1. Call to Order
President Rozek called the Committee of the Whole meeting of the Village Board to order at 6:38 p.m. in the Village Center lower level.

2. Statement of Public Notice
Director Griepentrog stated that the meeting had been posted and noticed according to law.

3. Roll Call

Others Present: Village Manager Rebecca Ewald, Planning & Development Director Griepentrog

4. Presentation of the Final Draft of the Transportation and Parking Analysis
Director Griepentrog provided an introduction of Walker Consultants and the Transportation and Parking analysis. Following the introduction, the consultants provided a presentation on the parking recommendations. Next the consultants reviewed the transportation recommendations.

Trustee Amenta exited the meeting at 8:25 p.m.

Board members expressed the desire to receive the analysis and not accept the document. It was also noted that the document provided was not a plan, but an analysis. It will be the Board’s decision on what is implemented from the analysis provided.

5. Adjournment.
Tr. Warren moved, seconded by Tr. Carpenter to adjourn at 8:56 p.m. Motion carried 4 - 0.

Respectfully submitted,

Rebecca Ewald
Village Manager
Village of Shorewood, Wisconsin
TRANSPORTATION + PARKING ANALYSIS

Village Board
Final Presentation

January 30, 2020
Meeting Agenda

- Introduction from Bart Griepentrog
- Parking and Transportation Planning Goals
- Community Engagement Overview
- **Parking Analysis**
  - Current Condition Summary
  - Parking Findings and Recommendations
- Village Board Questions/Comments
- **Transportation Analysis**
  - Current Condition Summary
  - Transportation Findings and Recommendations
- Village Board Questions/Comments
PARKING + TRANSPORTATION PLANNING GOALS

- STANDARDIZATION
- COMMUNICATION
- ACCESSIBILITY
- SAFETY
- COMPLIANCE
Community Engagement

HOW WE ENGAGED:

• 6 – Town Hall Meetings
• 9 – Focus Group Meetings
• 4 – Technical Advisory Group Meetings
• 150+ – Total Attendees
• 85+ – Online Comments Submitted (via Village Website)
• Meetings with Village Staff
• Village Trustee Questionnaire
Community Engagement

Theme Identification
Parking Analysis
CURRENT CONDITIONS

KEY OBSERVATIONS

ON-STREET SPACES
2,458±*
Total

PUBLICLY ACCESSIBLE GARAGES
02
Total

PUBLIC SURFACE LOTS
15
Total

OFF-STREET SPACES
910±
Total

* On-street spaces within the data collection area
# Current Conditions Summary

<table>
<thead>
<tr>
<th>Parking Type</th>
<th>Parking Inventory</th>
<th>Parking Occupancy and Adequacy</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2:00 PM</td>
</tr>
<tr>
<td>On Street</td>
<td>2,458</td>
<td>695</td>
</tr>
<tr>
<td>Surplus/(Deficit)</td>
<td>1,763</td>
<td>1,819</td>
</tr>
<tr>
<td>Off-Stree</td>
<td>910</td>
<td>417</td>
</tr>
<tr>
<td>Surplus/(Deficit)</td>
<td>493</td>
<td>476</td>
</tr>
<tr>
<td>Total</td>
<td>3,368</td>
<td>1,112</td>
</tr>
<tr>
<td>Surplus/(Deficit)</td>
<td>2,256</td>
<td>2,295</td>
</tr>
</tbody>
</table>

Total Occupancy (includes off-street and on-street totals):

- 2:00 PM – **33%**
- 7:00 PM – **32%**
- 11:00PM – **20%**
Parking Findings and Recommendations – Top Five Priorities

1. Village Parking Utilization
   • Expand shared use parking agreements
   • Better utilize Metro Market garage for overnight parking needs
   • Daytime and overnight parking supply is available in the commercial business district
   • “Hot spots” or “pinch points” should not impede on overnight permit parking

2. Resident Overnight Parking Permit
   • Modify Resident Overnight Parking Permit Program to allow participation by all Village residents for purchase
   • Allows Shorewood residents to park between the hours of 3:00 a.m. and 5:00 a.m. on any street not designated as a no parking or 15-minute loading zone.
   • No more than one (1) permit per license plate. Maximum two (2) permits per household. Also subject to Alternate Side Overnight Parking and Winter Parking regulations.
   • Recommend on-street overnight permit be priced higher then the overnight off-street permit
Parking Findings and Recommendations – Top Five Priorities

3. **Alternate Side Overnight Parking/Winter Parking**

Alternate side overnight parking is required on all Village streets from 10PM - 6AM, (excludes Friday and Saturday nights and holidays) unless otherwise posted.

However, alternate side overnight parking is not in effect on any Village street that currently has winter parking restrictions posted (No Parking from December 1 to March 1).

