



LAKE DRIVE (WIS 32)

EDGEWOOD AVENUE TO KENSINGTON BOULEVARD

VILLAGE OF SHOREWOOD
MILWAUKEE COUNTY



PUBLIC INVOLVEMENT
MEETING #2

JUNE 21, 2022

INTRODUCTIONS:

LAKE DRIVE PROJECT 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

- Review background information
- Updates since 1st public meeting
- Remaining alternatives
- Project components
- Other considerations
- Schedule
- Discussion



BACKGROUND INFORMATION

VILLAGE OF SHOREWOOD

LIMITS: EDGEWOOD AVENUE TO KENSINGTON BOULEVARD

LENGTH: 1.3 MILES

POSTED SPEED: 30 MPH

TRAFFIC

- North of Edgewood Avenue = 14,620 vehicles/day (2019)
- South of Kensington Boulevard = 11,380 vehicles/day (2019)



BACKGROUND INFORMATION

REASONS FOR THE PROJECT

- Address deteriorating pavement conditions
- Upgrade existing municipal underground facilities

PROPOSED IMPROVEMENTS

- Pavement construction
- Concrete curb & gutter
- Curb ramp improvements
- Assess bicycle & pedestrian accommodations & on-street parking

BASE CONSTRUCTION COST ESTIMATE

- \$7M to \$7.7M
- Driving lanes = federal/state funds
- Parking lanes = village funds



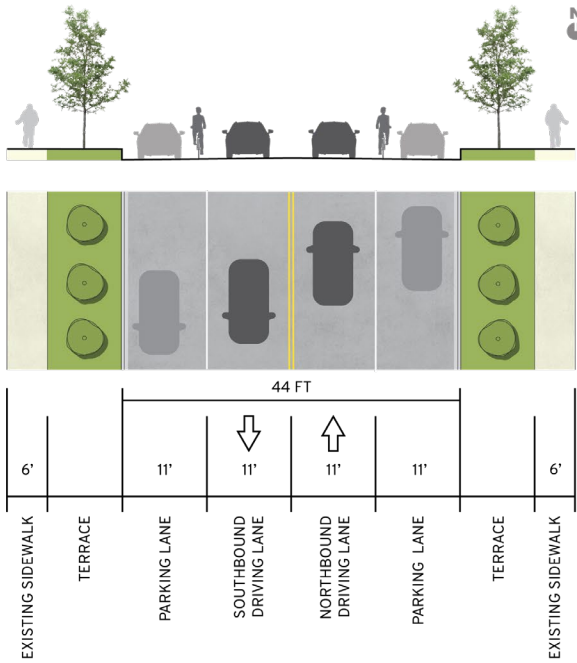
EXISTING TYPICAL SECTIONS

NORTH SEGMENT

Jarvis Street to Kensington Boulevard

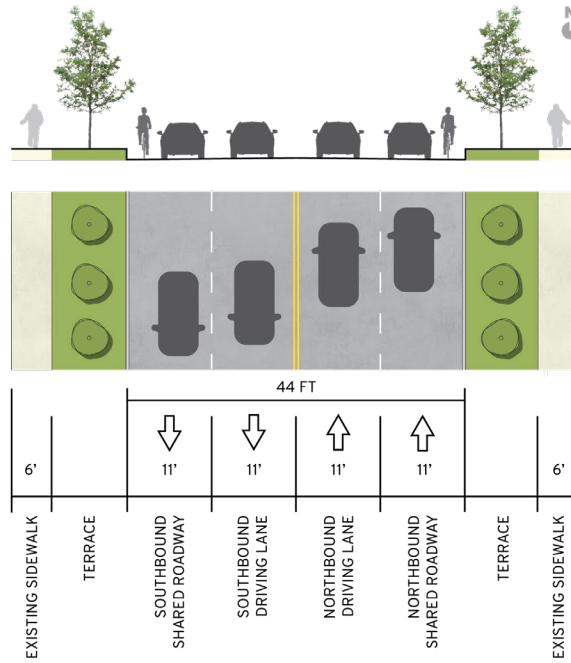
SOUTH SEGMENT

Edgewood Avenue to Shorewood Boulevard



CAPITOL DRIVE INTERSECTION

Shorewood Boulevard to Jarvis Street



BICYCLE ACCOMMODATION GUIDELINES

FEDERAL SURFACE TRANSPORTATION LAW - 23 U.S.C. 217(G) (1)

“Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted”



BICYCLE ACCOMMODATION GUIDELINES

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO)

“All new highways, except those where bicyclists will be legally prohibited, should be designed and constructed under the assumption that they will be used by bicyclists.”

WIS. STAT. 84.01(35)(B)

“The department shall give due consideration to establishing bikeways and pedestrian ways in all new highway construction and reconstruction projects funded in whole or in part from state funds or federal funds”

