



LAKE DRIVE (WIS 32)

EDGEWOOD AVENUE TO KENSINGTON BOULEVARD

VILLAGE OF SHOREWOOD
MILWAUKEE COUNTY



PUBLIC INVOLVEMENT
MEETING #3

JANUARY 26, 2023

INTRODUCTIONS

LAKE DRIVE TEAM



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MEETING FORMAT



4:00 - 5:00 P.M. (VIRTUAL)

- Presentation
- Open Discussion



5:00 - 7:00 P.M. (IN-PERSON)

- Presentation
- One-on-one discussion

MEETING AGENDA

- Project overview
- Preferred alternative
- Additional project components
- Results of 2nd public meeting
- Village board coordination
- Schedule
- Discussion



PROJECT OVERVIEW

LAKE DRIVE (WIS 32)

LIMITS: EDGEWOOD AVENUE TO KENSINGTON BOULEVARD

LENGTH: 1.3 MILES

REASONS FOR THE PROJECT

- ADDRESS DETERIORATING PAVEMENT CONDITIONS
- IMPROVE BICYCLE & PEDESTRIAN ACCOMMODATIONS
- REPLACE AGING MUNICIPAL UNDERGROUND FACILITIES



PROJECT OVERVIEW

PROPOSED IMPROVEMENTS

- PAVEMENT REPLACEMENT
- CURB & GUTTER REPLACEMENT
- CURB RAMP IMPROVEMENTS
- ADD BICYCLE LANES
- REPLACE TRAFFIC SIGNAL AT CAPITOL DRIVE
- UPGRADE STREET LIGHTING
- VILLAGE FUNDED UTILITY IMPROVEMENTS

CONSTRUCTION COST ESTIMATE

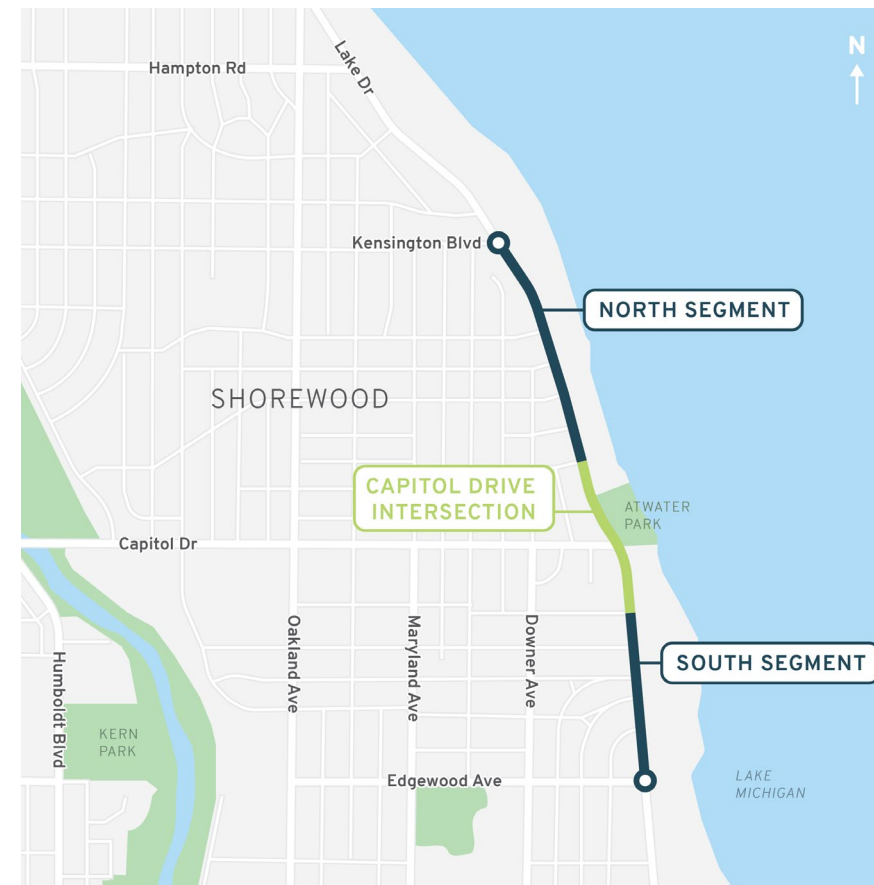
- \$8M TO \$9M
- COST SHARE AGREEMENT
 - DRIVING LANES PAID BY FEDERAL/STATE FUNDS
 - PARKING LANES PAID BY VILLAGE FUNDS



PREFERRED ALTERNATIVE

NORTH & SOUTH SEGMENTS

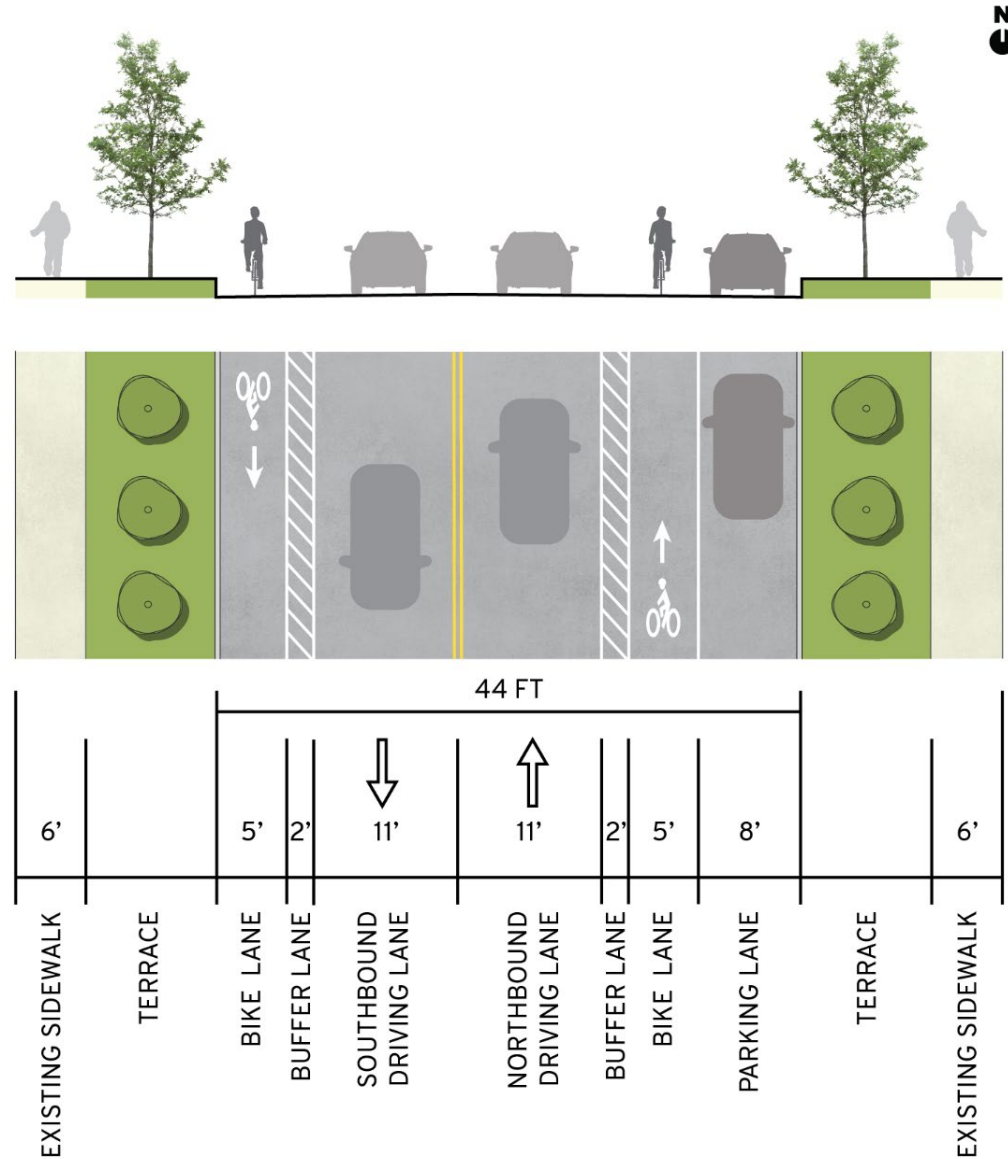
- JARVIS STREET TO KENSINGTON BOULEVARD
- EDGEWOOD AVENUE TO SHOREWOOD BOULEVARD
 - Buffered 5-Foot Bike Lane (Parking at Curb)



