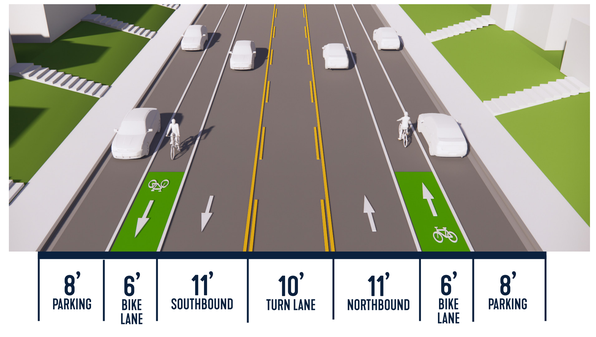












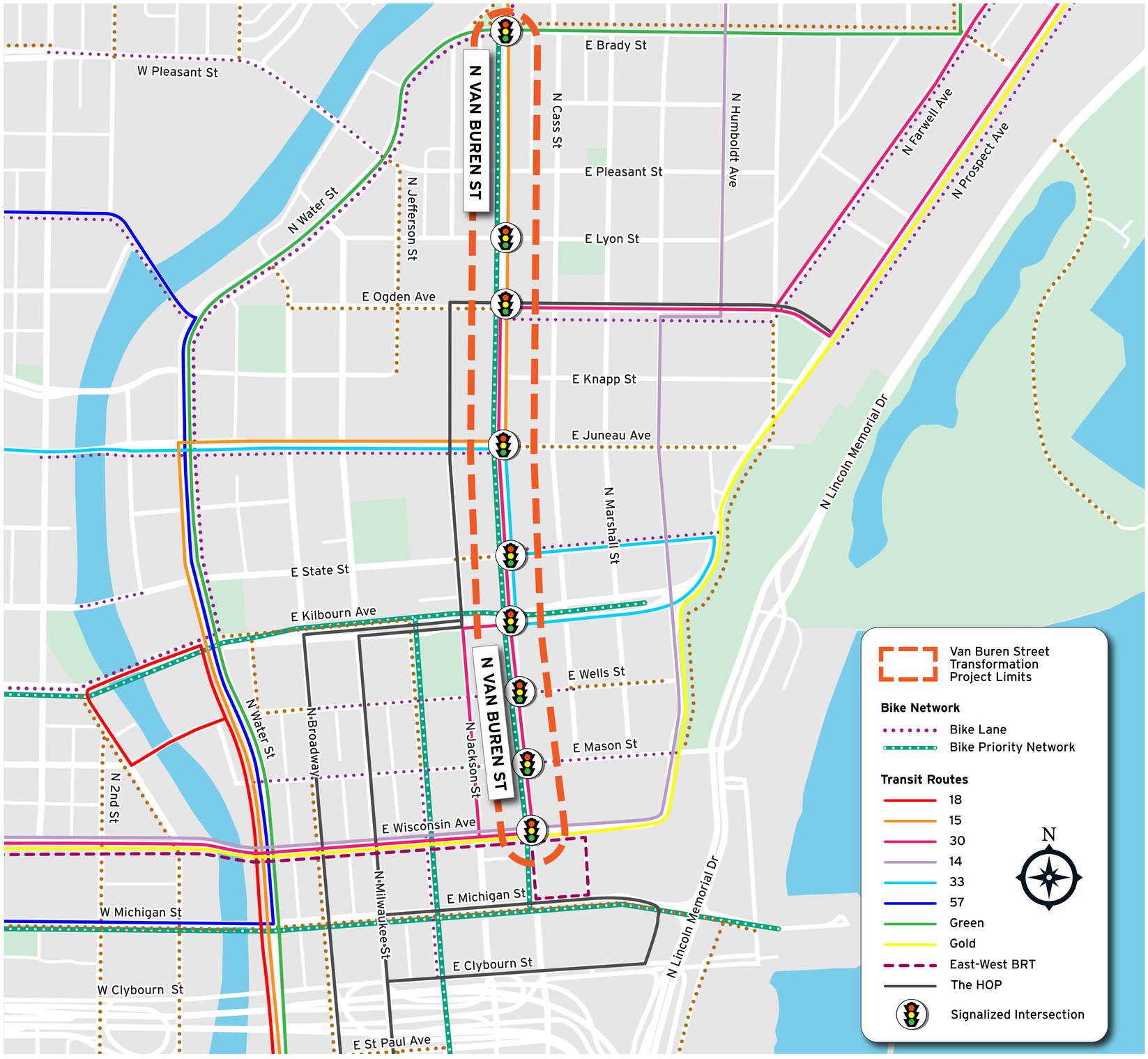
Want to find out more?

