



Shorewood

**WILSON DRIVE TASK FORCE
STEERING COMMITTEE**

Wednesday November 30, 2016 7:00 PM

Village Hall Court Room

3930 N. Murray Ave, Shorewood, WI 53211

AGENDA

1. Call to order.
2. Consideration of September 14 and 29, 2016 meeting minutes
3. Presentation and discussion of conceptual street design by MSA Professional consultant for the Wilson Drive Corridor.
4. Discuss next steps.
5. Adjourn.

DATED at Shorewood, Wisconsin, this 22nd day of November, 2016.

VILLAGE OF SHOREWOOD

Tanya O' Malley, Village Clerk WCPC

Should you have any questions or comments regarding any item on this agenda, please contact Ericka Lang, Planning Director, Planning & Development Department, at (414) 847-2640.

Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals.

It is possible that members of and possibly a quorum of members of other governmental bodies of the municipality may be in attendance at the above stated meeting to gather information; no action will be taken by any governmental body at the above stated meeting other than the governmental body specifically referred to above in this notice.



PROFESSIONAL SERVICES

More ideas. Better solutions.®

Memo

To: Wilson Drive Task Force
From: Steve Tremlett, Urban Designer
Subject: Re: Road Design Scenario Review
Date: November 22, 2016

Wilson Drive Task Force –

I have provided several exhibits per each scenario, including a 2-block concept plan (from Kensington through Sheffield intersections), illustrative typical section and rendering from Congress Street looking towards the Wilson Drive intersection. There are a variety of amenities shown in the concepts that illustrate the many possibilities for improving the aesthetics and character of Wilson Drive; however, the focus should remain first on what road profile will be best to meet the needs of the neighborhood and function of the road.

Each scenario suggests crosswalk improvements that are specifically recommended per road profile based on the road width, corresponding turning movements and bus stop locations. One should note the varying locations of the bus stops as their location can improve visibility of pedestrians looking to cross the street, but can also increase the distance one may have to walk to get on the bus (and possibility of jaywalkers). In general, bus stops on the farside (past the intersection) are safest for pedestrians, but those that are nearside (before the intersection) are easier to access. We will touch on this topic, as it will impact how the bike and parking lanes are laid out.

As noted above, there are many amenities shown in the concepts outside of the roadway (beyond the curb), such as bio-swales, rain gardens, plaza space, statues/artwork, and exercise path (with exercise equipment). In general, these amenities can be incorporated in any of the road profiles and should not dictate your decision on the road profile. There are couple cases where this is not true, and will be discussed further at the meeting.

I look forward to discussing each of the scenarios at our meeting next week. I will have cost estimates and representative photos to further our discussion at the meeting. In addition to these exhibits, I will bring a computer to allow us to interactively tour the designs of each scenario (using the Sketchup models created).

Sincerely,

Steve Tremlett, AICP, CNU-A
MSA Professional Services

Offices in Illinois, Iowa, Minnesota, and Wisconsin

2901 International Lane, Suite 300, Madison, WI 53704-3133

(608) 242-7779 (800) 446-0679

FAX: (608) 242-5664 WEB ADDRESS: www.msa-ps.com

ROAD PROFILE SCORE CARD

SCENARIOS	"A" (Existing - 56FT)	"B" (Median- 56FT)	"C" (48FT)	"D" (42FT)
ENVIRONMENT				
Usable Green Space				
Reduce Runoff				
Limit Impervious Area (pavement ft)	56	44	48	42
Human Health Benefit				
MOBILITY				
Bicycle Safety				
Pedestrian Safety (max crossing distance)	37	18	32	34
Vehicular Free-Flow				
Vehicular Speed Control				
ECONOMIC DEVELOPMENT				
Beautification/Amenity Opportunity				
Parking Quantity				
Redevelopment Expansion				
COST & MAINTENANCE				
Road Maintenance				
Open Space Maintenance				
Construction Cost* (in Millions)	2.0	1.7	1.7	1.5

* This is preliminary estimated cost that includes the following: mobilization, bonding, insurance, erosion control, removals, unclassified excavation, curb and gutter, asphalt and aggregate road base, crosswalk/parking/bike enhancements, paving markings, regulatory signs, restoration, bio-swale and landscaping assumptions, 10% contingency and 16% design engineering costs. Notable exclusions include lighting, landscaping, utility work, street furniture, and plaza enhancements.