PREFERRED ALTERNATIVE

NORTH & SOUTH SEGMENTS

- **BUFFERED 5-FOOT BIKE LANE (PARKING AT CURB)**
 - 11-foot vehicular lanes
 - 5-foot bicycle lanes
 - 2-foot buffered protection separating bicyclists & vehicular traffic
 - Bike lane located between northbound vehicular lane and parking lane
 - 8-foot parking lane along northbound curb
 - No parking along southbound curb



PREFERRED ALTERNATIVE

CAPITOL DRIVE INTERSECTION SEGMENT

- SHOREWOOD BOULEVARD TO APPROXIMATELY 500-FEET NORTH OF CAPITOL DRIVE

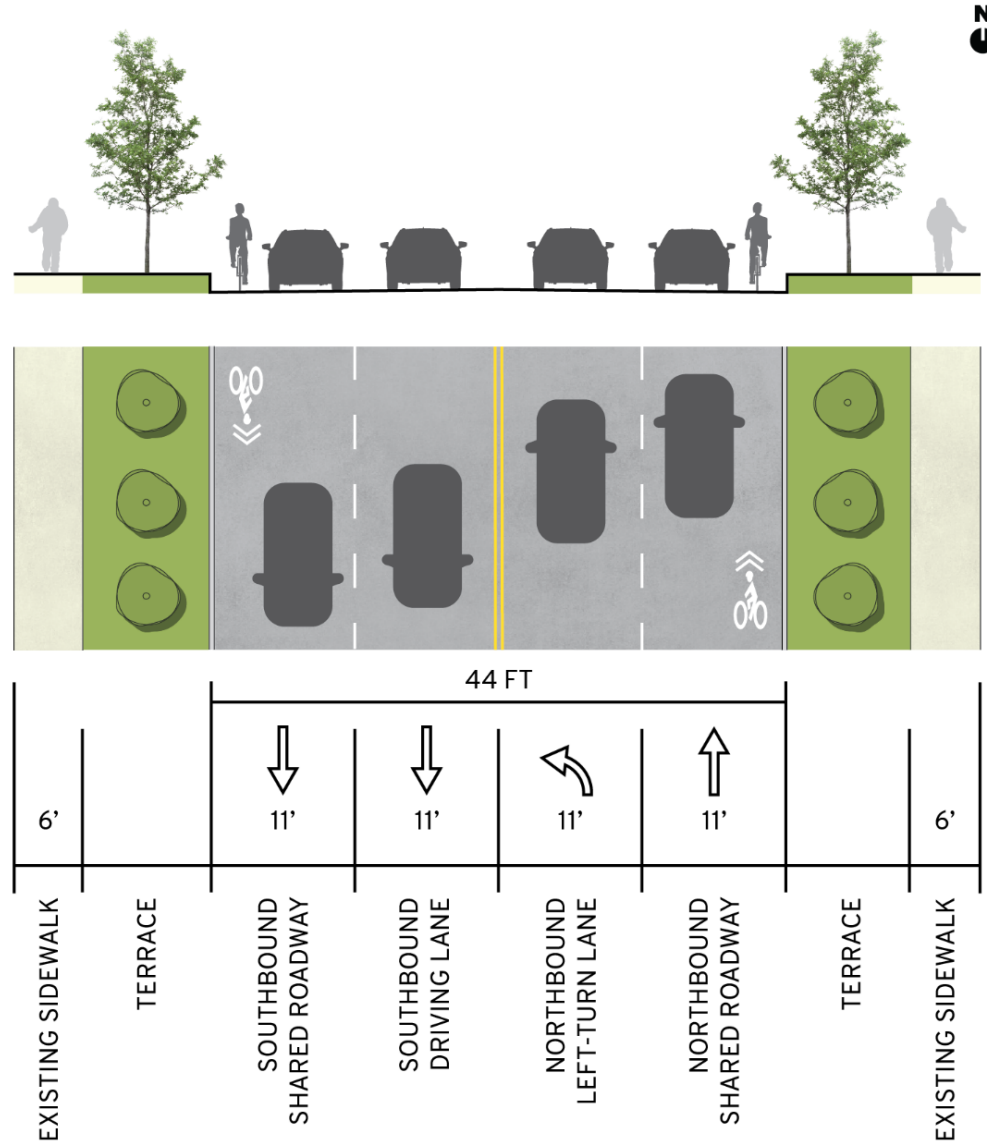


PREFERRED ALTERNATIVE

CAPITOL DRIVE INTERSECTION SEGMENT

SHOREWOOD BOULEVARD TO CAPITOL DRIVE

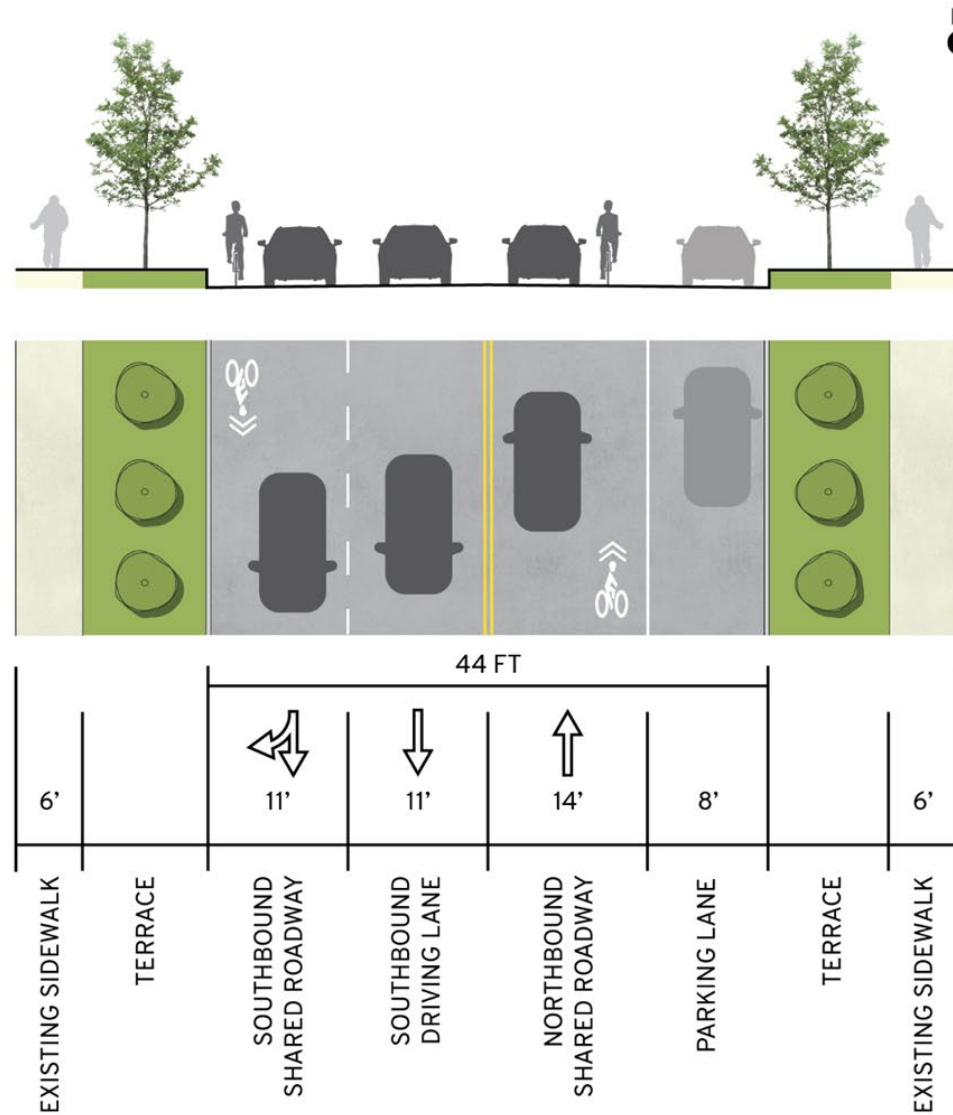
- Shared roadway
- 11-foot vehicular lanes
- Two southbound lanes
- One northbound left-turn lane
- One northbound through lane