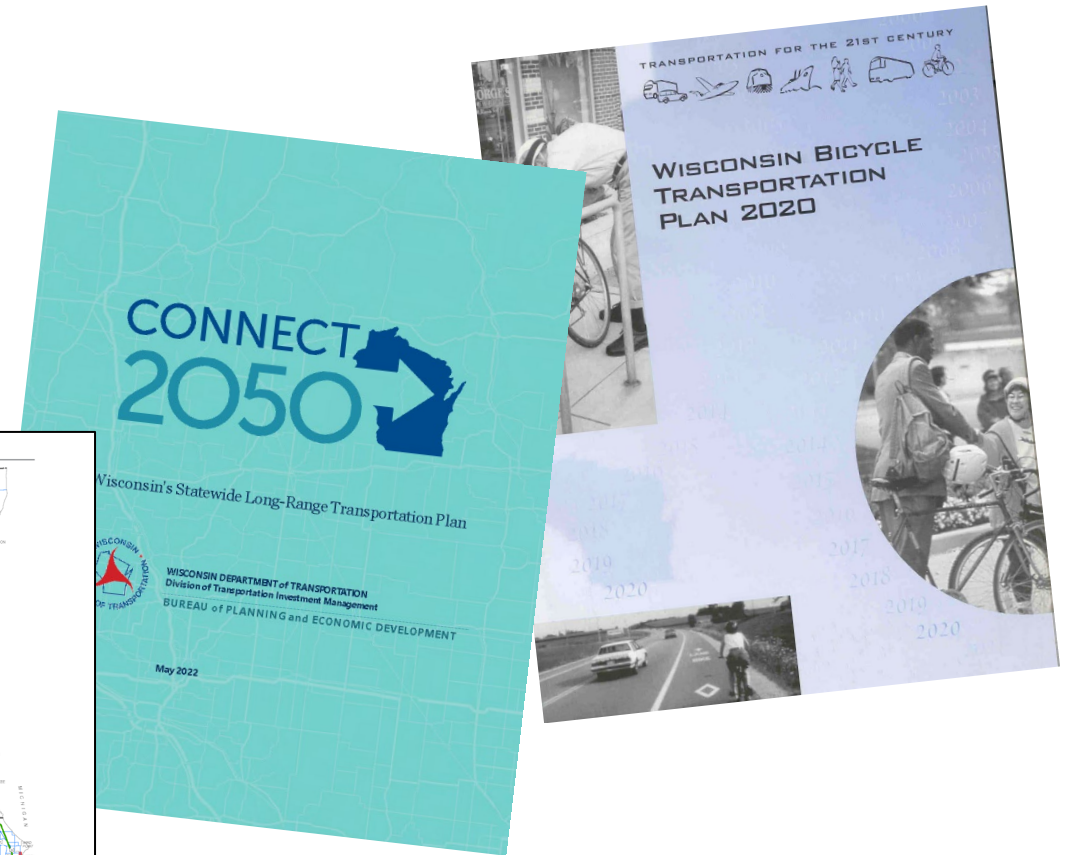
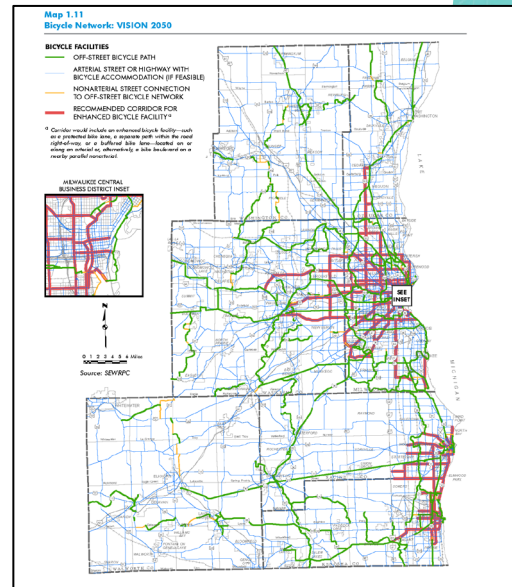


ADDITIONAL GUIDELINES SUPPORTING COMPLETE STREETS

WISCONSIN BICYCLE
TRANSPORTATION PLAN 2020

CONNECT 2050 WISCONSIN'S
STATEWIDE LONG-RANGE
TRANSPORTATION PLAN

SEWERPC VISION 2050 BICYCLE
NETWORK



FACILITIES DEVELOPMENT MANUAL

URBAN ROADWAY STANDARDS

- No Parking = 5' bike lane with 11'-12' travel lane
- With Parking = 5'-6' bike lane with 8'-10' parking lane (minimum of 12' combined bike/parking lane in a constrained environment)
- The existing outside 11' lane along Lake Drive is considered a parking lane only

INCORPORATE BIKE LANES BY:

- Widen the roadway (no longer under consideration)
- Remove parking (evaluated by parking study)

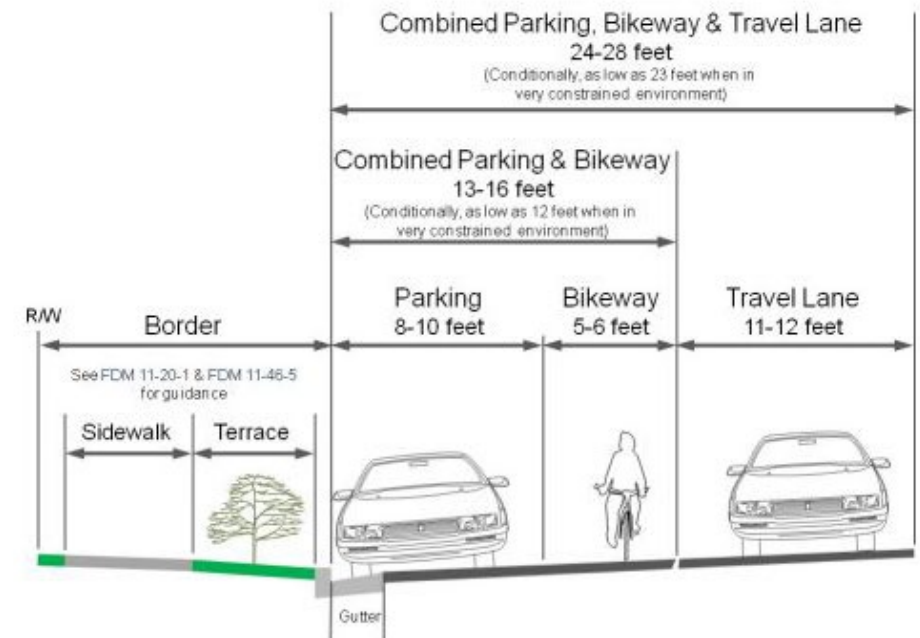


Figure 15.2 Urban Bicycle Accommodations with Parking

GUIDELINES - LOCAL

SHOREWOOD PEDESTRIAN AND BICYCLE MASTER PLAN (2015)