City of Milwaukee

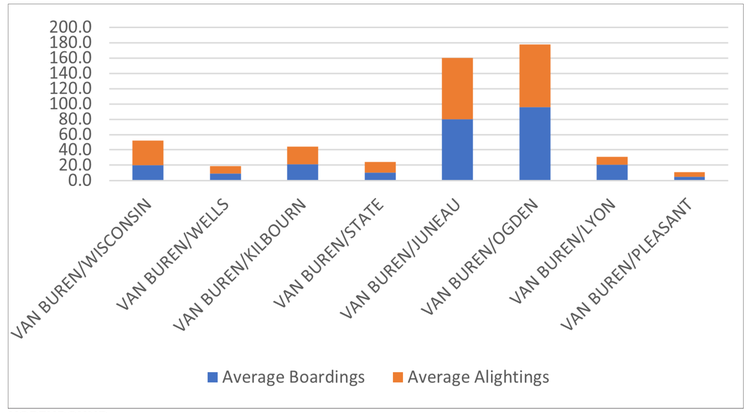
VAN BUREN STREET TRANSFORMATION PROJECT

MULTIMODAL TRANSPORTATION

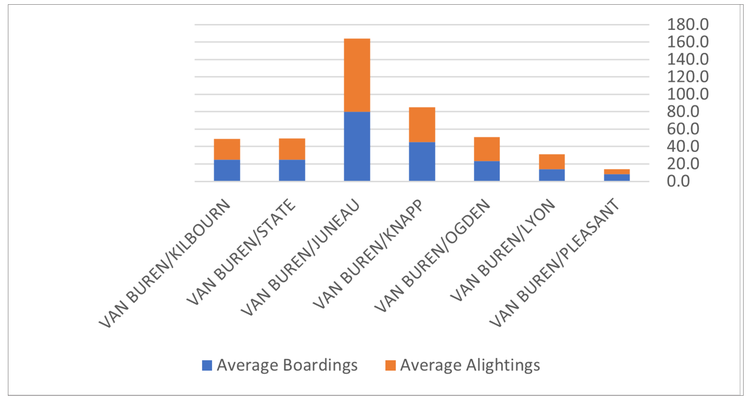
TRANSIT MAP



MCTS BOARDINGS AND ALIGHTINGS



NORTHBOUND



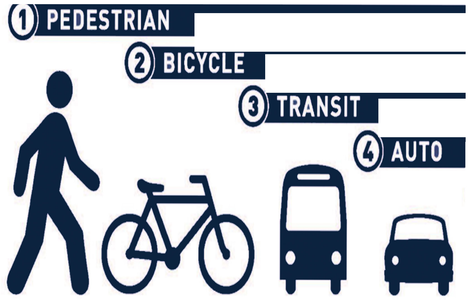
SOUTHBOUND

City of Milwaukee

VAN BUREN STREET TRANSFORMATION PROJECT

MAJOR TRANSFORMATION

PROPOSED MODAL HIERARCHY



When designing new improvements to a corridor it is important to establish a "modal hierarchy." The modal hierarchy ranks different user types – pedestrians, transit services, bicyclists and vehicles – based on the unique needs of the corridor and the vulnerability of those users. It establishes a benchmark for design trade-offs between modes if required, and prioritizes safety improvements for the most vulnerable users, typically pedestrians and bicyclists.

The above modal hierarchy has been proposed for this project. Please let us know if you concur, or how you might change it?

- With many residences , jobs, and institutions along Van Buren, accommodating pedestrians is important.
- Van Buren has been identified as a corridor where drivers are frequently speeding. Making safety improvements for everyone is important, but especially for pedestrians and cyclists which suffer much more serious injuries as speed increases.
- The City of Milwaukee has identified Van Buren as an important bicycle connection that will tie into the future lanes on Kilbourn and at Wells.
- Van Buren is an important transit corridor and connects to The Hop and new BRT on Wisconsin.

PRECEDENTS (PEDESTRIAN AND BICYCLIST SAFETY IMPROVEMENTS)



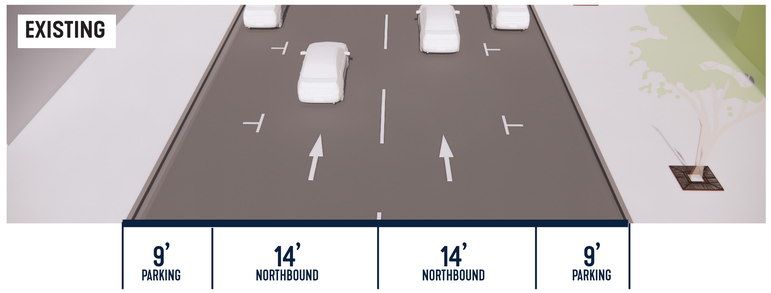


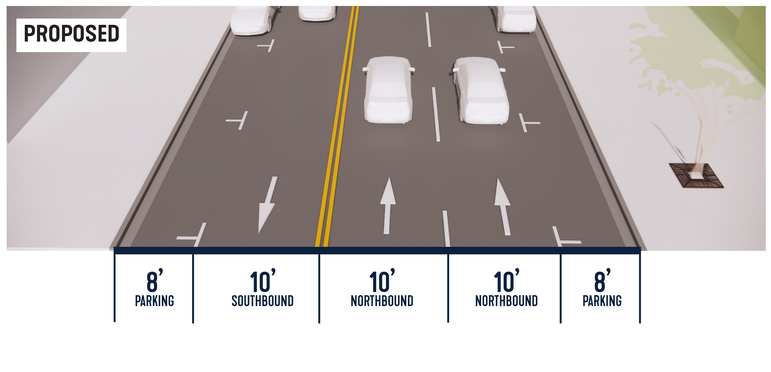




PROPOSED CONVERSION FROM ONE-WAY TO TWO-WAY:

WISCONSIN - KILBOURN





Having streets accommodate two-way vs one-way traffic when feasible often improves connectivity, reduces speeds, and supports economic development. It also creates more intuitive wayfinding and provides better local access.

Van Buren is currently one-way northbound south of Kilbourn. Converting this section to two-way will allow the 30 bus to traverse Van Buren in both directions and connect to the BRT stop on Wisconsin, something it could not do in the southbound direction without this change.