PREFERRED ALTERNATIVE

CAPITOL DRIVE INTERSECTION SEGMENT

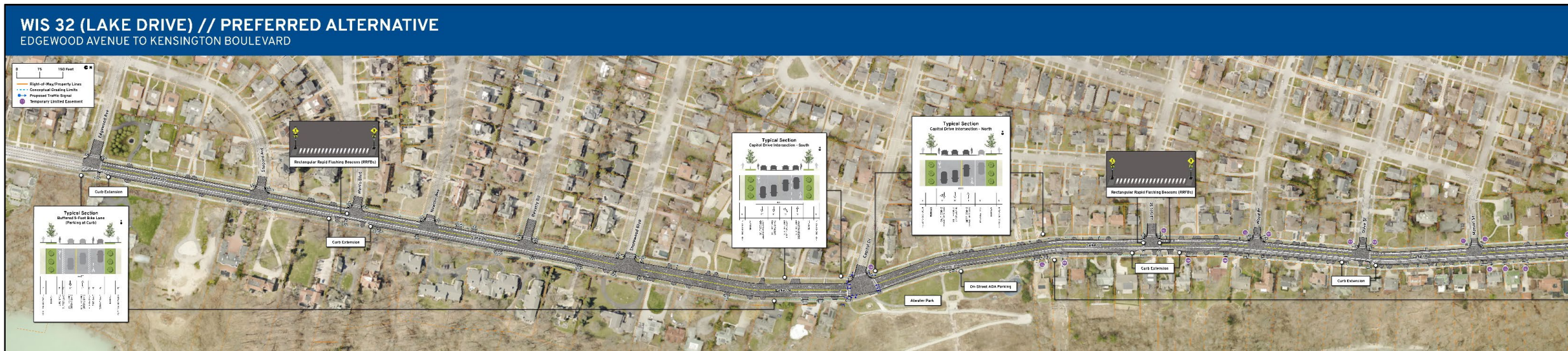
- CAPITOL DRIVE TO APPROXIMATELY 500- FEET NORTH OF CAPITOL DRIVE
 - Shared roadway
 - Two 11-foot southbound lanes
 - One 14-foot northbound through lane
 - One 8-foot northbound parking lane



PREFERRED ALTERNATIVE

PLAN VIEW EXHIBITS

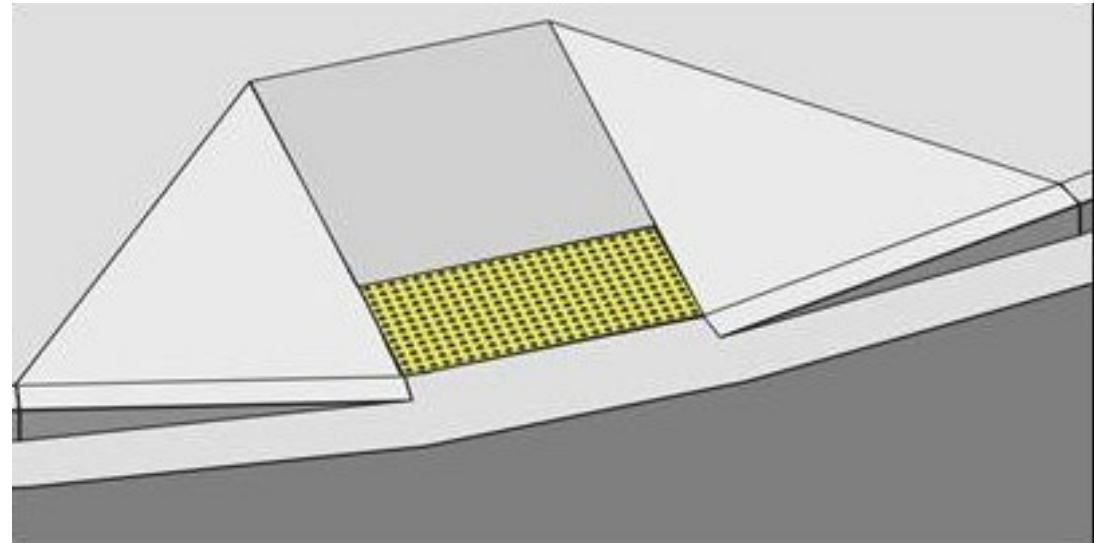
- Available at in-person meeting
- Posted to project website following the meeting
- Include initial grading limits & easements



ADDITIONAL PROJECT COMPONENTS

PEDESTRIAN SAFETY ENHANCEMENTS

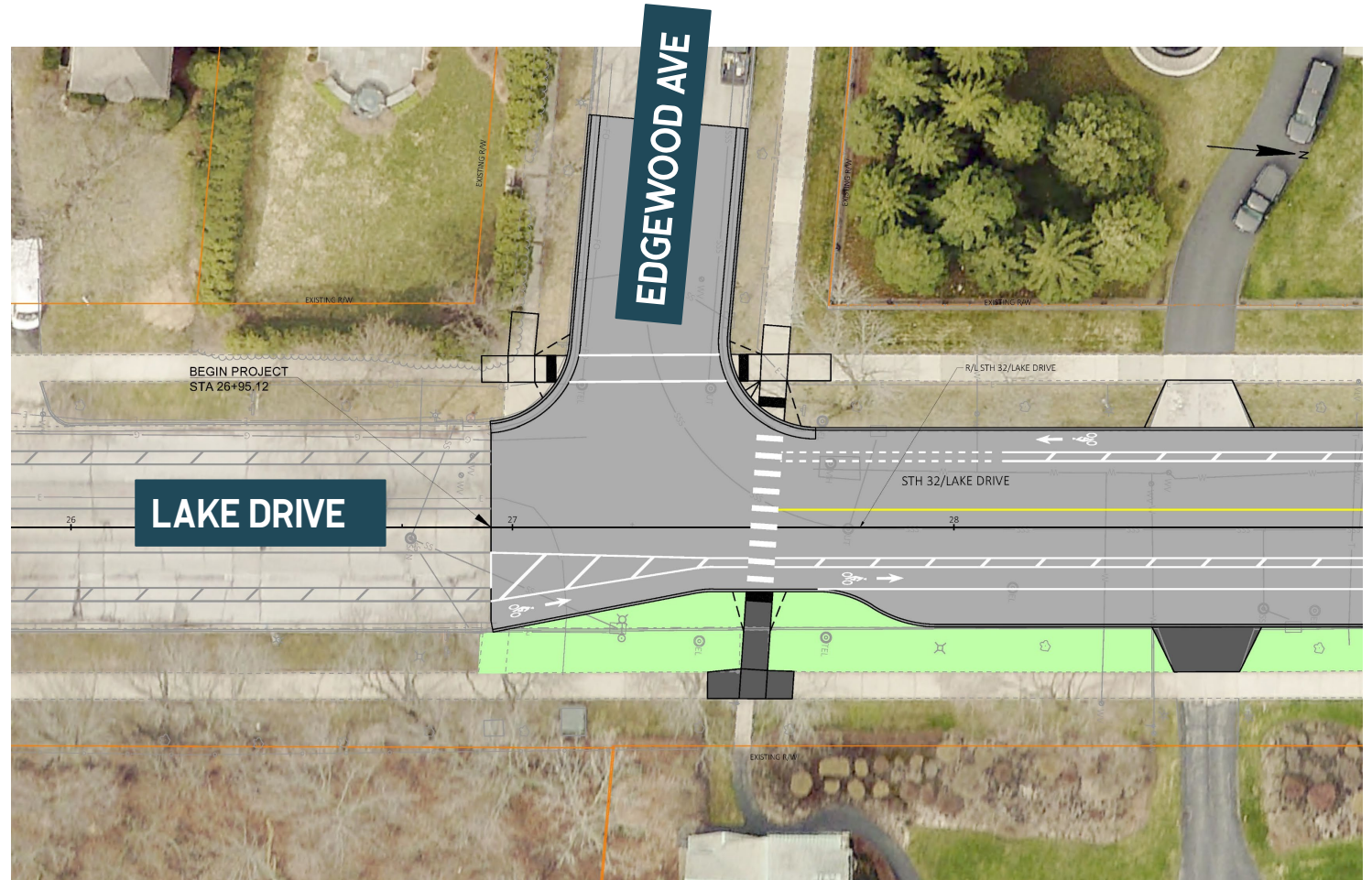
- ADA CURB RAMPS AT ALL INTERSECTIONS
- EAST-WEST CROSSWALKS
- HIGH VISIBILITY MARKINGS
- CURB EXTENSIONS (BUMP-OUTS)
 - 5 locations
 - Edgewood Avenue
 - Menlo Boulevard – with RRFBs (1)
 - Jarvis Street – with RRFBs (2)
 - Olive Street
 - Kensington Boulevard