FACTORS NOT RATED (possible in all road scenarios)

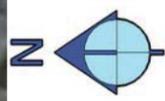
- Preserve Bio-diversity & Habitat Zone
- Gateways, Landscaping, & Street Furniture
- (Decorative) Lighting
- Bus Stop locations - Safety Considerations
- Plaza Space Design (outside of R.O.W.)

KEY	
	Good / Strong
	Fair / Neutral
	Poor / Weak

WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "A"
Existing Right-of-Way (56ft)



KENSINGTON BLVD

CONGRESS ST

SHEFFIELD AVE

UNIQUE ELEMENTS

- Terrace Addition at Intersections (westside)
- Congress Road Diet (landscaping / rain garden)
- Decorative Paving / Pavers Parking Zones
- Bus Stops on Farside (NB) and Nearside (SB)
- Statue at Congress / Oak Leaf Trail (westside)



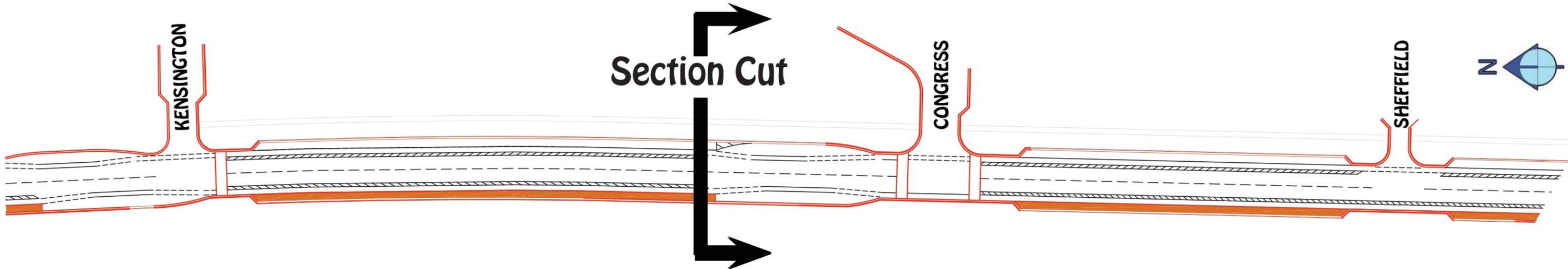
WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "A"
Existing Right-of-Way (56ft)