- Add bicycle fog line accommodation
- Add crosswalk at Jarvis Street

SHOREWOOD TRANSPORTATION + PARKING ANALYSIS (2020)

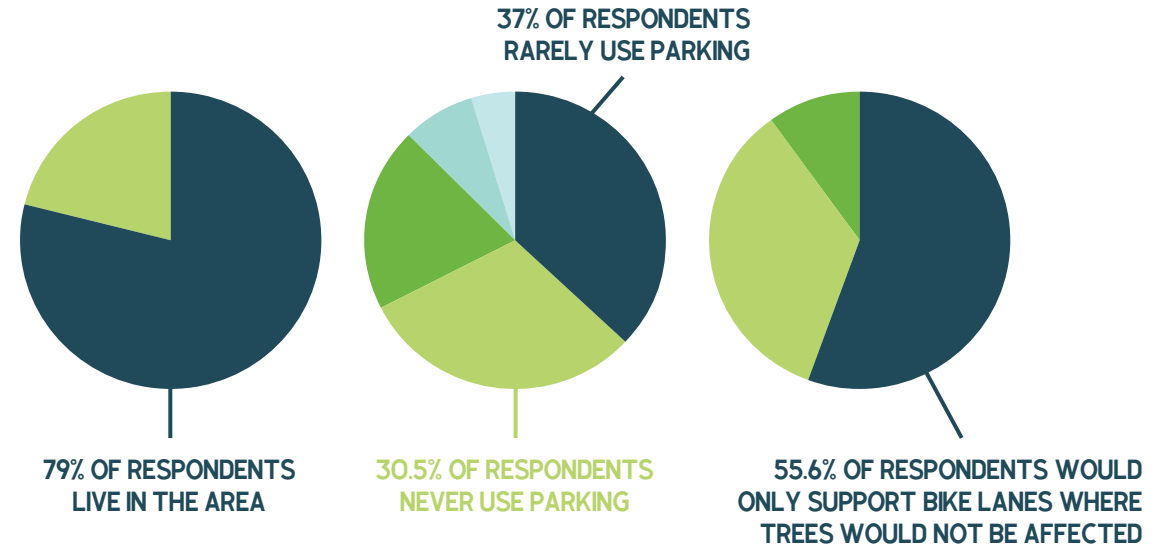
- Jarvis Street & Menlo Boulevard intersections
 - Install rectangular flashing beacons
 - Add bump-outs



UPDATES SINCE 1ST PUBLIC MEETING

ONLINE SURVEY (MAY 2021-JULY 2021)

- 3,544 responses
- Summary of results
- July 2021 letter from WisDOT
 - Eliminated widening alternatives
 - Will work within existing 44' roadway width



THE FEEDBACK WE HAVE RECEIVED TO DATE HAS CERTAINLY HIGHLIGHTED A STRONG INTEREST IN MAINTAINING THE EXISTING TREES ALONG THE CORRIDOR. THEREFORE, AS WE MOVE FORWARD, WE WILL BE FOCUSING ON MAINTAINING THE CURRENT ROADWAY WIDTH OF 44 FEET AND KEEPING TREES INTACT.

PARKING STUDY

BACKGROUND

- Conducted in August 2021
- Documented on-street parking
 - Both sides of Lake Drive
- Typical weekend and weekday (10 a.m. to 7 p.m.)