ADDITIONAL PROJECT COMPONENTS

EDGEWOOD AVENUE

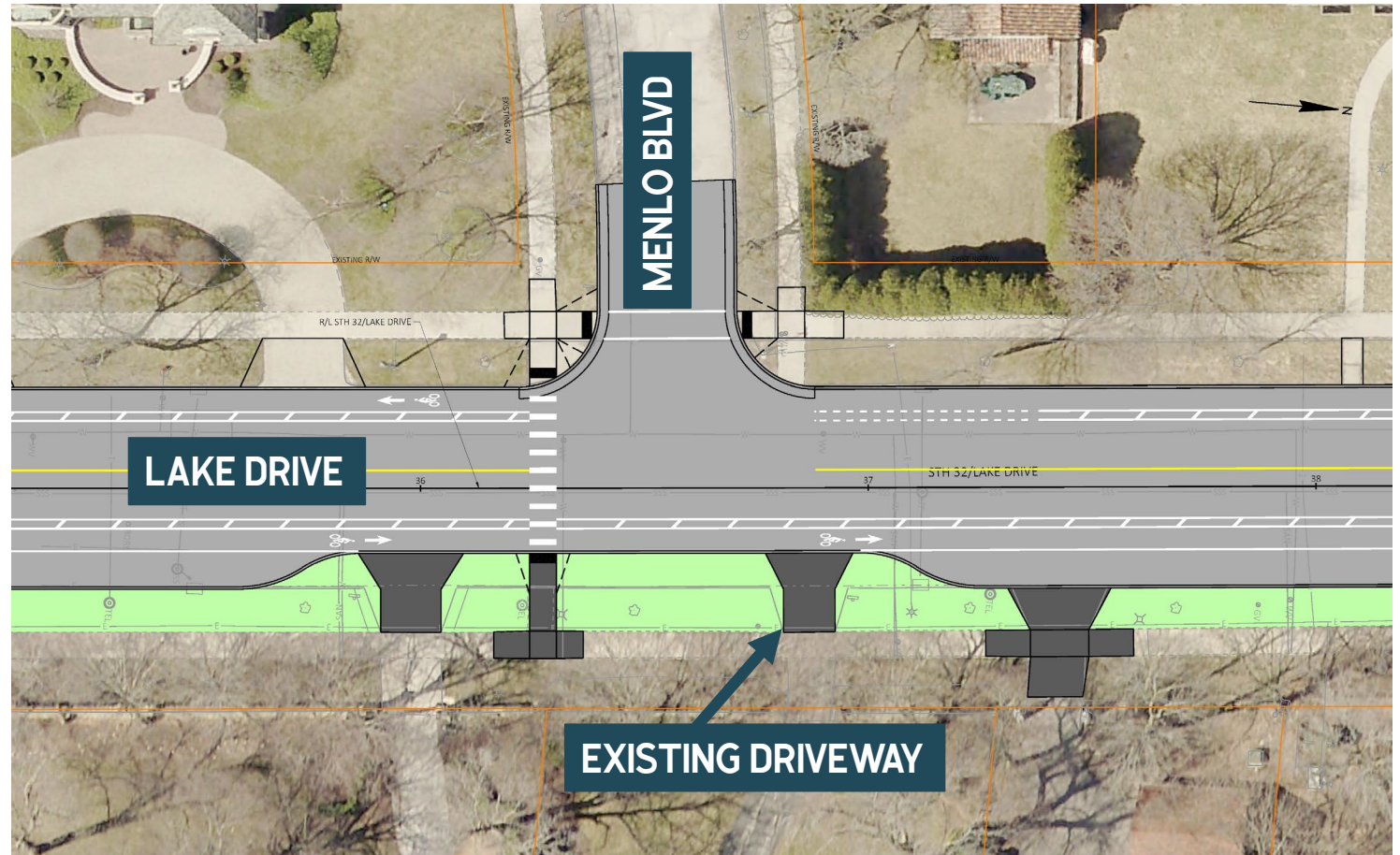
- Curb extension
- Flexibility to transition between Milwaukee & Village typical sections



ADDITIONAL PROJECT COMPONENTS

MENLO BOULEVARD

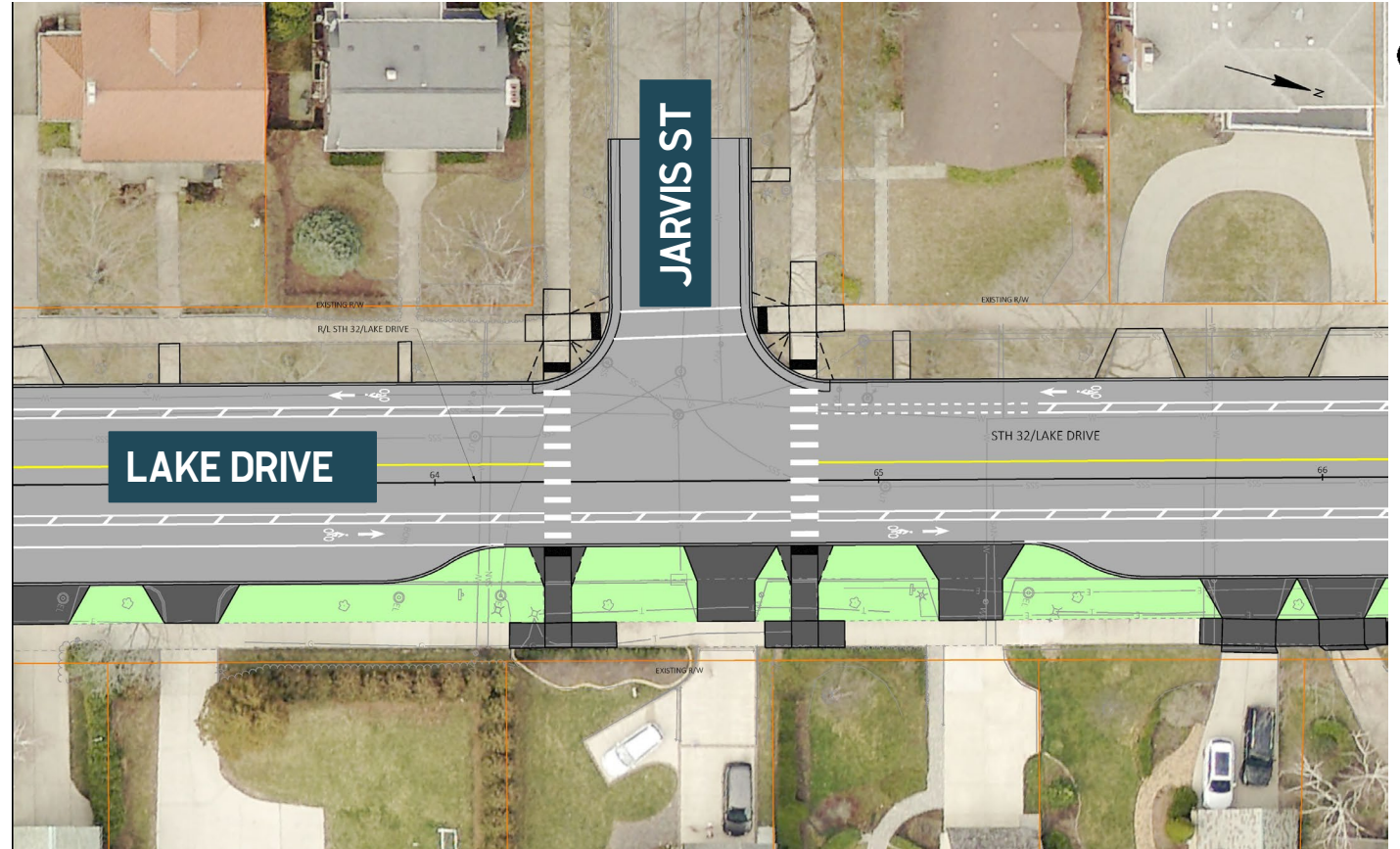
- Curb extension
- Rectangular Rapid Flashing Beacons (RRFBs) – 1 set
- Leads to Nature Preserve
- ~Halfway between Edgewood Avenue & Capitol Drive
- Recommended in Village's Transportation & Parking Analysis from January 2020
- Northern crossing not proposed due to driveway