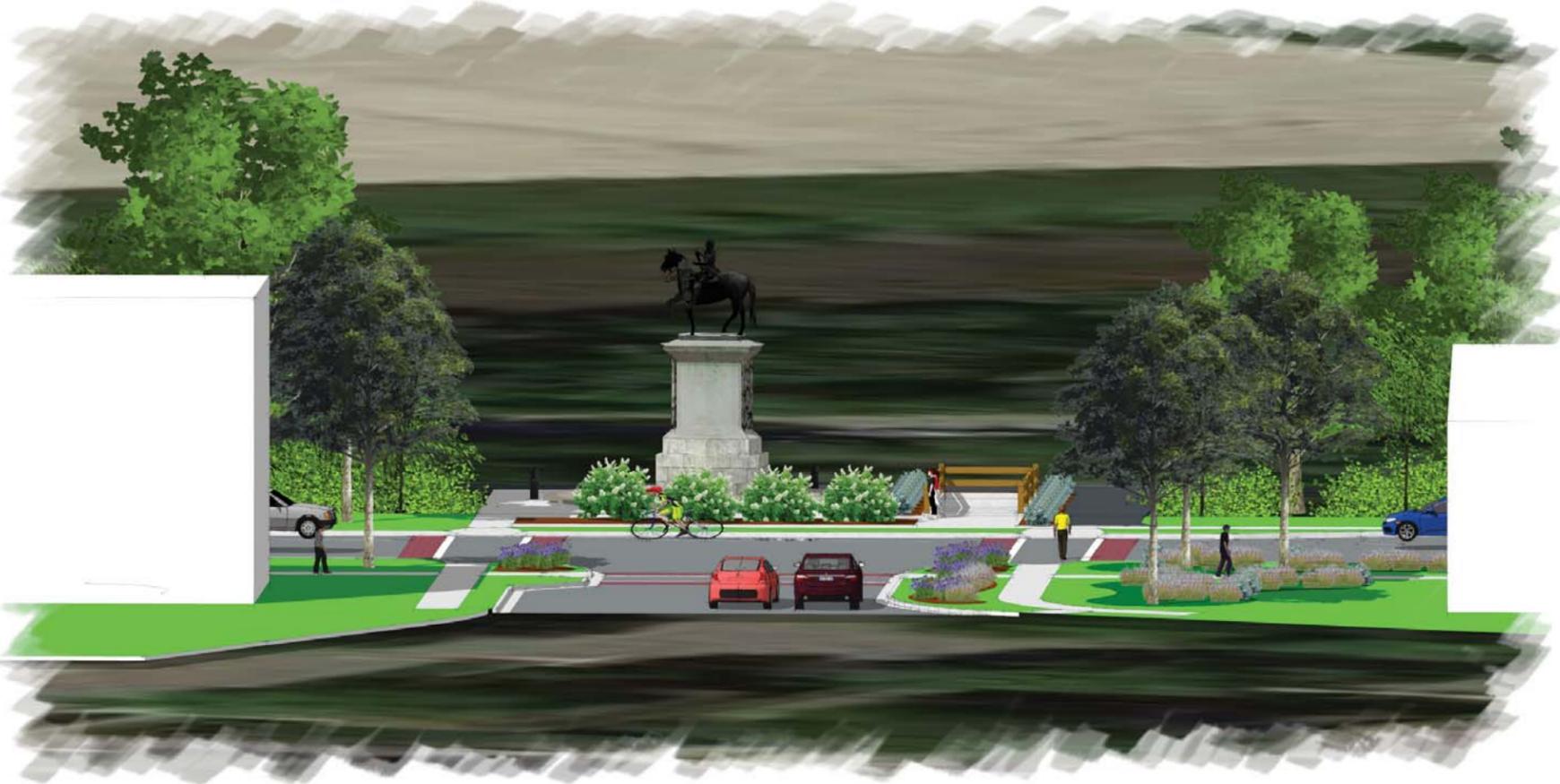
* Bus stop locations w/ no parking



WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "A"
Existing Right-of-Way (56ft)

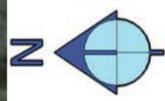


Congress Street, looking west to Oak Leak Trail Connection

WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "B"
Boulevard (56ft+)



KENSINGTON BLVD

CONGRESS ST

SHEFFIELD AVE

UNIQUE ELEMENTS

- Add Median (bio-swale / landscaping)
- Congress Road Diet (plaza / artwork / rain garden)
- Bus Bay Reduces Existing 20-FT Westside Terrace
- Bus Stops on Farside (NB) and Nearside (SB)
- Left Turn Lane at Kensington Blvd



WILSON DRIVE RECONSTRUCTION PROJECT

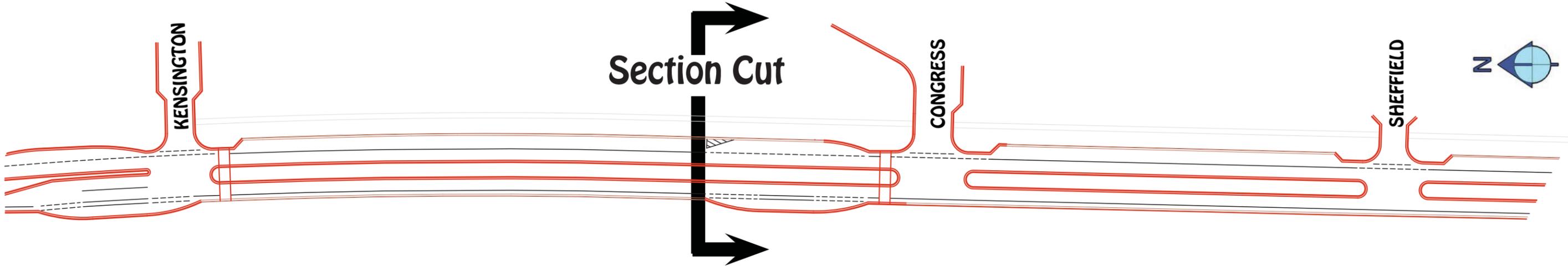
Road Profile Concept Review

SCENARIO "B"
Boulevard (56ft+)



TERRACE <i>(no change)</i>	SHARED* 11.5-FT	DRIVE 13.5-FT	MEDIAN 12-FT	DRIVE 13.5-FT	BIKE 5.5-FT	BUS 11-FT	TERRACE <i>(Minus bus bay)</i>
--------------------------------------	---------------------------	-------------------------	------------------------	-------------------------	-----------------------	---------------------	--