Two lanes are proposed in the northbound direction and one in the southbound direction between Wisconsin and Wells, reflecting current traffic volumes.

PRECEDENTS (TWO-WAY CONVERSION)



BEFORE CONVERSION



AFTER CONVERSION

PROPOSED PROTECTED BIKE LANES WITH LANE REDUCTION





Right sizing streets to meet their vehicular travel demands can bring a host of improvements to corridors, including:

- Reducing speeds and reckless driving
- Making space to accommodate bicycle lanes and pedestrian safety improvement.
- Prioritize the movement of transit along the corridor and improving bus stops

Given existing traffic volumes Van Buren can be reduced to one lane in each direction with left and/or right turn lanes to accommodate heavy turning movements where needed.

Van Buren has also been identified by the city as a low-stress protected bike lane route, making important connections to bike lanes at Juneau and over the river, and to proposed protected bike lanes at Kilbourn and Wells. There are two potential configurations of protected bike lanes, a curb-adjacent lane on either side off the street or a two-way curb-adjacent bicycle lane on one side or the other.

PRECEDENTS (BIKE LANES)



BEFORE



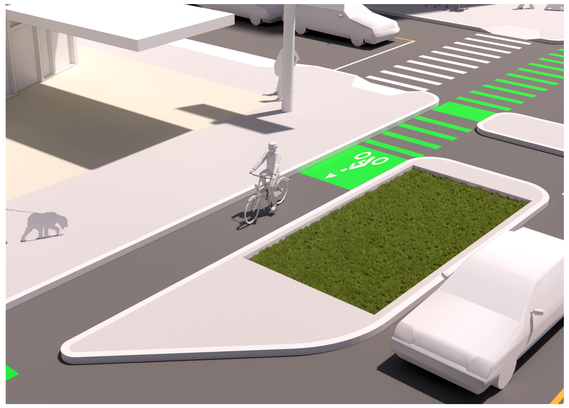
AFTER

POTENTIAL IMPROVEMENTS CONSIDERED FOR CORRIDOR. NOT ALL FEATURES SHOWN WILL BE BUILT, AND THE SCOPE, SCALE AND QUANTITY OF IMPROVEMENTS WILL BE DEPENDENT ON BUDGET AND UTILITY CONFLICTS.

City of Milwaukee

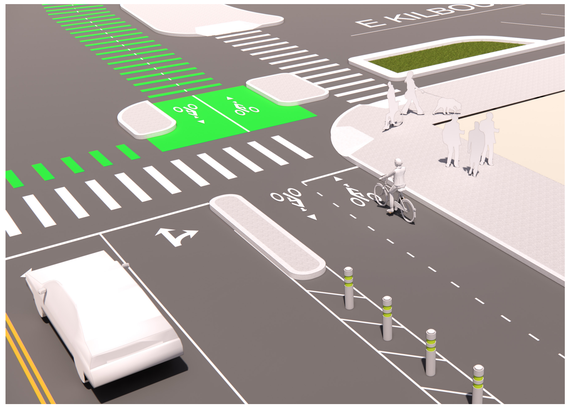
VAN BUREN STREET TRANSFORMATION PROJECT

TYPES OF COMPLETE STREET IMPROVEMENTS



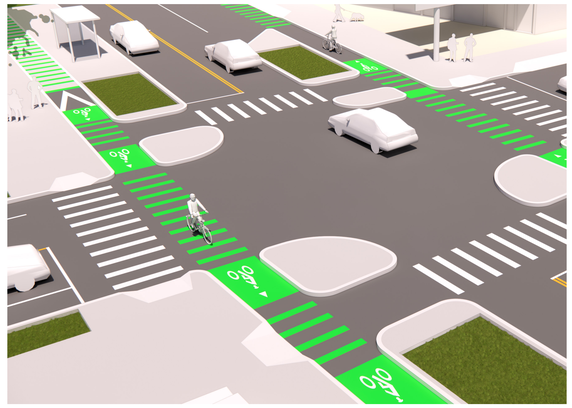
PROTECTED BIKE LANES

Description
- Protected bike lanes have raised curb or some other vertical treatment to separate them from vehicular lanes or traffic.
- Protected bike lanes also provide an added buffer between vehicular and pedestrian space.



TWO-WAY PROTECTED BIKE LANES

Description
- Two-way bike lanes are physically separated cycle tracks that allow bicycle movement in both directions on one side of the road.
- Two-way cycle tracks share some of the same design characteristics as one-way cycle tracks, but may require additional considerations at driveway and side-street crossings.



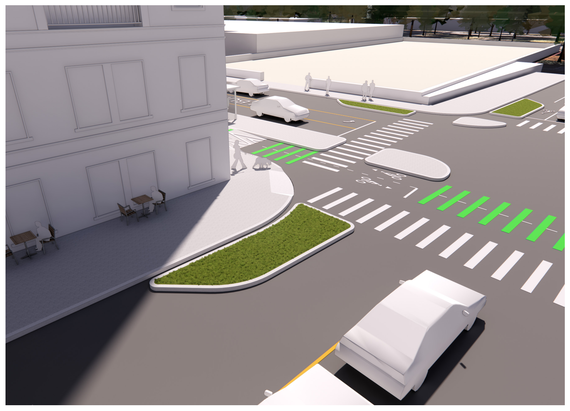
PROTECTED INTERSECTIONS

Description
- Provide physical protection of the bike lane through intersections to slow motorist turning speeds and give priority to bicyclists through the intersection.
- Protected intersections create intuitive crossings, more predictable movements, and better visibility between people on bikes and people driving.