ADDITIONAL PROJECT COMPONENTS

JARVIS STREET

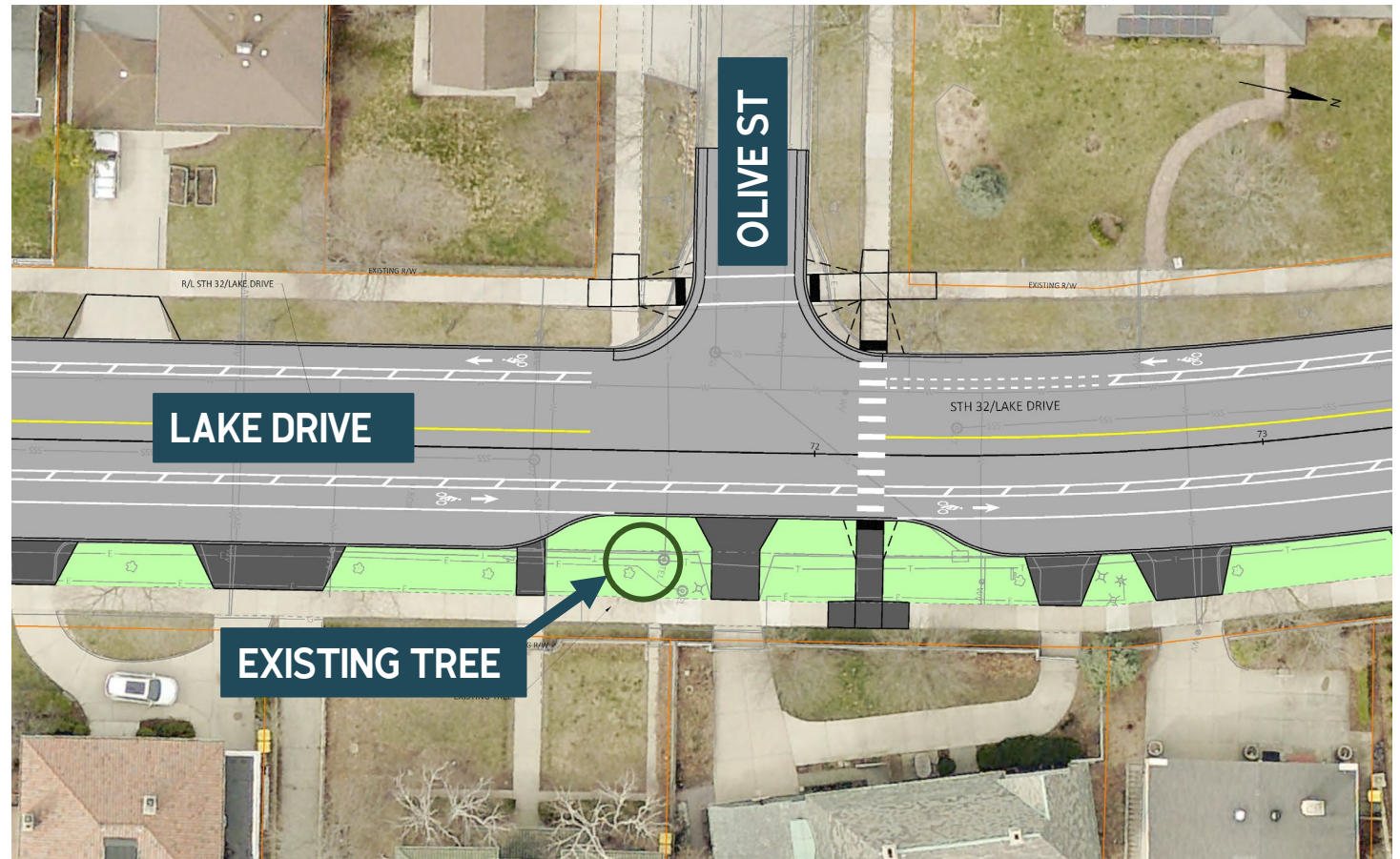
- Curb extension
- Rectangular Rapid Flashing Beacons (RRFBs) – 2 sets
- Located at Atwater Park
- Recommended in Village's Transportation & Parking Analysis from January 2020



ADDITIONAL PROJECT COMPONENTS

OLIVE STREET

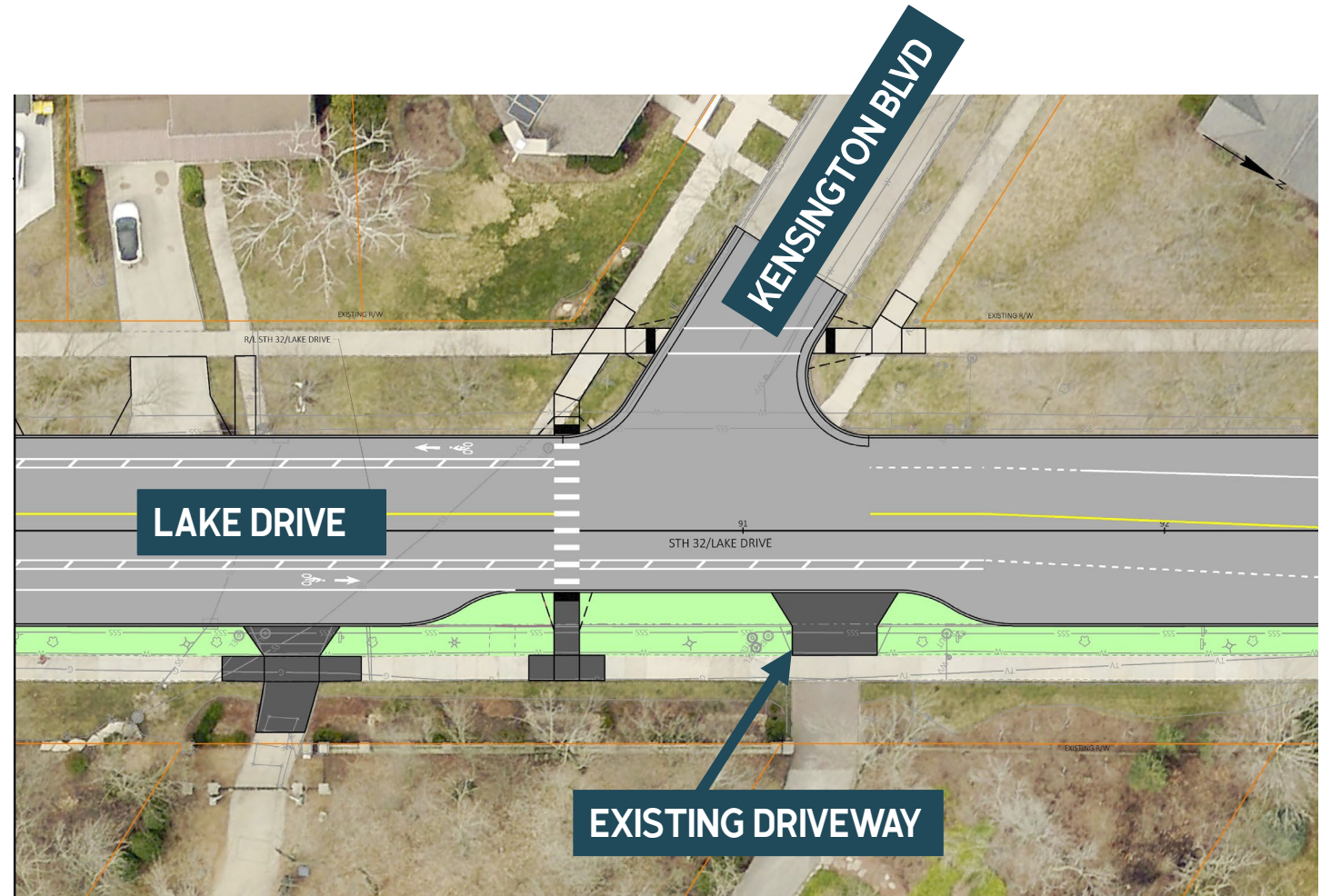
- Curb extension
- Near Atwater Park
- Southern crossing not proposed due to tree