* Shared Bike / Parking Lane (plus, bus stop locations w/ no parking)



WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "B"
Boulevard (56ft+)



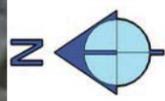
Congress Street, looking west to Oak Leak Trail Connection

WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "C"

Road Diet (48ft+)



KENSINGTON BLVD

CONGRESS ST

SHEFFIELD AVE

UNIQUE ELEMENTS

- Extended Eastside Terrace (bio-swale, landscaping, and/or future development expansion area)
- Congress Road Diet (landscaping / rain garden(s))
- Green Bike Lanes (through intersections)
- Bus Stops on Nearside (NB) and Farside (SB)
- Left Turn Lane at Kensington Blvd



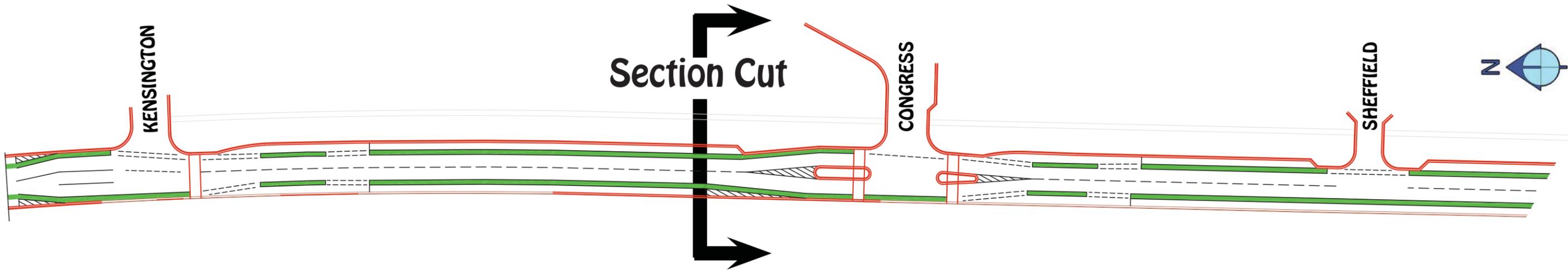
WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "C"
Road Diet (48ft)



* Bus stop locations w/ no parking



WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "C"
Road Diet (48ft)



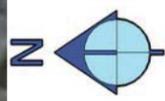
Congress Street, looking west to Oak Leak Trail Connection

WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "D"

Road Diet (42ft+)



KENSINGTON BLVD

CONGRESS ST

SHEFFIELD AVE

UNIQUE ELEMENTS

- Extend Westside Terrace (bio-swale, landscaping, exercise path w/ workout stations)
- Paved Circle w/ Fountain at Congress / Oak Leaf Trail
- Congress Road Diet (plaza space / landscaping)
- Bus Stops on Farside (NB) and Nearside (SB)



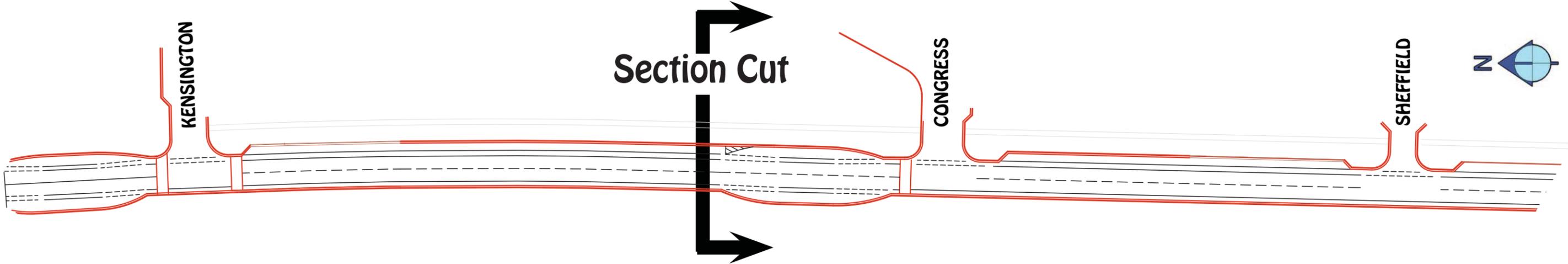
WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "D"
Road Diet (42ft+)