PARKING STUDY

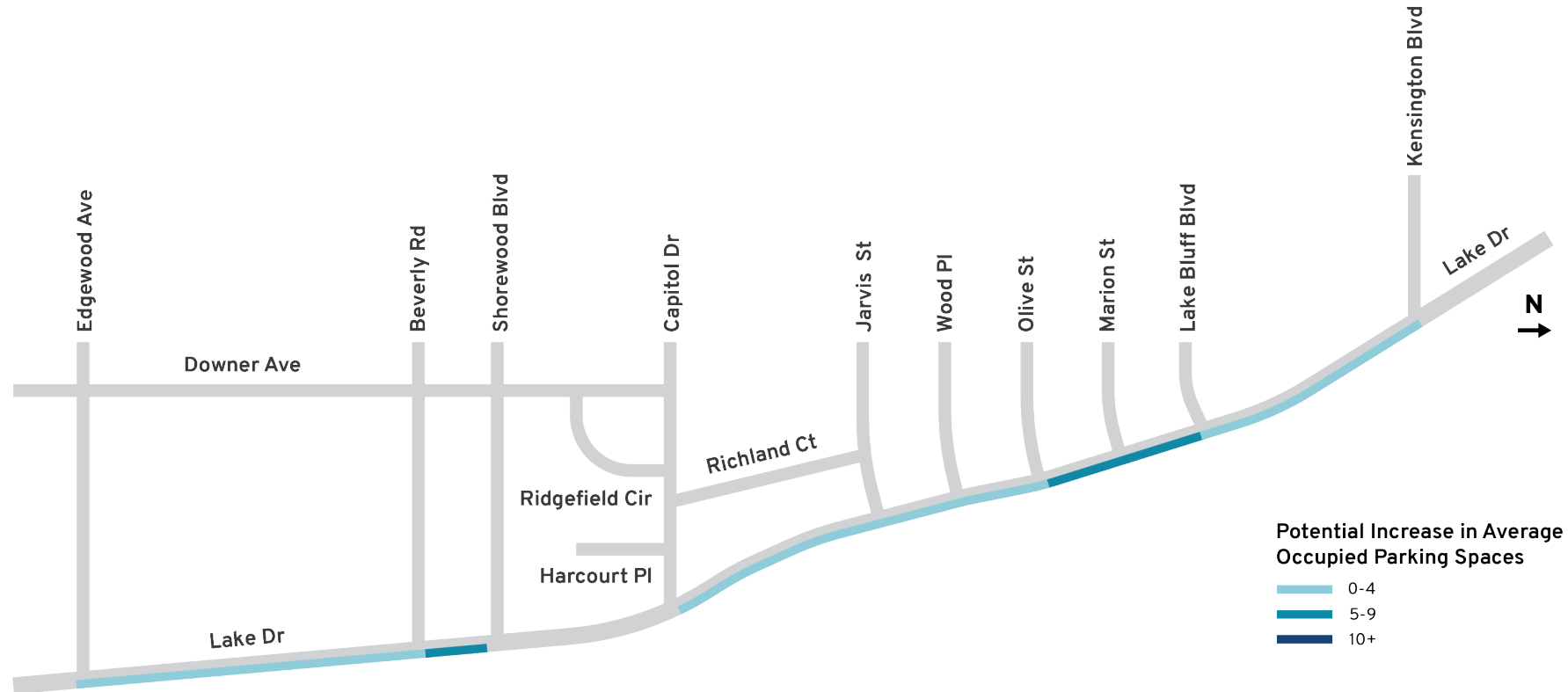
METHODOLOGY

- Usage determined by walking each roadway
 - Once/hour
 - Logged last three license plate characters
- Assumed 20' legal parking space
- Calculated occupancy & duration for each direction on each block
- Study considered the removal of parking from the west side of Lake Drive by shifting occupied spots on the west side of Lake Drive to the remaining spaces on the east side



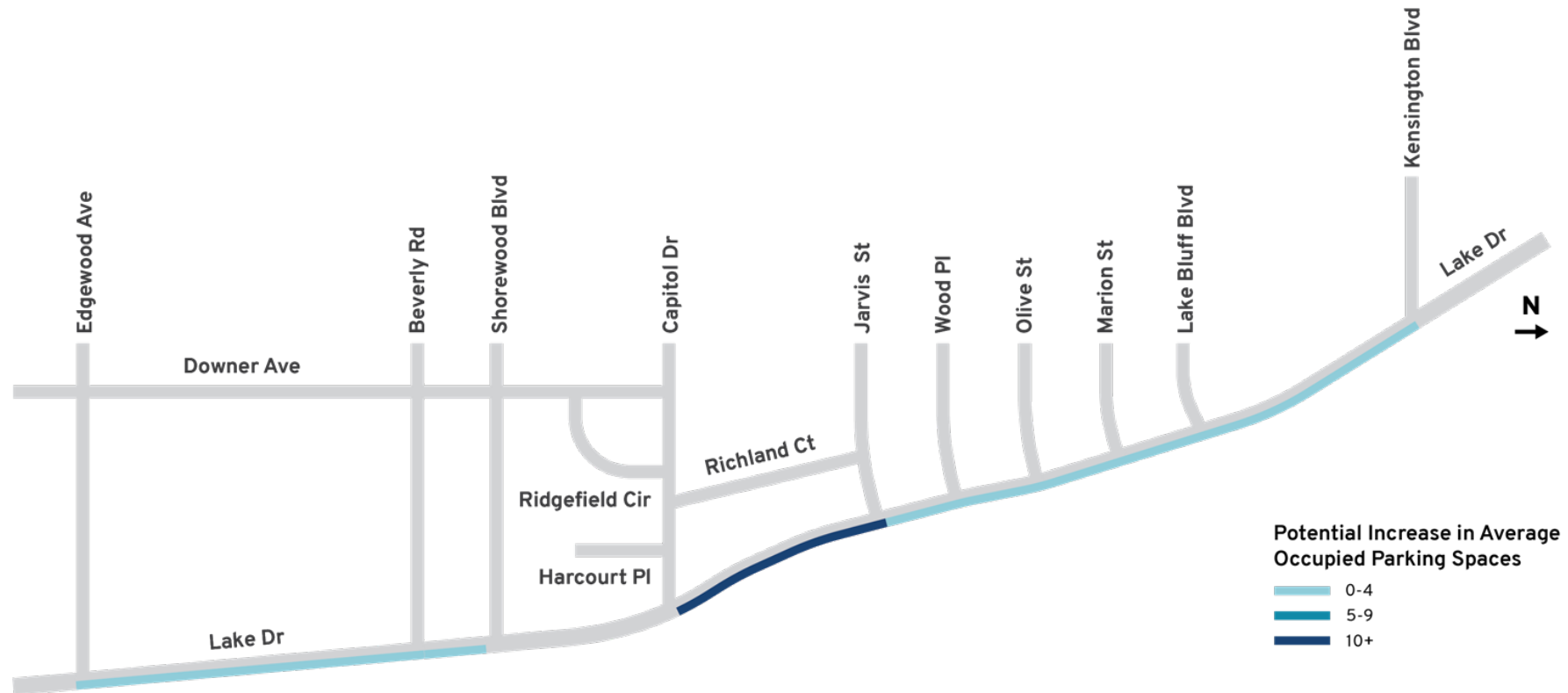
PARKING STUDY RESULTS

EAST SIDE OF LAKE DRIVE - WEEKEND



PARKING STUDY RESULTS

EAST SIDE OF LAKE DRIVE - WEEKDAY



CONCLUSIONS

1.