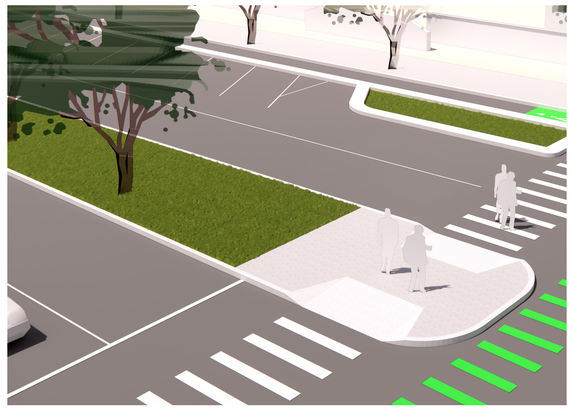
CURB EXTENSIONS

Description
- Decreases the crosswalk distance for pedestrians, which increases safety.
- Marks the transition to a slower speed street.
- Creates more pedestrian spaces.
- Slows motor vehicle turns



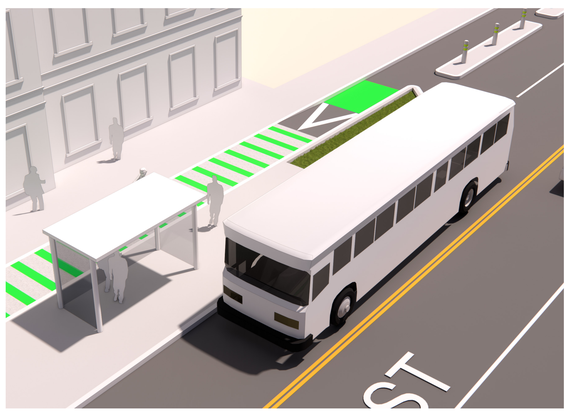
FLOATING BUMP OUTS

Description
- Located at the mouth of an intersection.
- Decreases the crosswalk distance for pedestrians, which increases safety.
- Marks the transition to a slower speed street.
- Creates more pedestrian spaces.
- Slows motor vehicle speeds.
- Built on top of existing pavement to minimize cost and impacts to the existing curb.



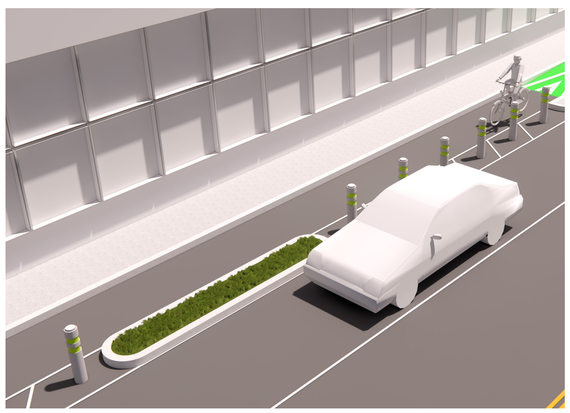
PEDESTRIAN REFUGE ISLANDS

Description
- A median with protected pedestrian space along the crosswalk.
- Provides safety while crossing a multi-lane or wide street.



BUS BULB WITH RAISED PROTECTED BIKE LANE AND IN-LANE BUS BOARDING

Description
- Protected curb extension typically the width of the street parking, to allow in-lane bus boarding.
- Helps buses move faster and more reliably by decreasing the amount of time lost merging in and out of traffic.
- The protected bike lane is positioned between the sidewalk and the bus bulb, eliminating conflicts between people on bikes and busses.
- The bike lane can be street level or raised to sidewalk level.



PROTECTED BIKE LANE WITH FLOATING PARKING LANE

Description
- The parking lane is moved away from the curb and maintains the same relationship between the parked vehicle and the travel lanes.
- The parked cares provide a barrier to protect cyclists
- A minimum of a 3' buffer is between the parked cars and the bike lanes to allow for passengers to safely exit their vehicles
- The bufer can be painted, have bollards, and/or raised concrete curbs

PLACE A DOT FOR THE IMPROVEMENTS YOU LIKE AND SHARE YOUR THOUGHTS.

POTENTIAL IMPROVEMENTS CONSIDERED FOR CORRIDOR. NOT ALL FEATURES SHOWN WILL BE BUILT, AND THE SCOPE, SCALE AND QUANTITY OF IMPROVEMENTS WILL BE DEPENDENT ON BUDGET AND UTILITY CONFLICTS.

City of Milwaukee

VAN BUREN STREET TRANSFORMATION PROJECT

OPTION 1 | ONE -WAY PROTECTED BIKE LANE

WISCONSIN - WELLS (46' WIDTH)



8' PARKING	10' SOUTHBOUND	10' NORTHBOUND	10' NORTHBOUND	8' PARKING

WELLS - KILBOURN (46' WIDTH)



6.5' PROTECTED BIKE LANE	3'	8' PARKING	10' SOUTHBOUND	10' NORTHBOUND	2'	6.5' PROTECTED BIKE LANE

KILBOURN - STATE (54' WIDTH)



6' PROTECTED BIKE LANE	3'	8' PARKING	10' SOUTHBOUND	10' NORTHBOUND	8' PARKING/ FLOATING BUS ISLAND	3'	6' PROTECTED BIKE LANE