* Bus stop locations w/ no parking



WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "D"
Road Diet (42ft+)



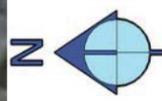
Congress Street, looking west to Oak Leak Trail Connection



WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "A"
Existing Right-of-Way (56ft)



KENSINGTON BLVD

CONGRESS ST

SHEFFIELD AVE

UNIQUE ELEMENTS

- Terrace Addition at Intersections (westside)
- Congress Road Diet (landscaping / rain garden)
- Decorative Paving / Pavers Parking Zones
- Bus Stops on Farside (NB) and Nearside (SB)
- Statue at Congress / Oak Leaf Trail (westside)



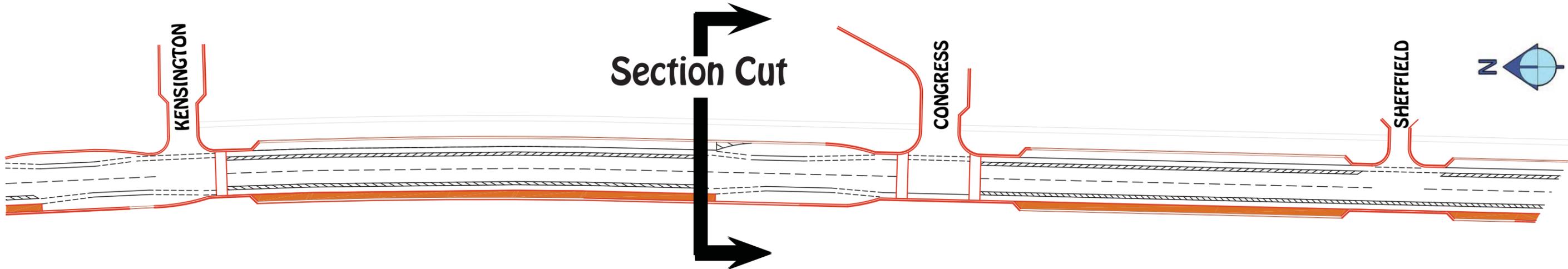
WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "A"
Existing Right-of-Way (56ft)