Parking along Lake Drive is utilized most on the weekends and north of Capitol Drive near Atwater Park.

2.

Parking south of Capitol Drive is primarily underutilized.

3.

If parking is removed from the west side of Lake Drive, there is sufficient parking available along the Lake Drive corridor to meet demand.

4.

The Replace In-Kind alternative has been removed from consideration for the North and South Segments.

CONCLUSIONS

THE REPLACE IN KIND ALTERNATIVE (RIK) HAS BEEN ELIMINATED

- WisDOT acknowledges the Village Board voted 6-0 in support of RIK
- Annually, Lake Drive parking is underutilized
- Parking study has shown there is sufficient parking in the corridor if parking is limited to one side
- Removing parking from one side of Lake Drive to provide on-street bicycle lanes is consistent with:
 - Federal surface transportation law
 - American Association of State Highway and Transportation Officials Guidelines
 - Wisconsin statutes
 - WisDOT Facilities Development Manual
 - Wisconsin Bicycle Transportation Plan
 - Southeastern Wisconsin Regional Planning Commission



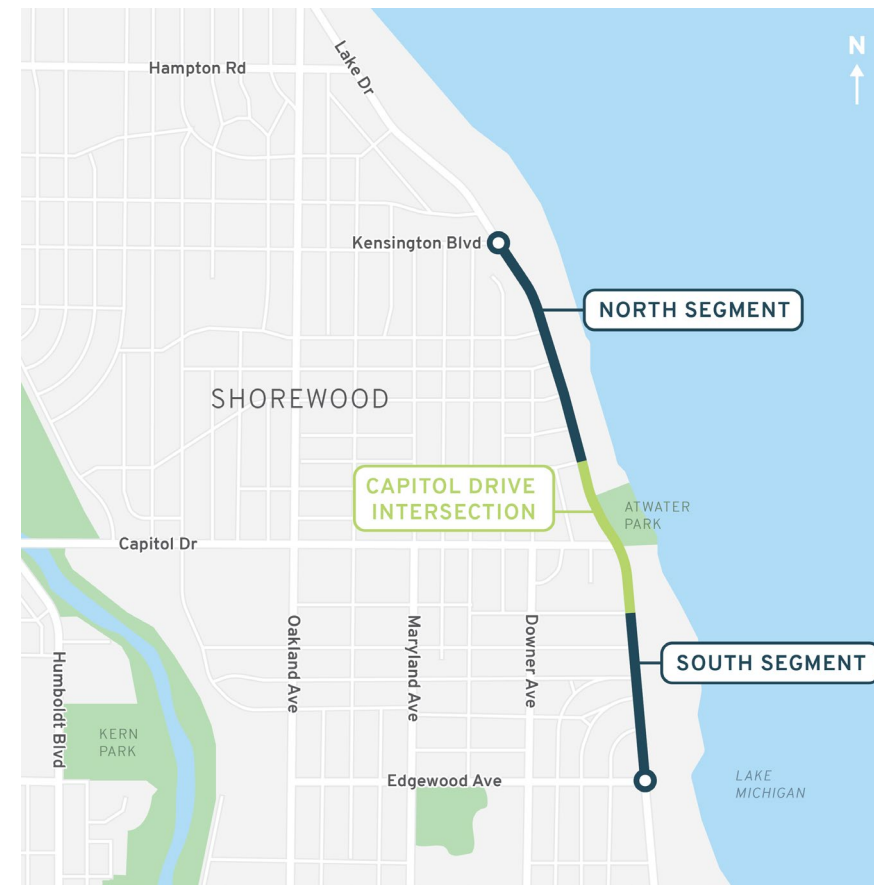
WISDOT'S GUIDING PRINCIPLES INCLUDE:

Implement and maintain a safe and efficient statewide multimodal transportation system that provides safe, affordable, accessible, and equitable transportation choices for all people.