STATE - BRADY (60' WIDTH)



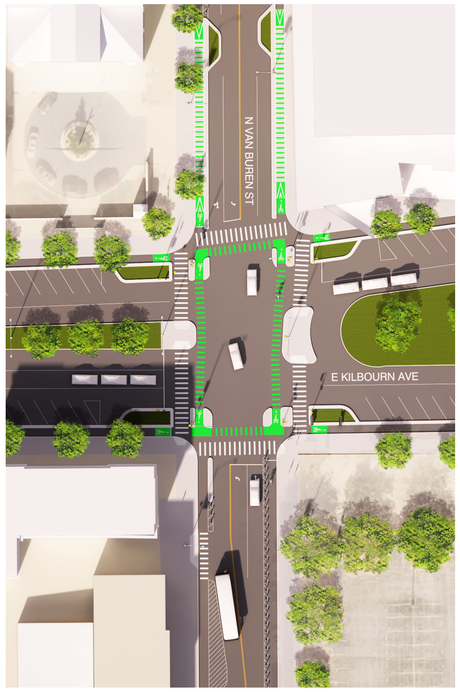
7' PROTECTED BIKE LANE	4'	9' PARKING	10' SOUTHBOUND	10' NORTHBOUND	9' PARKING/POTENTIAL FLOATING BUS ISLAND	4'	7' PROTECTED BIKE LANE

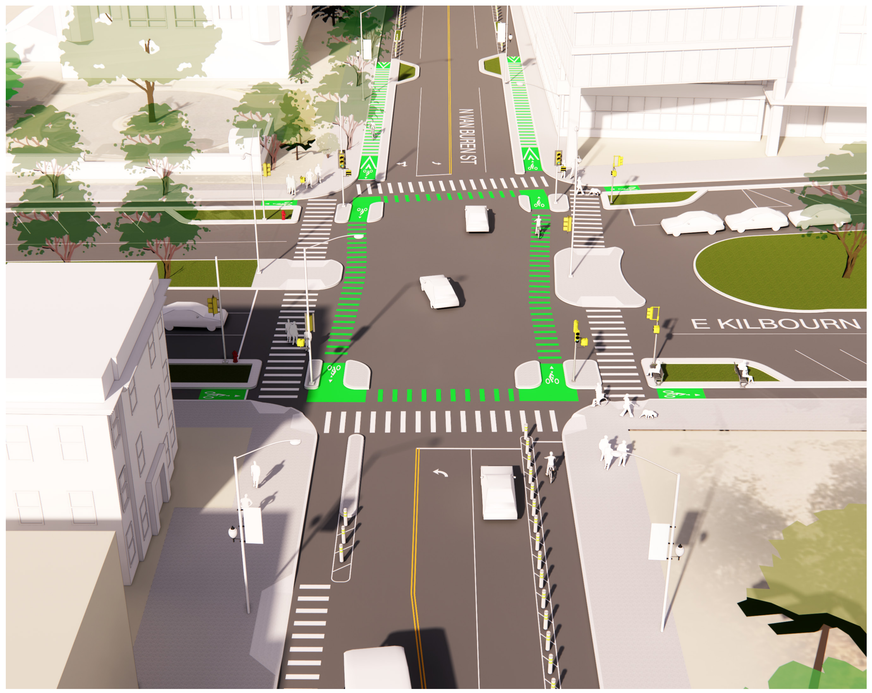
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City of Milwaukee

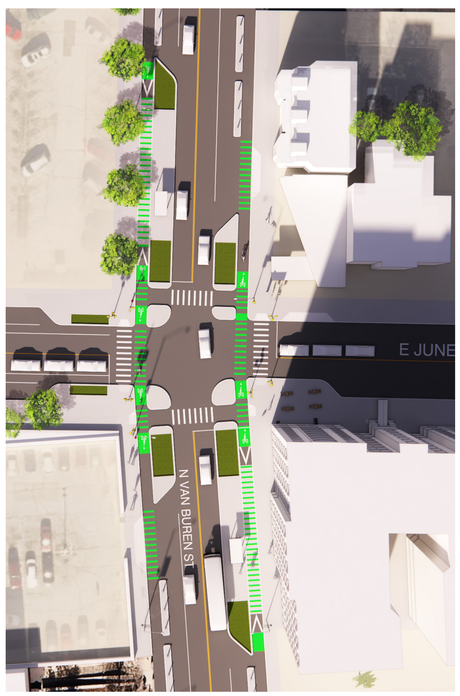
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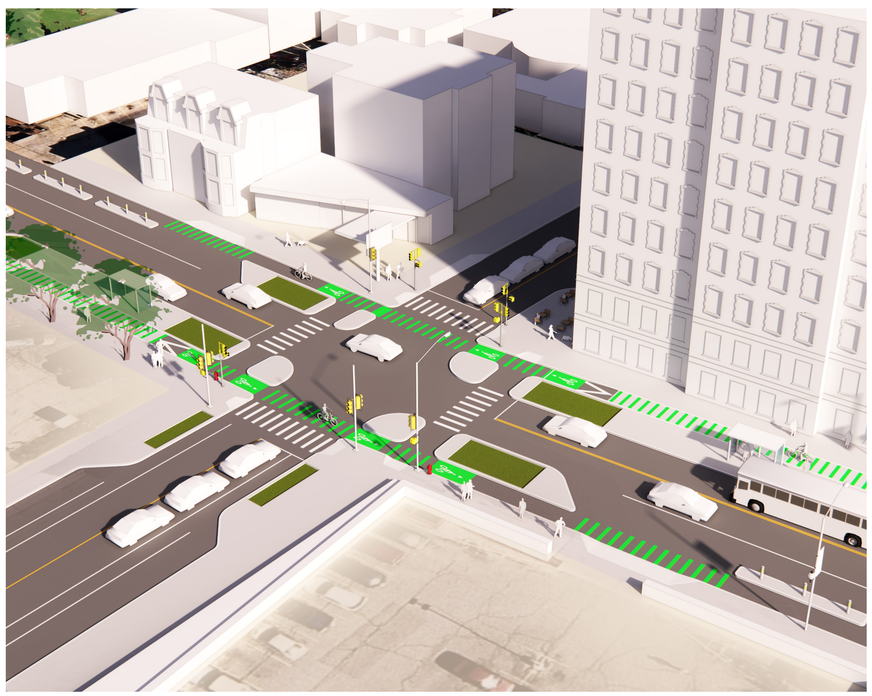
OPTION 1 | ONE-WAY PROTECTED BIKE LANE