*Please note alternate side overnight parking is not in effect on Friday and Saturday nights.*
Parking Findings and Recommendations – Top Five Priorities

4. Parking Enforcement
   • Continue the use of LPR for enforcement
   • Continue to operate within the Police Department
   • Consider adding one part-time employee to support enforcement efforts during peak weekday periods near schools and along Capitol Avenue and Oakland Avenue
   • Consider implementing Village Ambassador program

5. Accessible Parking Authorization
   • Accessible parking space request directed to Customer Service and Public Works
   • Customer Service will perform initial review for eligibility requirements
   • Director of Public Works responsible for final review and authorization of accessible parking space installation
Parking Findings and Recommendations – Additional Recommendations

• Update Parking Ordinance – Consistency between Posted Signs, Village Website and Village Code

• Consolidate On-Street Daytime Time Limits

• Maintain Temporary Parking Permit Program

• Review Overnight Parking Permit Pricing

• Maintain Resident Daytime Parking Permit Program

• Consider adopting Transportation Demand Management Guidelines within the Village Code

• Consider adopting Complete Streets Guidelines within the Village Code

• Install Village-wide Informational Parking Signage
Village Board Questions + Comments
Transportation Analysis
Current Conditions Summary

- Wisconsin’s Densest Municipality
- Urban Grid Network
- Traffic Volumes Stable or Falling
- Multi-Modal Environment
Current Traffic Controls

- 12 Traffic Signals
- 34 All-way Stops
- 100 Two-way Stops
- 10 Yield Signs
- 13 Uncontrolled

• Intersection Control
  - Dictates Rights of Way
  - Pedestrian Protection
  - Safety
Bicycle Systems

• **Bike Lanes**
  - Located on Busier Streets
  - Separate Lanes

• **Low Traffic Routes**
  - Shared Road

• **Oak Leaf Trail**
  - Regional Route

• **Bike Boulevards**
  - Murray Avenue
  - Kensington Avenue
Transportation Findings and Recommendations – Top Five Priorities

1. **Metro Market Pedestrian Safety**
   - Remove northern crosswalk at Jarvis
   - Provide barriers to direct pedestrians to southern crosswalk
   - Provide rectangular rapid flashing beacon (RRFB) at Wood crosswalks

2. **Capitol Drive Crosswalks by High School**
   - Eliminate west crosswalks at Larkin and Newhall
   - Install additional signage
   - Possible rectangular rapid flashing beacon (RRFB)

3. **Rolling Stops**
   - Remove unnecessary stop signs
   - Periodic Enforcement
Transportation Findings and Recommendations – Top Five Priorities

4. **Oakland-Kensington Intersection**
   - Install Traffic Signal

5. **Protected Bike Lanes on Capitol Drive**
   - Short Term – Green Bike Lanes
   - Long-term – Move the bike lane to the curb and on-street parking between the travel and bike lanes
Transportation Findings and Recommendations – Additional Recommendations

- Menlo–Morris Cut-through
- Morris–Capitol Intersection
- Shorewood Intermediate School
- Oakland–Glendale
- Capitol–Estabrook
- Ridgefield Cut-through
- Oakland–Edgewood
- Loading Zones
- Metro Market Visibility
- Jarvis–Lake and Menlo–Lake Crosswalk Visibility
- Inconsistent Crosswalk Design
- Walkable Community
- Adult Bicyclists on Sidewalks
- Bike Boulevard
- Bublr Bikes
- E-Scooters
- Electronic Surveillance
- Autonomous Vehicles
- Automated Deliveries
Metro Market

- Increase Lighting
- Improve Sight-Lines
- Reduce Pedestrian Conflicts
- Remove North Crosswalk
Morris-Menlo Cut Through Traffic

• 5,600 vehicles per day
• Speeding
  • 25 mph limit
  • 28-29 mph actual speeds
• Construct Bump-Outs
  • South of Capitol
  • North of Pinedale
  • South of Beverly
  • North of Newton
  • East of Morris

• Install temporary speed table or hump
• Slows Travel Speeds
• Improves Pedestrian Safety
Morris-Menlo Intersection

- Improve Pedestrian Connections/Safety
- Encourage Compliance

Exhibit 20: Morris and Hubbard Intersection Recommended Improvements
Jarvis–Lake and Menlo–Lake Pedestrian Safety

- Jarvis Street at Lake Drive
- Menlo Boulevard at Lake Drive
- Install Flashing Beacons
- Add Bump-outs in Future
Transportation Summary

- Uniform Design and Application of Traffic Control Devices
- Public Outreach/Education
- Requests through Public Works with Village Staff and Resident Input
- Complete Street Ordinance
Village Board Questions + Comments
Thank You!