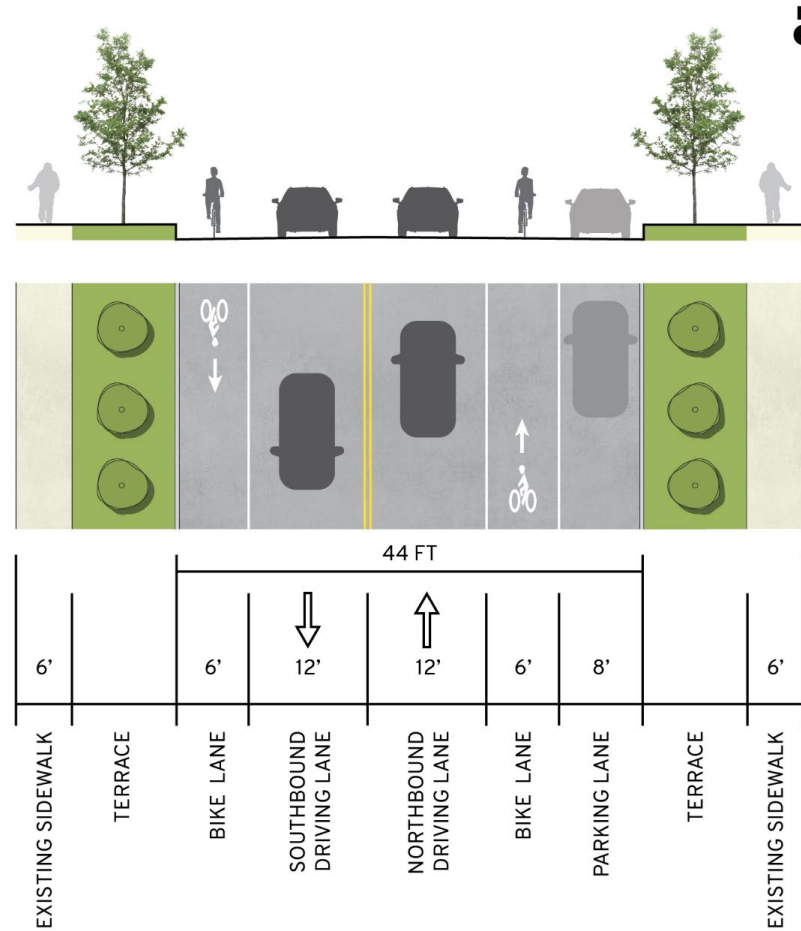
REMAINING ALTERNATIVES

NORTH & SOUTH SEGMENTS

- Remove parking from west side to accommodate dedicated bicycle lanes
 - More available parking on the east side near Atwater Park
 - Allows northbound through vehicles to pass vehicles waiting to complete left-turns at side roads



6-FOOT BIKE LANE

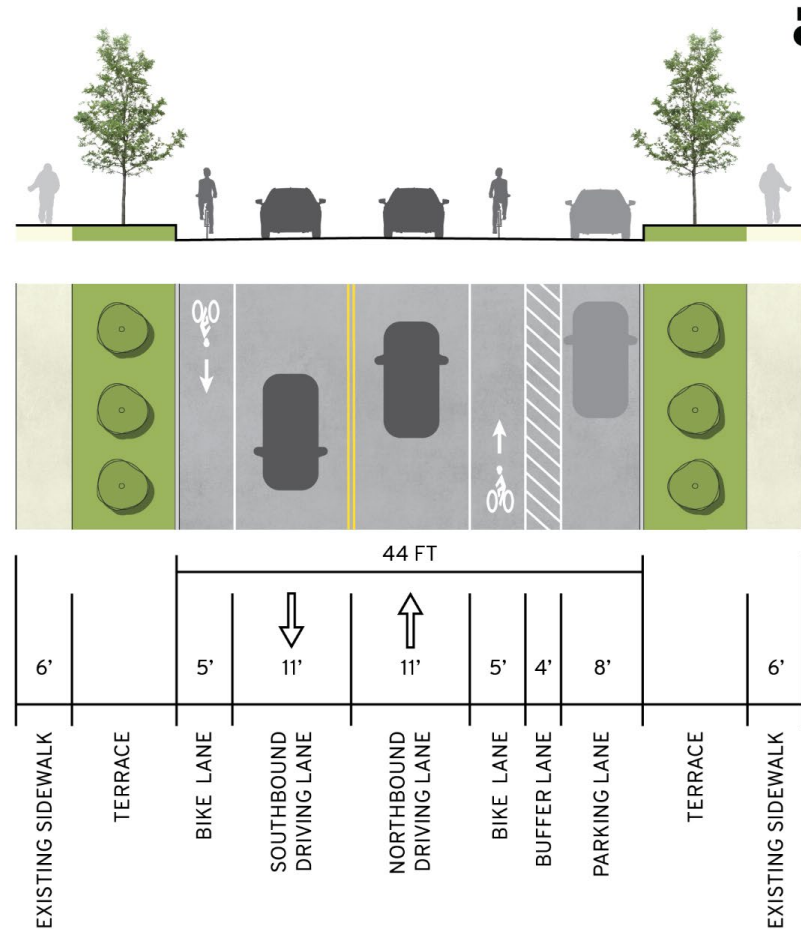


FOR THIS ALTERNATIVE:

6-FOOT BIKE LANE

- Road width = 44'
- No widening
- Parking on east side only
- Dedicated 6' bike lanes
- Considered desirable bike accommodation (per WisDOT)
- Fits within the base construction cost estimate

5-FOOT BUFFERED BIKE LANE



FOR THIS ALTERNATIVE:

5-FOOT BUFFERED BIKE LANE

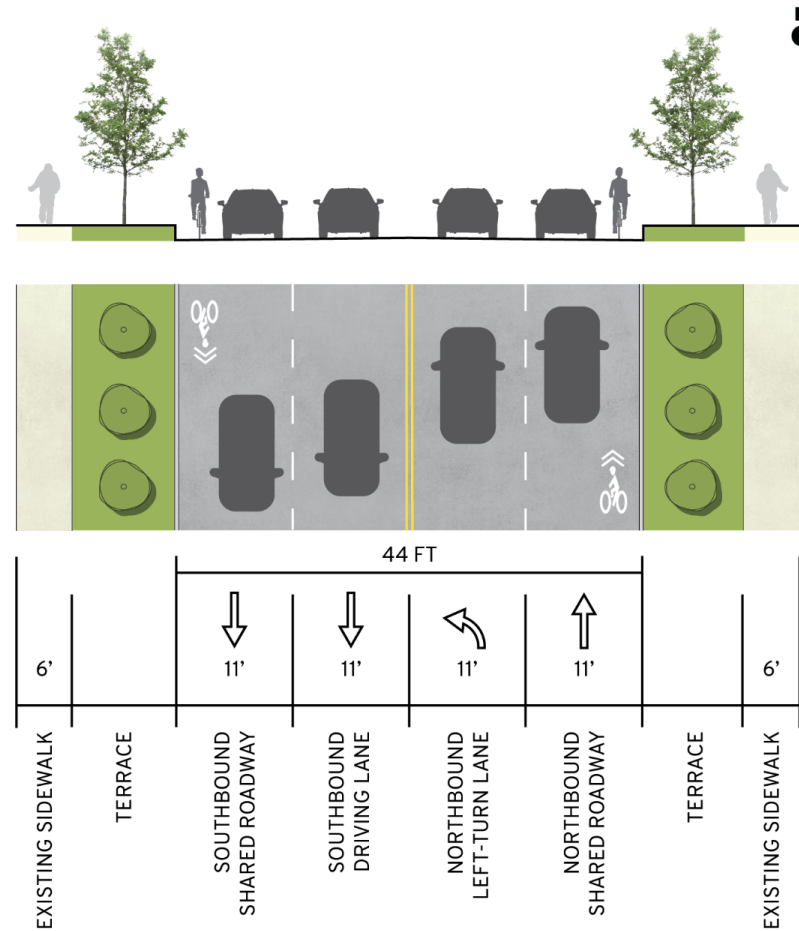
- Road width = 44'
- No widening
- Parking on east side only
- Dedicated 5' bike lanes
- Considered desirable bike accommodation (per WisDOT)
- Provides 4' buffered area adjacent to parking
- Fits within the base construction cost estimate