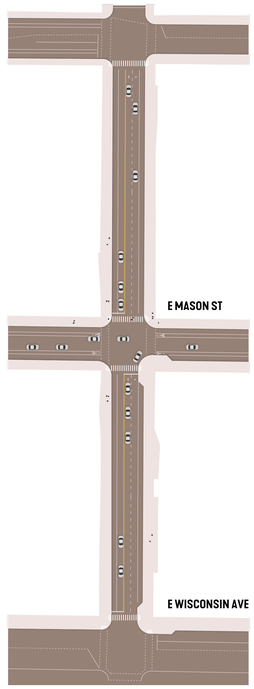


KILBOURN AVE INTERSECTION

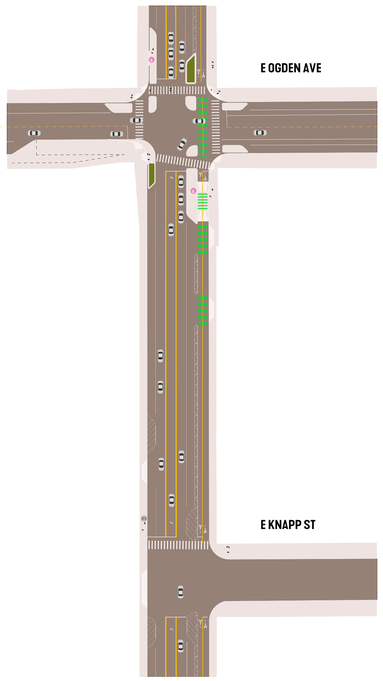




JUNEAU ST INTERSECTION



PLAN OF WISCONSIN TO WELLS



PLAN OF JUNEAU TO OGDEN

KEY ELEMENTS

- One-way protected bike lanes.
- Two-way conversion between Kilbourn and Wisconsin.
- Bike lanes end at Wells to transition over to Jefferson Street.
- "Floating" parking lane north of Wells.

POTENTIAL IMPROVEMENTS CONSIDERED FOR CORRIDOR. NOT ALL FEATURES SHOWN WILL BE BUILT, AND THE SCOPE, SCALE AND QUANTITY OF IMPROVEMENTS WILL BE DEPENDENT ON BUDGET AND UTILITY CONFLICTS.

City of Milwaukee

VAN BUREN STREET TRANSFORMATION PROJECT

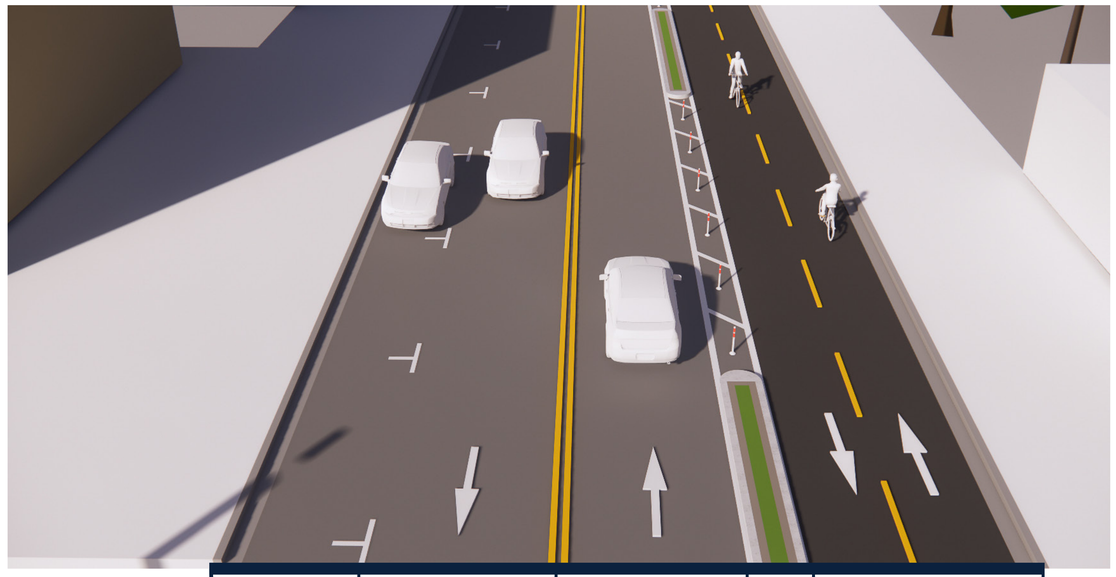
OPTION 2 | TWO-WAY PROTECTED BIKE LANE

WISCONSIN - WELLS (46' WIDTH)