ADDITIONAL PROJECT COMPONENTS

KENSINGTON BOULEVARD

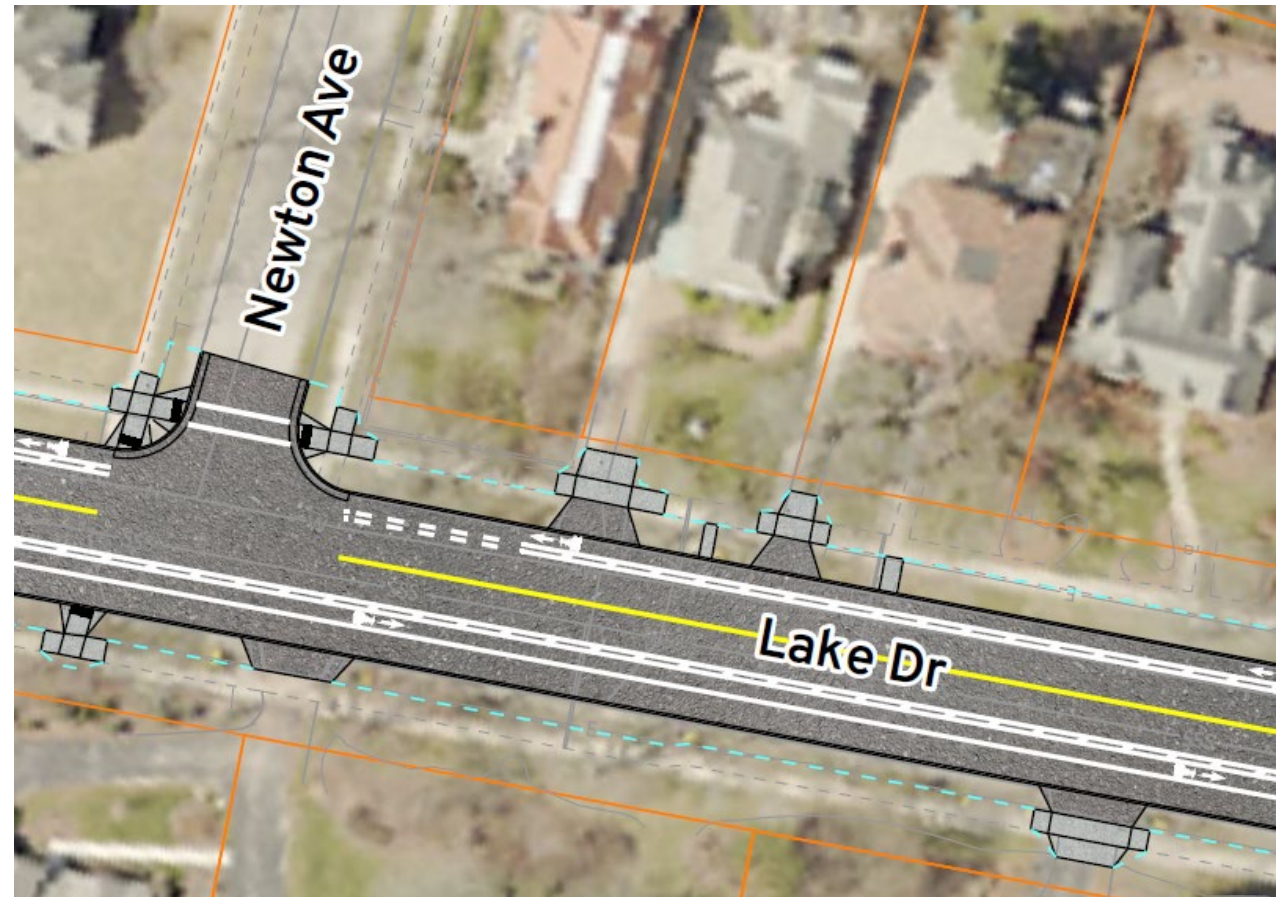
- Curb extension
- Transition between Village & Whitefish Bay typical sections
- Northern crossing not proposed due to driveway



ADDITIONAL PROJECT COMPONENTS

MOST EXISTING SIDEWALK WILL REMAIN MINOR SIDEWALK REPLACEMENT

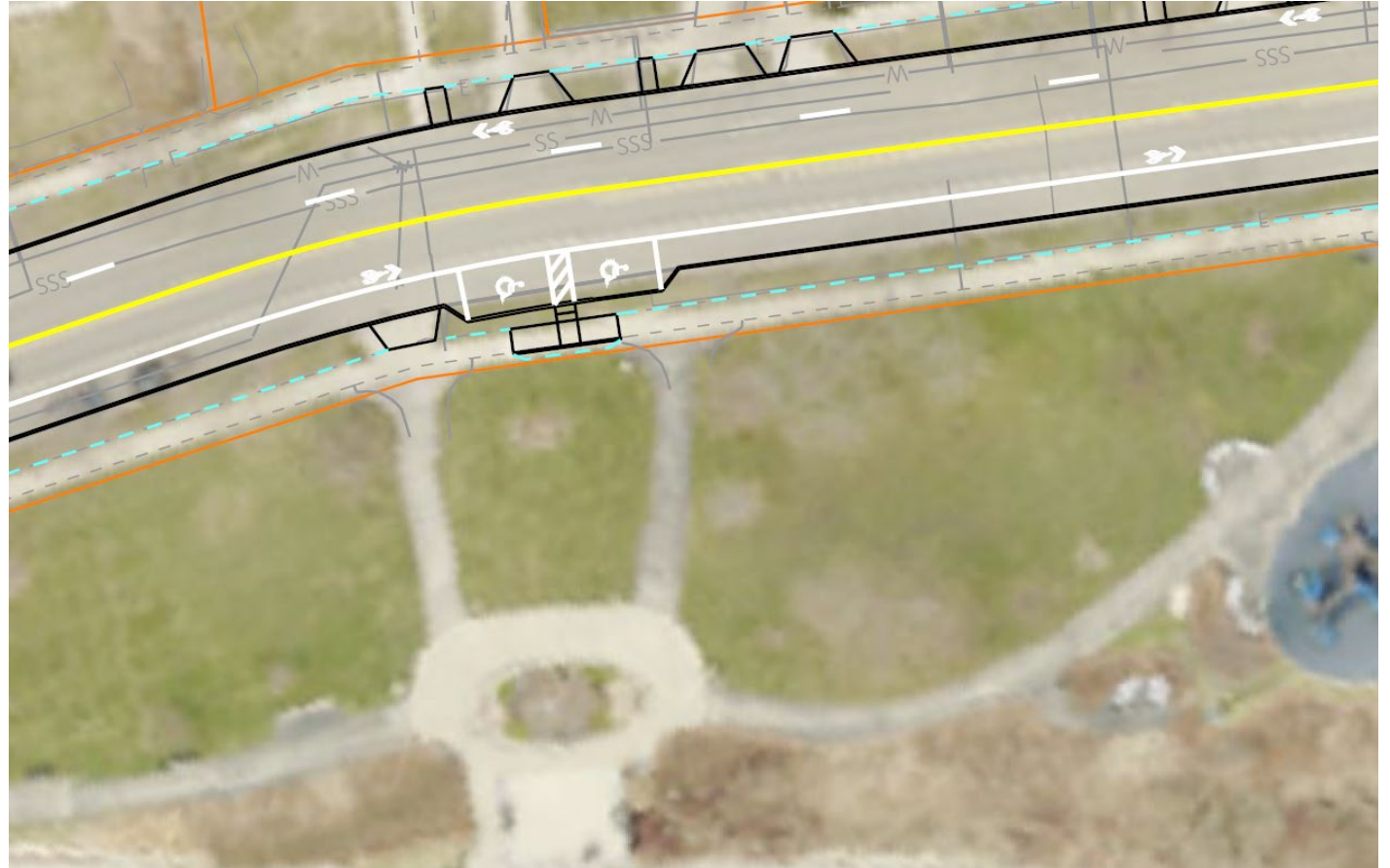
- Curb ramps
- Driveways
- Sewer/water laterals
- Atwater Park



ADDITIONAL PROJECT COMPONENTS

ADA PARKING STALLS

- Two on-street near Atwater Park
- Recommended in Village's Transportation & Parking Analysis from January 2020



ADDITIONAL PROJECT COMPONENTS

DRAINAGE

- Inlets to be replaced with catch basins
- Clay drainage laterals to be replaced

SEWER/WATER REPLACEMENTS

- Combined sewer (south of Newton Avenue)
- 6,565 LF water main
- Service laterals