CAPITOL DRIVE INTERSECTION

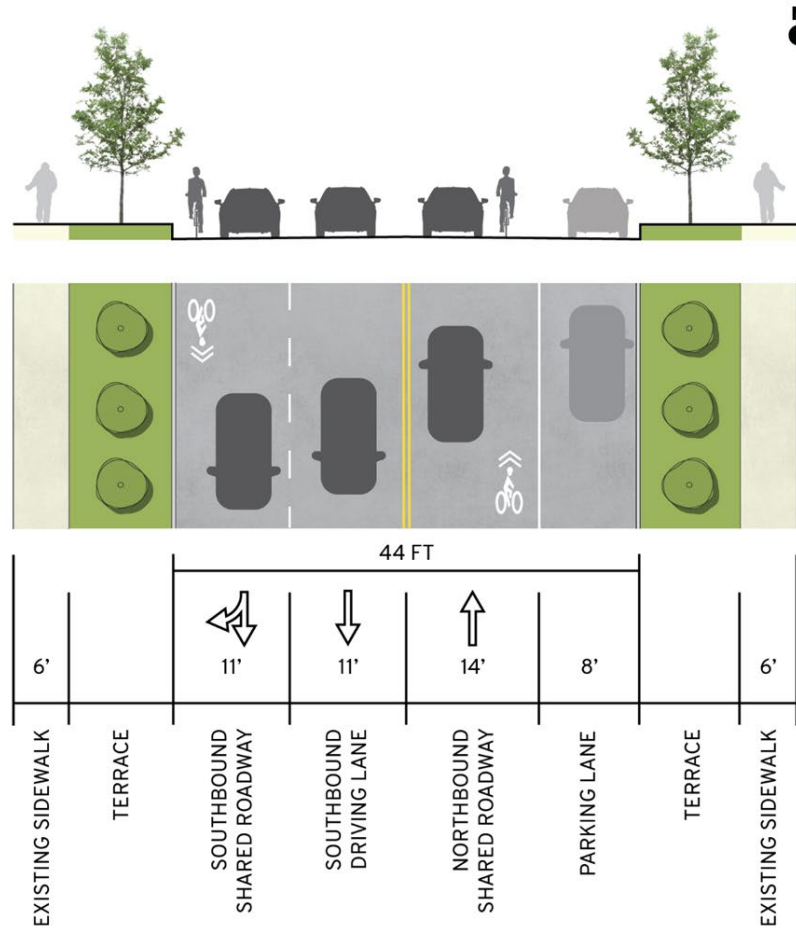
SHOREWOOD BOULEVARD TO
JARVIS STREET



CAPITOL DRIVE INTERSECTION - SOUTH



CAPITOL DRIVE INTERSECTION - NORTH



FOR THIS ALTERNATIVE:

CAPITOL DRIVE INTERSECTION

- Road width = 44'
- No widening
- Effective width of outside driving lane is 10'
- Bikes share 11' driving lane south of Capitol Drive
- Does not provide a bike accommodation (per WisDOT)
- Fits within the base construction cost estimate