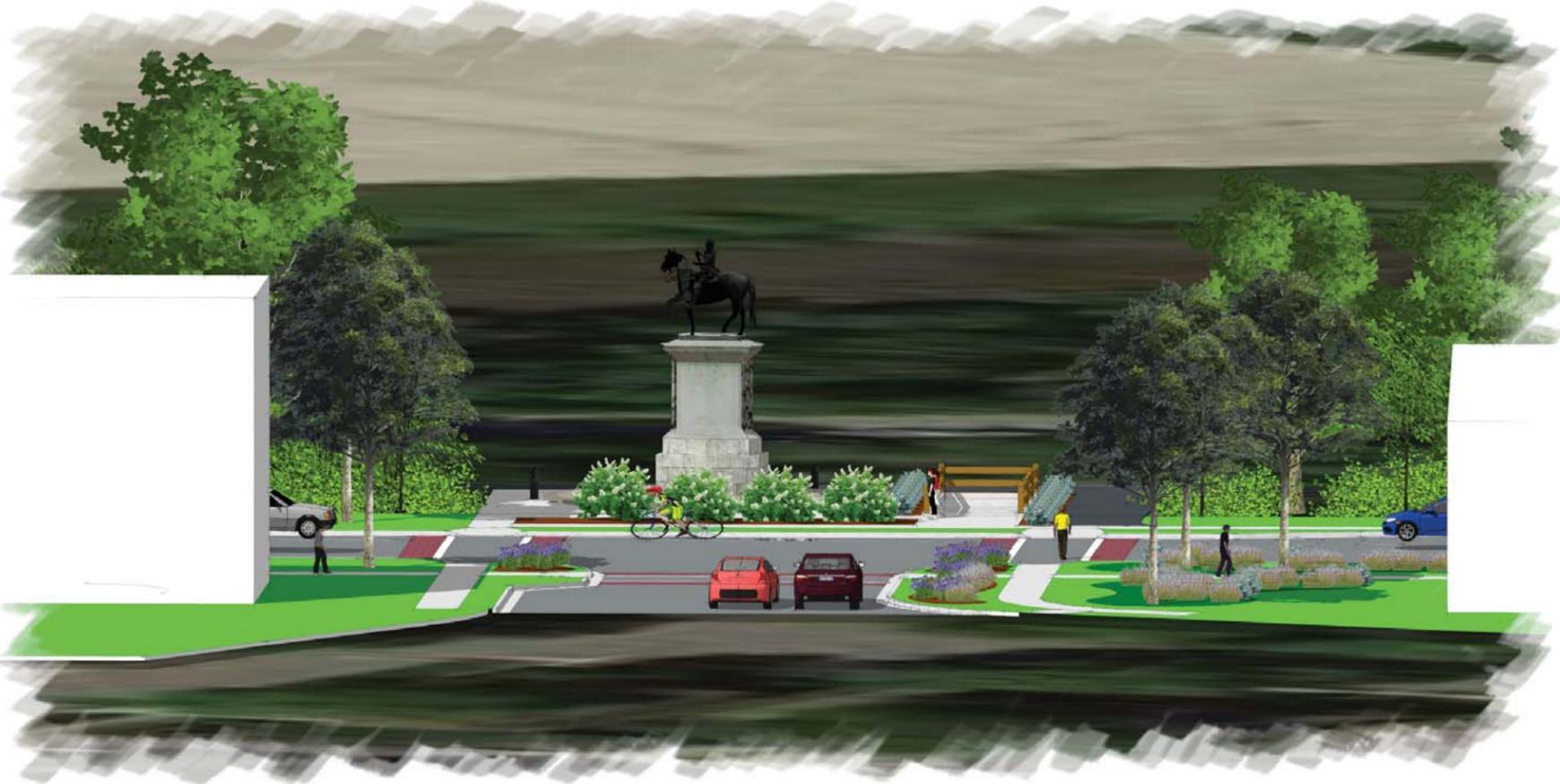
* Bus stop locations w/ no parking



WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "A"
Existing Right-of-Way (56ft)

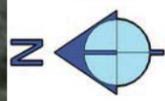


Congress Street, looking west to Oak Leak Trail Connection

WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "B"
Boulevard (56ft+)



KENSINGTON BLVD

CONGRESS ST

SHEFFIELD AVE

UNIQUE ELEMENTS

- Add Median (bio-swale / landscaping)
- Congress Road Diet (plaza / artwork / rain garden)
- Bus Bay Reduces Existing 20-FT Westside Terrace
- Bus Stops on Farside (NB) and Nearside (SB)
- Left Turn Lane at Kensington Blvd



WILSON DRIVE RECONSTRUCTION PROJECT

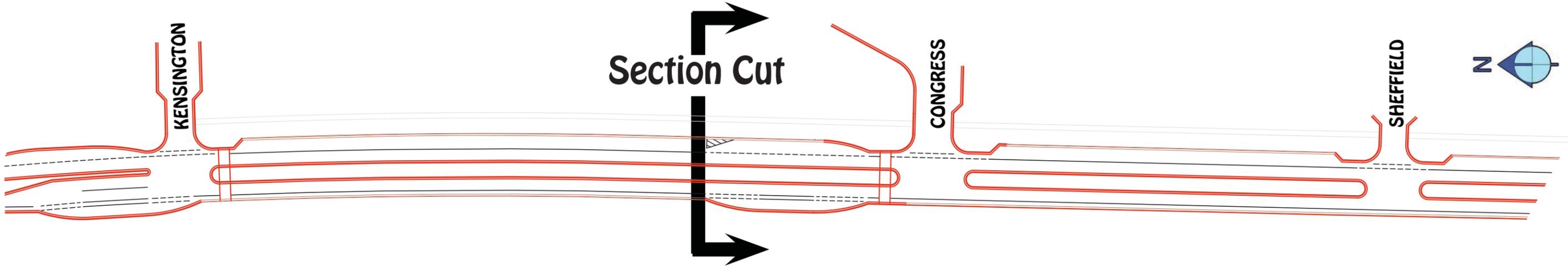
Road Profile Concept Review

SCENARIO "B"
Boulevard (56ft+)



TERRACE <i>(no change)</i>	SHARED* 11.5-FT	DRIVE 13.5-FT	MEDIAN 12-FT	DRIVE 13.5-FT	BIKE 5.5-FT	BUS 11-FT	TERRACE <i>(Minus bus bay)</i>
--------------------------------------	---------------------------	-------------------------	------------------------	-------------------------	-----------------------	---------------------	--

* Shared Bike / Parking Lane (plus, bus stop locations w/ no parking)



WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "B"
Boulevard (56ft+)