STREET LIGHTING

- New wire in conduit
- New poles with LED luminaires

TRAFFIC SIGNAL REPLACEMENT

- Capitol Drive intersection
- Prevent knock-downs in NW corner
- Monotube poles required
- Poles to be painted green



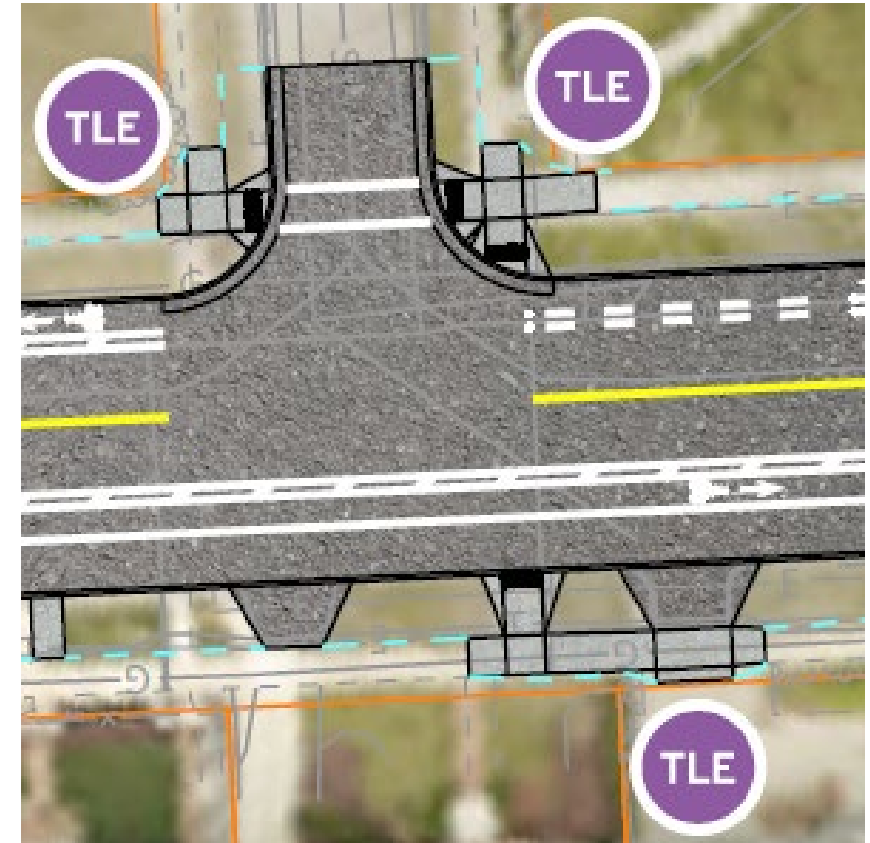
ADDITIONAL PROJECT COMPONENTS

RIGHT OF WAY

- No relocations
- Driveway apron replacement
- 19 grading easements required
 - Sidewalk & curb ramps
 - Driveway matches

ENCROACHMENTS

- Special privilege permit items
 - Landscaping (stones, pavers, plants)
 - Irrigation
 - Security
 - Pet fences
- Homeowner is responsible for removing/replacing



2ND PUBLIC MEETING

HELD JUNE 21, 2022

PREVIOUS STAKEHOLDER RESPONSES

- MAJORITY SUPPORTED TREE PRESERVATION IN TERRACE
- MAJORITY OPPOSED TO PAVEMENT WIDENING

CONCLUSIONS

- ELIMINATED PAVEMENT WIDENING OPTIONS
- PRESERVE & PROTECT EXISTING TREES
- ELIMINATED REPLACE-IN-KIND ALTERNATIVE
- ELIMINATED PARKING FROM WEST SIDE OF LAKE DRIVE



2ND PUBLIC MEETING

RESPONSES RECEIVED

- 33 comments
- Parking removal
 - Five in favor
 - Two opposed
- Bicycle lanes
 - 29 in favor
 - One opposed
 - 19 asked for a protected bike lane
- Pedestrian safety enhancements
 - 21 in favor
 - Zero opposed
- Rectangular Rapid Flashing Beacons (RRFBs)
 - 17 in favor
 - One opposed



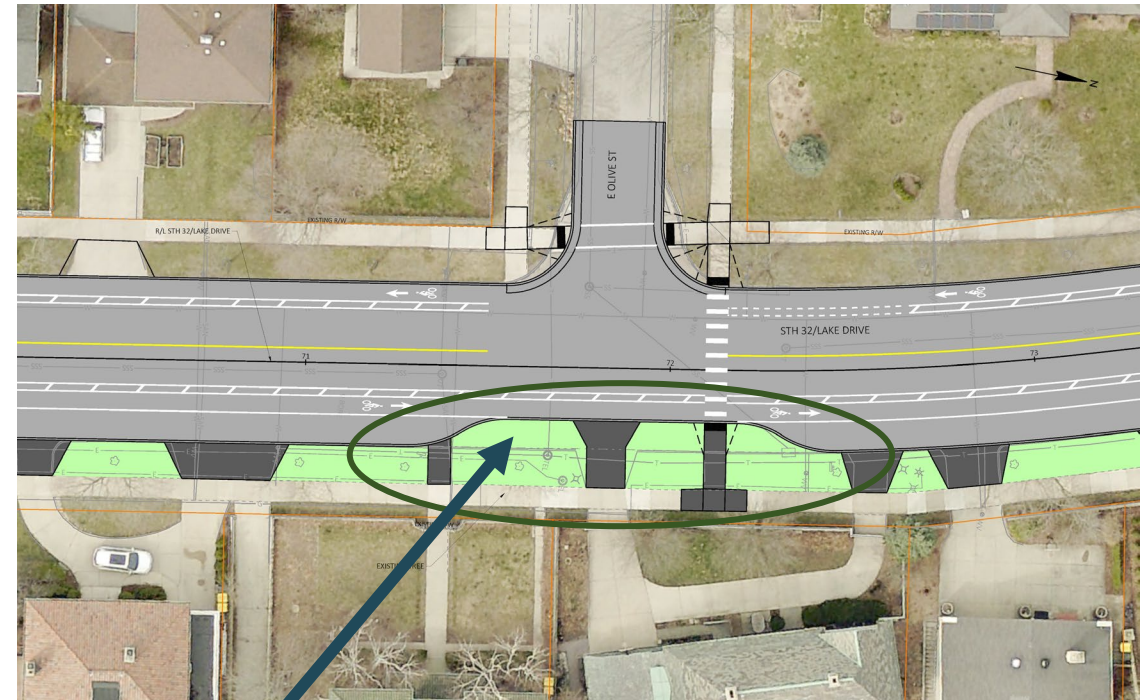
VILLAGE BOARD COORDINATION

NOVEMBER 7, 2022

PEDESTRIAN SAFETY ENHANCEMENTS

■ CURB EXTENSIONS (BUMP-OUTS)

- Occupy the parking lane
- East side of the roadway
- 5 locations (funded by WisDOT)
 - Edgewood Avenue
 - Menlo Boulevard
 - Jarvis Street
 - Olive Street
 - Kensington Boulevard