8'	10'	10'	10'	8'
PARKING	SOUTHBOUND	NORTHBOUND	NORTHBOUND	PARKING

WELLS - KILBOURN (46' WIDTH)



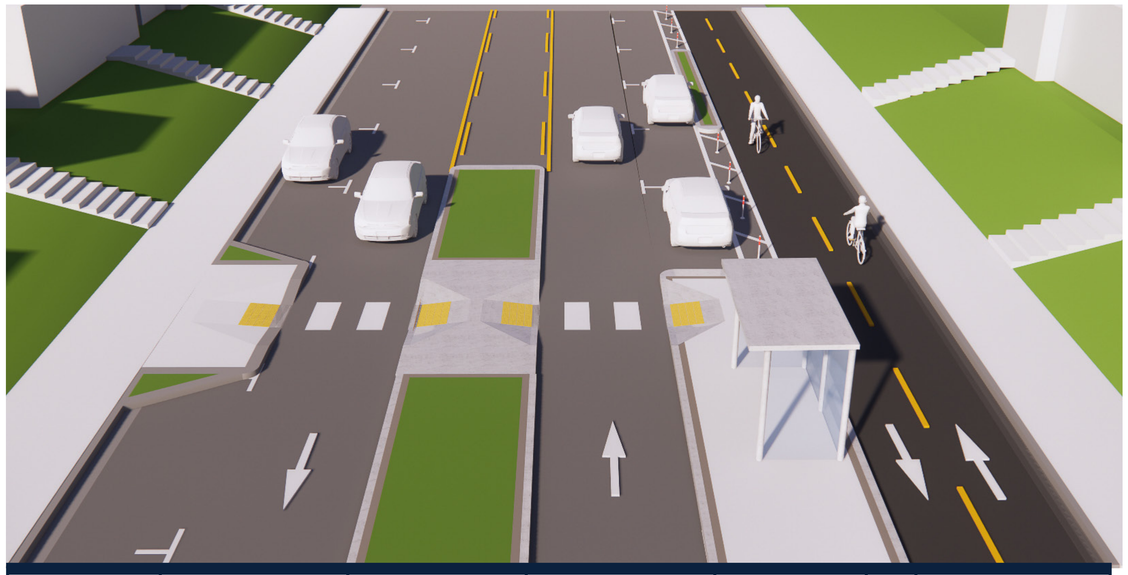
9'	11'	11'	3'	12'
PARKING	SOUTHBOUND	NORTHBOUND		TWO-WAY PROTECTED BIKE LANE

KILBOURN - STATE (54' WIDTH)



9'	10'	10'	9'	5'	11'
PARKING	SOUTHBOUND	NORTHBOUND	PARKING/ FLOATING BUS ISLAND		TWO-WAY PROTECTED BIKE LANE

STATE - BRADY (60' WIDTH)



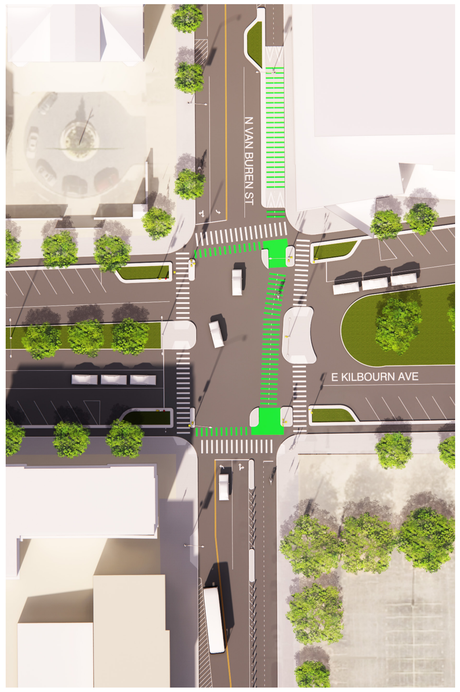
8'	10'	10'	10'	8'	3'	11'
PARKING	SOUTHBOUND	PEDESTRIAN ISLAND / CROSSING	NORTHBOUND	PARKING/POTENTIAL FLOATING BUS ISLAND		TWO- WAY PROTECTED BIKE LANE