REMAINING ALTERNATIVES

PLAN VIEW EXHIBITS

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

WIS 32 (LAKE DRIVE) // 6-FOOT BIKE LANE EDGEWOOD AVENUE TO KENSINGTON BOULEVARD



PROJECT COMPONENTS

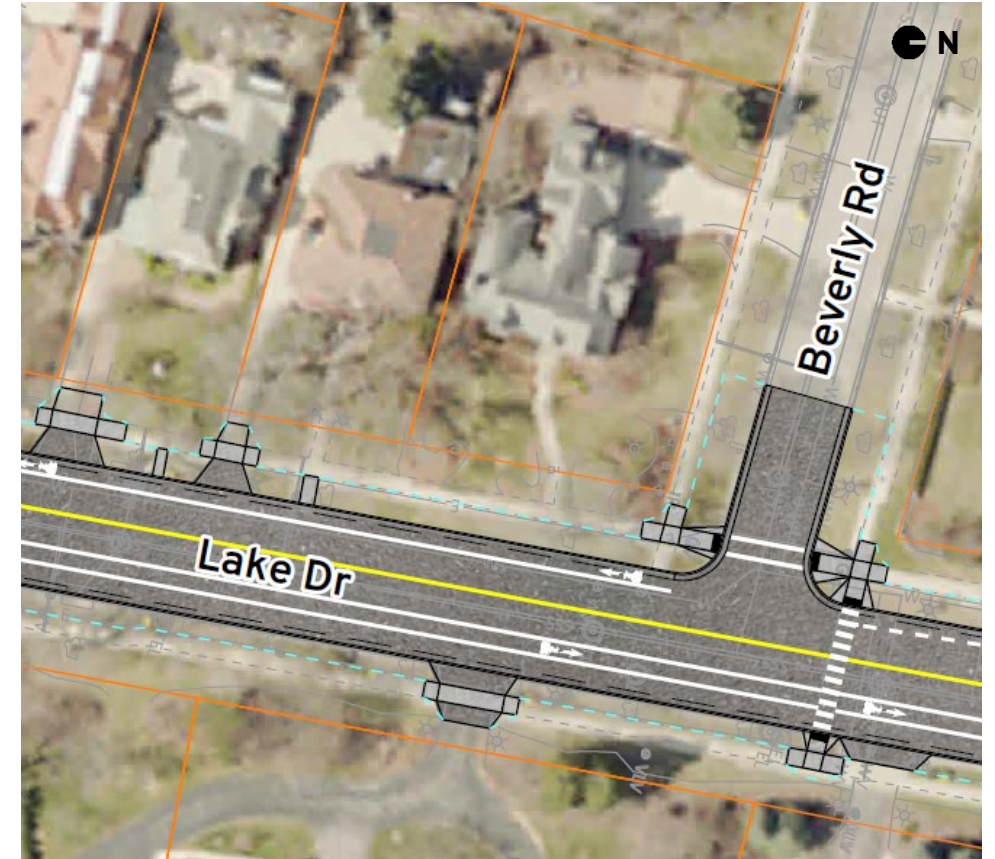
MOST EXISTING SIDEWALK WILL REMAIN

MINOR SIDEWALK REPLACEMENT

- Curb ramps
- Sewer/water laterals
- Atwater Park

SEWER/WATER

- 2,725 LF combined sewer (south of Capitol Drive)
- 6,565 LF water main



PROJECT COMPONENTS

STREET LIGHTING

- New wire in conduit
- New poles with LED luminaires

TRAFFIC SIGNAL REPLACEMENT

- Capitol Drive intersection
- Prevent knock-downs in NW corner



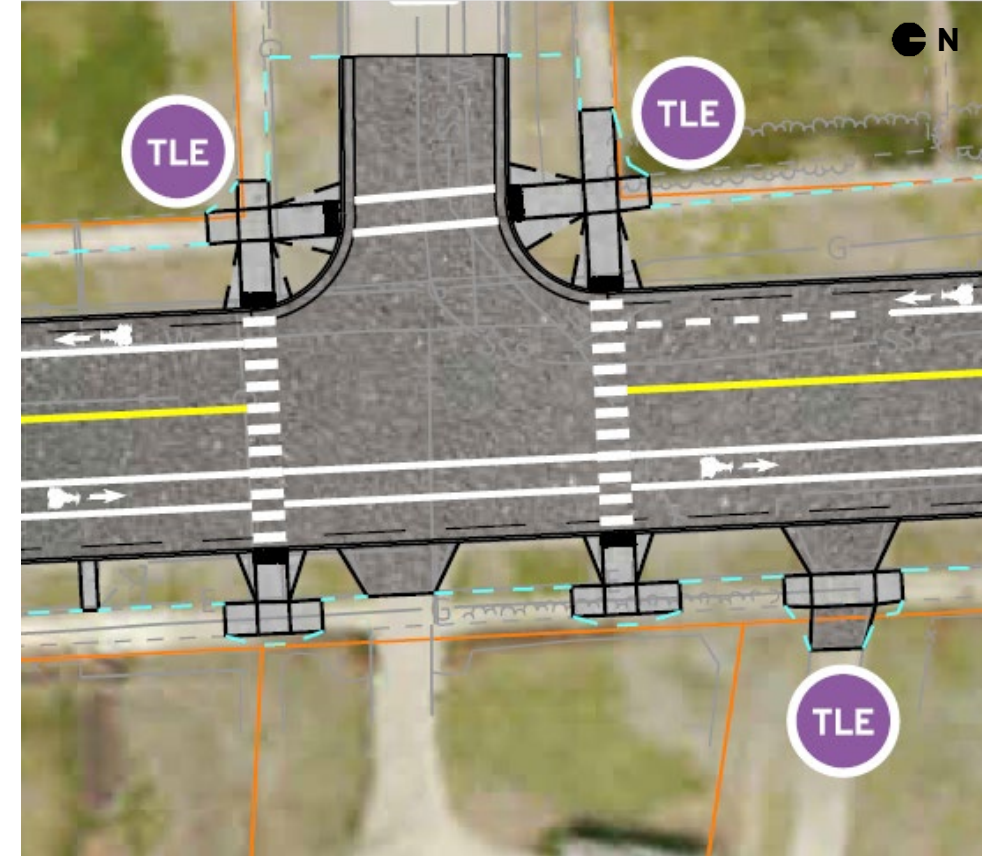
PROJECT COMPONENTS

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



OTHER CONSIDERATIONS

PEDESTRIAN SAFETY

- Rectangular rapid flashing beacons
- High-visibility crosswalks
- Advance yield markings
- Curb bump-outs
- On-street ADA parking



SCHEDULE

- 1. GATHER INPUT FROM THE PUBLIC**
30-day comment period (ends July 31st)
LakeDriveShorewood@gmail.com
- 2. IDENTIFY THE PREFERRED ALTERNATIVE**
Complete environmental document – August 2022
- 3. DEVELOP PRELIMINARY PLANS**
60% plan – October 2022
- 4. REAL ESTATE ACQUISITION**
Beginning in 2023
- 5. FINAL PLANS (PS&E)**
May 1, 2025



WHERE TO VIEW EXHIBITS



SCAN THE
QR CODE
WITH YOUR
PHONE'S
CAMERA

PROJECT WEBSITE:
[wisconsin.gov/Pages/projects/
by-region/se/32lakedrive](https://wisconsin.gov/Pages/projects/by-region/se/32lakedrive)

CONTACT US



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DISCUSSION