CURB EXTENSION

- **APPROVED 6-0 BY VILLAGE BOARD**

VILLAGE BOARD COORDINATION

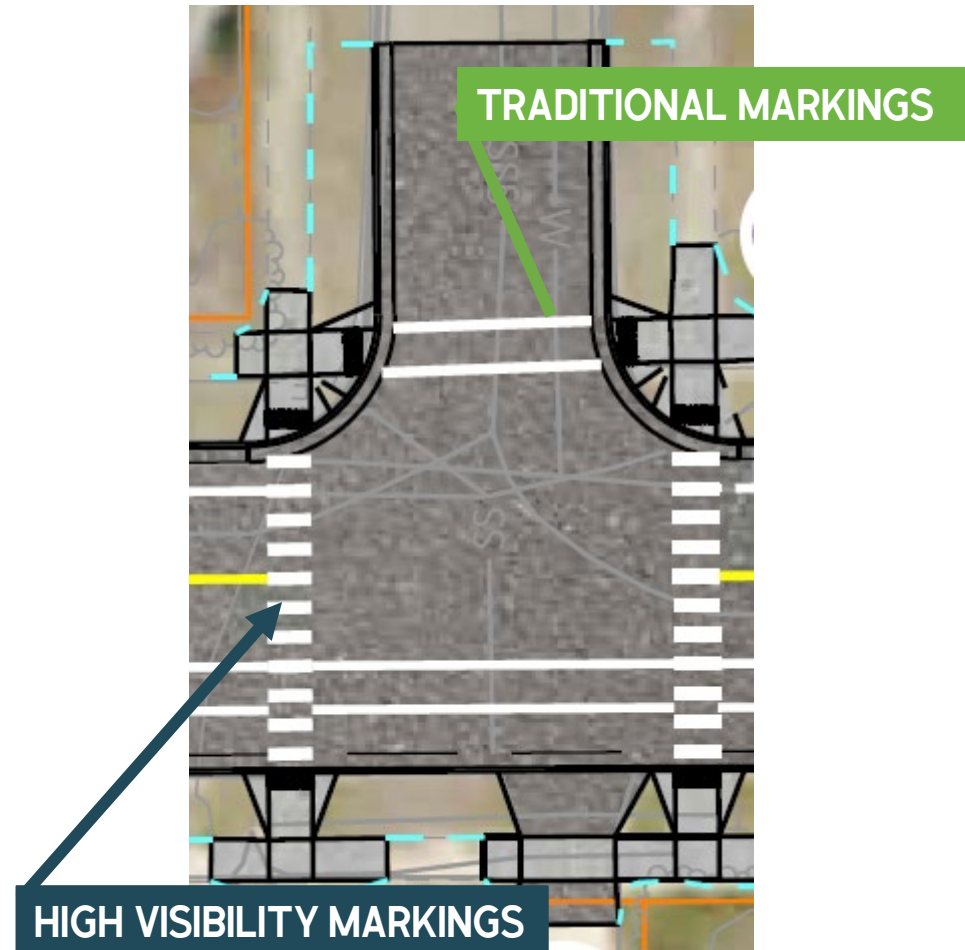
NOVEMBER 7, 2022

PEDESTRIAN SAFETY ENHANCEMENTS

▪ CROSSWALK LOCATIONS

- High Visibility Markings
 - Capitol Drive intersection (funded by WisDOT)
 - East-west crossings at curb extensions (funded by Village)
- Traditional Markings
 - At remaining north-south crossings (funded by Village)

• APPROVED 6-0 BY VILLAGE BOARD



VILLAGE BOARD COORDINATION

NOVEMBER 7, 2022

PEDESTRIAN SAFETY ENHANCEMENTS

▪ RECTANGULAR RAPID FLASHING BEACONS (RRFBS)

- Need to be at marked crossings (funded by Village)
- Village's Transportation & Parking Analysis from January 2020 recommended 2 locations
 - Menlo Boulevard
 - Jarvis Street

- **APPROVED 6-0 BY VILLAGE BOARD**



VILLAGE BOARD COORDINATION

NOVEMBER 7, 2022

- **CONSTRUCTION YEAR**

- Scheduled for 2025 to assist Village with planning and constructing Village projects by selecting a definitive construction year

• **APPROVED 6-0 BY VILLAGE BOARD**



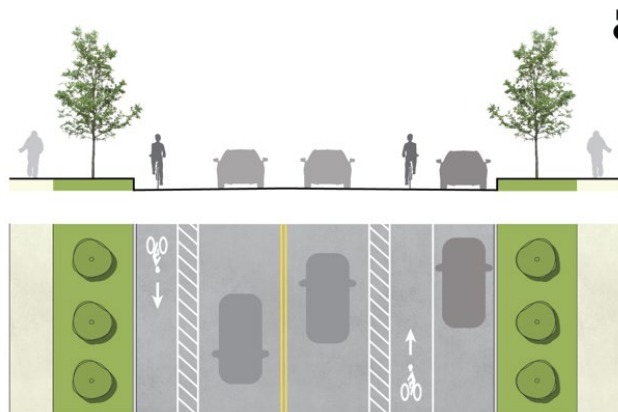
VILLAGE BOARD COORDINATION

NOVEMBER 7, 2022

ROADWAY TYPICAL SECTION OPTIONS

■ STANDARD BICYCLE LANES (PARKING AT CURB)

- Bike lane located between northbound vehicular lane and parking lane



■ PARKING PROTECTED BICYCLE LANES (BIKE LANE AT CURB)

- Parking located between northbound vehicular lane and bike lane



- DEFERRED 5-1 TO NOVEMBER 21ST MEETING

VILLAGE BOARD COORDINATION

NOVEMBER 21, 2022

ROADWAY TYPICAL SECTION OPTIONS

■ PARKING PROTECTED BICYCLE LANES (BIKE LANE AT CURB)

- Recommended by the Parks and Public Spaces Committee meeting held November 15, 2022
- Similar to City of Milwaukee proposal



■ CONCERNS NOTED BY VILLAGE'S POLICE, PUBLIC WORKS & PLANNING AND DEVELOPMENT DEPARTMENTS

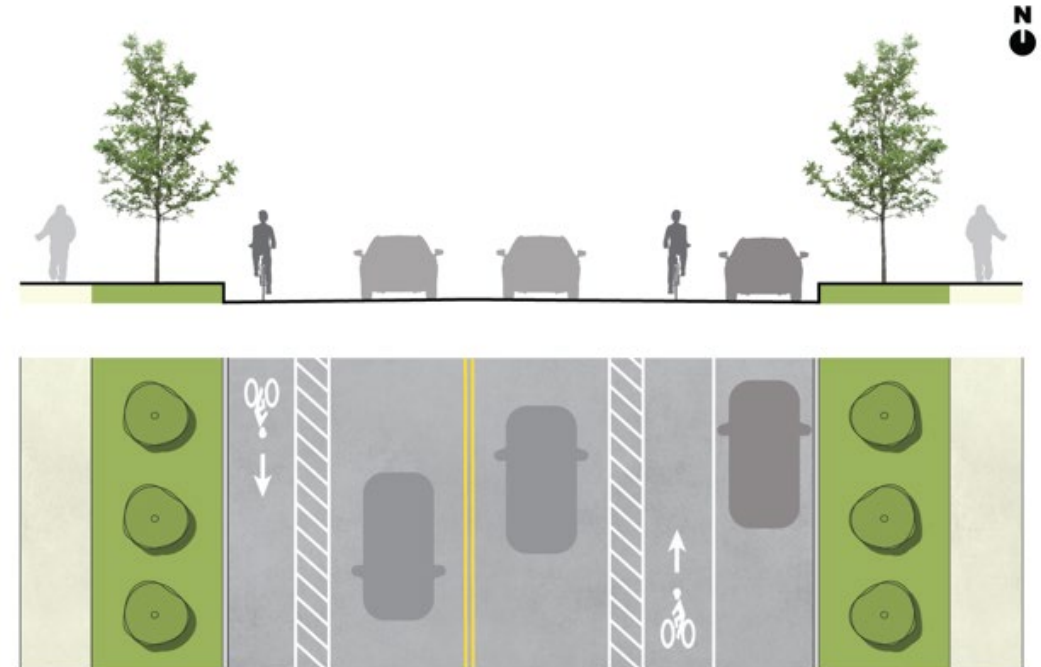
- Visibility for all users at driveways
- Further reduction in parking at driveways to improve visibility
- Police officers standing in the vehicular lane while issuing tickets
- Non-standard parking location's impact on refuse, recycling, yard waste, leaf, and brush collection
- Non-standard parking location's impact on snow plowing operations
- Confusion about using a non-standard parking location
- Expectations of enforcement with limited staffing

VILLAGE BOARD COORDINATION

NOVEMBER 21, 2022

ROADWAY TYPICAL SECTION OPTIONS

- **STANDARD BICYCLE LANES (PARKING AT CURB)**
 - Bike lane located between northbound vehicular lane and parking lane
 - Parking along northbound curb



- **APPROVED 5-1 BY VILLAGE BOARD**

SCHEDULE

PROJECTED MILESTONES

- **2/28/2023** = 30-day comment period ends
- **4/1/2023** = Environmental document
- **6/25/2023** = Final R/W plat
- **7/1/2023** = Begin real estate acquisition
- **5/1/2024** = Complete real estate acquisition
- **JUNE/JULY 2024** = PIM#4 (Construction staging/access)
- **8/1/2024** = Final plans
- **2025** = Construction



WHERE TO VIEW EXHIBITS



PROJECT WEBSITE:

wisconsindot.gov/Pages/projects/by-region/se/32lakedrive

SCAN THE
QR CODE
WITH YOUR
PHONE'S
CAMERA

CONTACT US

LAKE DRIVE TEAM



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DISCUSSION