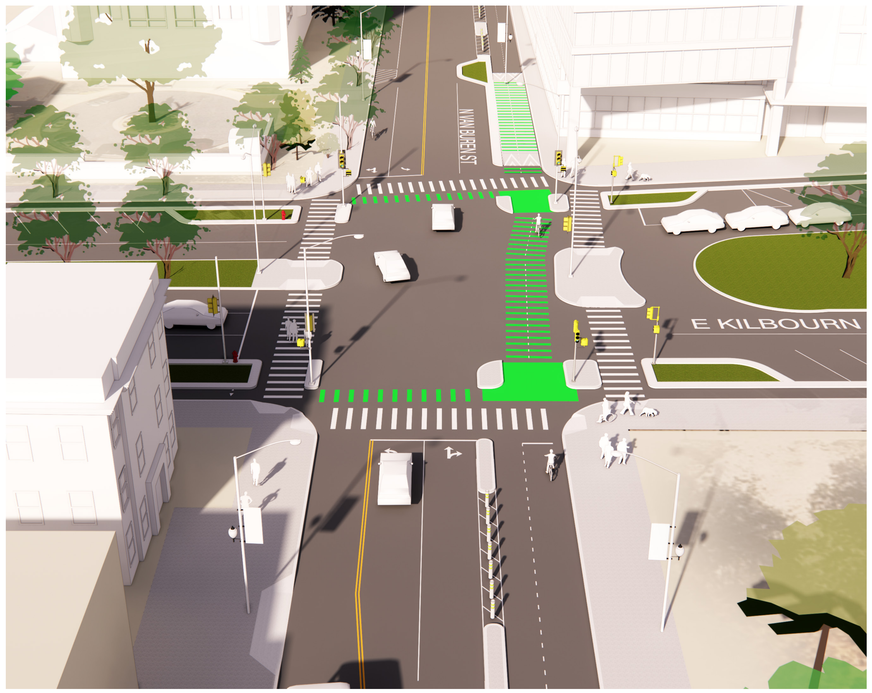
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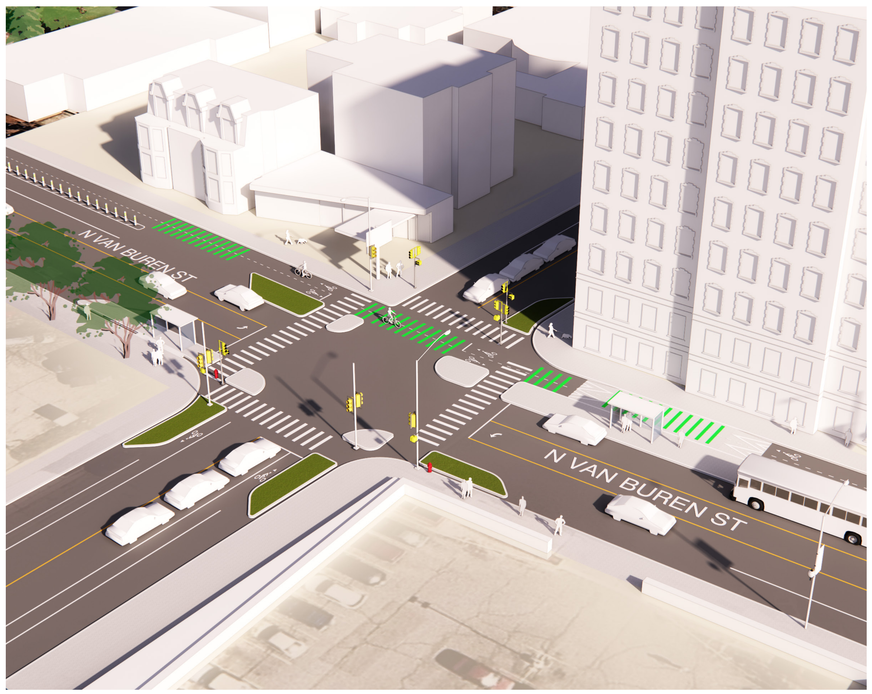
OPTION 2 | TWO-WAY PROTECTED BIKE LANE



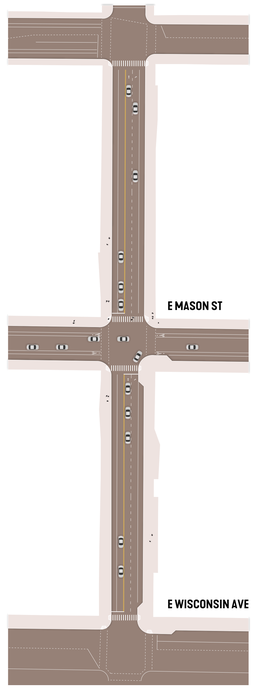


KILBOURN AVE INTERSECTION

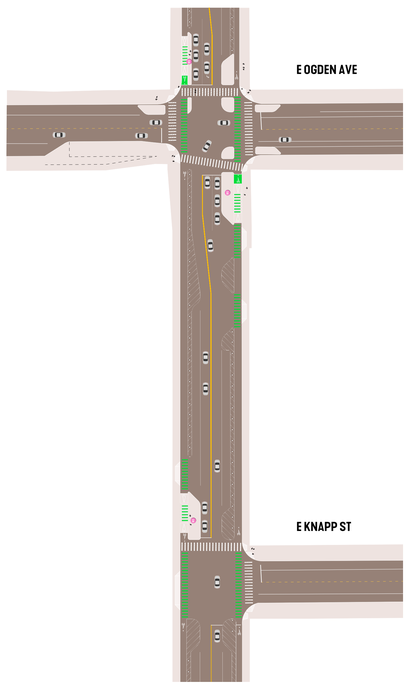




JUNEAU ST INTERSECTION



PLAN OF WISCONSIN TO WELLS



PLAN OF JUNEAU TO OGDEN

KEY ELEMENTS

- Two-way protected bike lane on east side of street.
- Two-way conversion between Kilbourn and Wisconsin
- Bike lanes end at Wells where they connect to future east-west bike lanes.
- Curb adjacent parking on the west and floating parking lanes on the east side.

POTENTIAL IMPROVEMENTS CONSIDERED FOR CORRIDOR. NOT ALL FEATURES SHOWN WILL BE BUILT, AND THE SCOPE, SCALE AND QUANTITY OF IMPROVEMENTS WILL BE DEPENDENT ON BUDGET AND UTILITY CONFLICTS.

City of Milwaukee