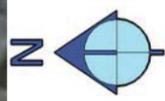
Congress Street, looking west to Oak Leak Trail Connection

WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "C"

Road Diet (48ft+)



KENSINGTON BLVD

CONGRESS ST

SHEFFIELD AVE

UNIQUE ELEMENTS

- Extended Eastside Terrace (bio-swale, landscaping, and/or future development expansion area)
- Congress Road Diet (landscaping / rain garden(s))
- Green Bike Lanes (through intersections)
- Bus Stops on Nearside (NB) and Farside (SB)
- Left Turn Lane at Kensington Blvd



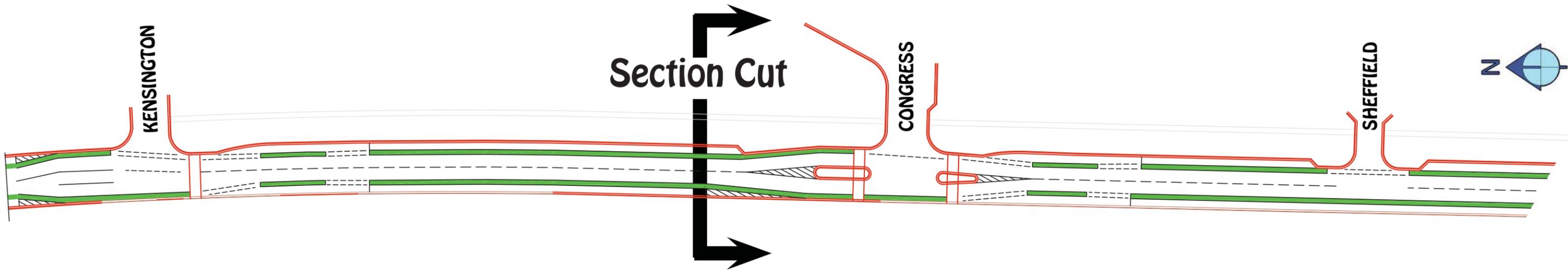
WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "C"
Road Diet (48ft)



* Bus stop locations w/ no parking



WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "C"
Road Diet (48ft)



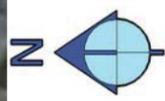
Congress Street, looking west to Oak Leak Trail Connection

WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "D"

Road Diet (42ft+)



KENSINGTON BLVD

CONGRESS ST

SHEFFIELD AVE

UNIQUE ELEMENTS

- Extend Westside Terrace (bio-swale, landscaping, exercise path w/ workout stations)
- Paved Circle w/ Fountain at Congress / Oak Leaf Trail
- Congress Road Diet (plaza space / landscaping)
- Bus Stops on Farside (NB) and Nearside (SB)



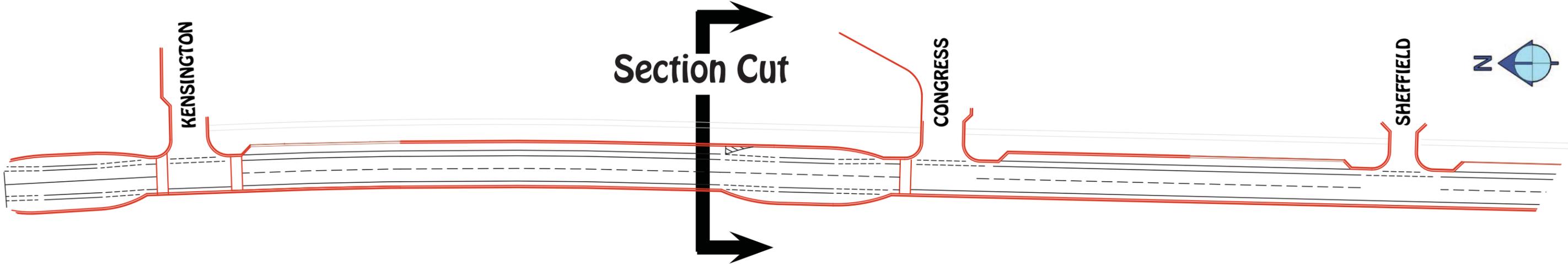
WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "D"
Road Diet (42ft+)



* Bus stop locations w/ no parking



WILSON DRIVE RECONSTRUCTION PROJECT

Road Profile Concept Review

SCENARIO "D"
Road Diet (42ft+)



Congress Street, looking west to Oak Leak Trail Connection

