

**Village of Shorewood
Public Works Committee
October 17, 2022**

Call to Order: Chairperson Tr. Ircink called the meeting to order at 6:40 p.m. at the Village Hall.

Members Present: Tr. Arthur Ircink, Tr. Jerry Lynn

Others present: Tr. Couto, Village Manager Rebecca Ewald, Planning Director Bart Griepentrog, Public Works Director Leeann Butschlick

Consider refinement of Policy 43: Traffic and Parking Regulation Request Program

1. Discussion Points

Director Griepentrog reviewed proposed changes to the Traffic and Parking Request Program draft, highlighting the following general areas of revision:

- Signalized traffic controls and traffic calming devices would not longer be considered through this program due to the complexity of their evaluation, installation and budgetary needs. Instead, these requests will be considered through the Village's Long Range Plan.
- Various definitions were refined for clarity.
- Additional standards were added for review of marked crosswalks.
- Recommended review of parking regulation requests in conjunction with Village's currently codified standards.
- No changes to the Procedures section have been suggested.

Tr. Lynn moved to recommend the Village Board consider refinement of Policy 43 Traffic and Parking Regulation Request Program for approval as drafted. The motion was seconded by Tr. Ircink and passed, 2-0.

2. Follow Up-Items

Village Board consideration will be scheduled for the November 7, 2022, meeting.

2024 Downer Reconstruction Green Infrastructure Review

1. Discussion Points

Director Butschlick distributed worksheets (attached) for the Committee's use in reviewing the GI alternatives identified in the Sigma Green Infrastructure Evaluation and Alternatives Analysis. Director Butschlick provided a general description of the Menlo Boulevard biofilter, parking lane porous pavement and bumpout biofilter recommendations. It was noted that the roadway typical section (pavement marking) would potentially impact the porous pavement alternative.

The roadway typical section alternatives were reviewed:

- Current 44 feet - two travel lanes and two unmarked parking lanes
- Alternative 1 (recommended) – two 11-foot travel lanes; shared 11-foot parking and bicycle lanes
- Alternative 2 – two 10-foot travel lanes; two 5-foot bicycle lanes; two 7-foot parking lanes

Director Butschlick reminded Committee members that because stormwater in the combined sewer service area is treated with sanitary flows, the installation of GI should be considered for its educational benefits. While staff has consistently recommended that the Village focus its resources on GI in the separate area, the SEACSI project is the

largest infrastructure in recent years and an opportunity for the Village to demonstrate its continued commitment to GI and good stormwater management practices.

Proposed bumpout locations were reviewed.

Tr. Lynn noted concerns with cost, the impact of the proposed biofilter on the Menlo Boulevard passive space and the narrowness of the driving lane in typical section alternative 2.

Tr. Ircink noted concern with cost of GI investment in the combined sewer service area for return. He stated support for a Menlo biofilter.

2. Follow Up-Items

GI alternatives:

- Menlo Boulevard biofilter – staff was directed to determine feasibility of reducing footprint
- Porous pavement parking lanes - Committee members did not express support for continued review
- Bumpout biofilters – Committee members stated support for a total of two pair of bumpouts to be located at the Menlo and Shorewood Boulevard intersections

Roadway Typical Section – Committee members expressed support for Alternative 1.

Motion to adjourn carried at 7:35 p.m.

Respectfully submitted,

Leeann Butschlick
Director of Public Works

DOWNER AVENUE GREEN INFRASTRUCTURE

Recommended alternatives considerations (none or any combination):

(alternatives listed in order of greatest estimated total TSS removed)

- Menlo Boulevard biofilter
 - No additional considerations or decisions needed
 - On-going annual maintenance considerations
- Porous pavement in parking lanes
 - Typical section may impact feasibility
 - Not desired in shared bike and parking lane typical section alternative
 - Cannot be installed on west side due to location of transmission water main
 - Minimal annual maintenance considerations
- Bumpout biofilters
 - Not significantly impacted by typical section
 - Most costly of alternatives for construction and maintenance
 - On-going annual maintenance considerations
 - Will provide pedestrian safety enhancements
 - Bus stop locations will impact siting of bumpouts

Typical section:

- Current typical section includes two travel and two unmarked parking lanes (44 feet curb-to-curb)
- Typical section Alternative 1 (recommended)
 - 11-foot travel lanes
 - Shared 11-foot parking and bicycle lanes
- Typical section Alternative 2
 - 10-foot travel lanes
 - 5-foot bicycle lanes
 - 7-foot parking lanes

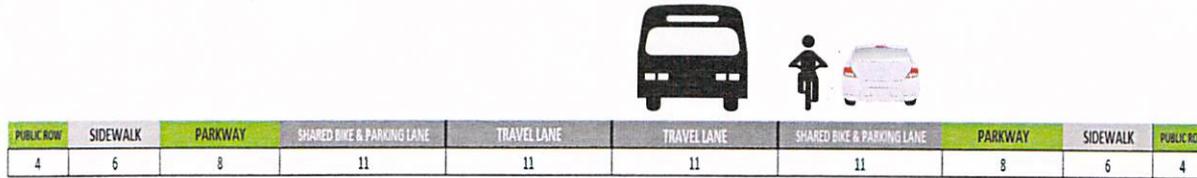
Typical section considerations:

- Village's 2015 Ped and Bike Master Plan suggests that the Village "evaluate possible bicycle accommodations on Downer Avenue south of Capitol Drive" (pg. 32)
- Though not specific to Downer, the Plan makes a number of recommendations related to bumpouts, including:
 - "Evaluate the placement of curb extensions throughout the Village with all new infrastructure, development and redevelopment projects."
 - "Utilize added space created by curb extensions with green space... to maximize the positive effects of the space."

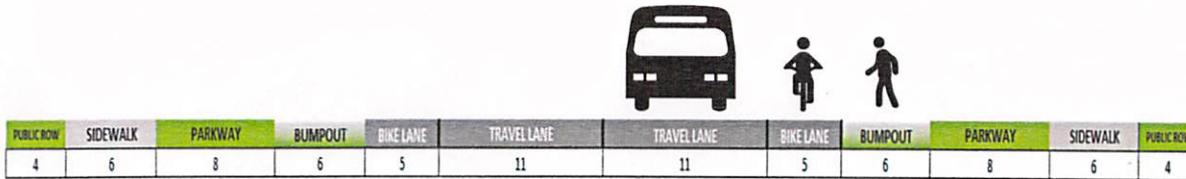
DOWNER AVENUE CURRENT TYPICAL SECTION



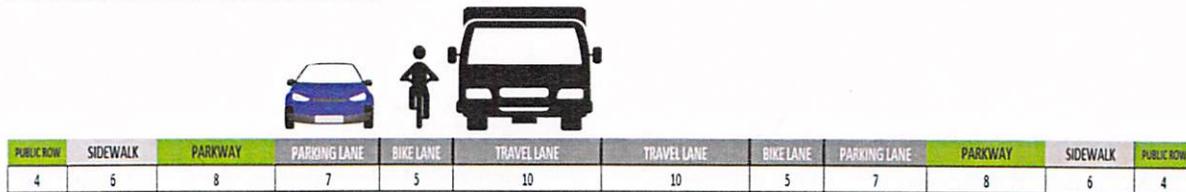
DOWNER AVENUE PROPOSED TYPICAL SECTION



DOWNER AVENUE PROPOSED TYPICAL SECTION WITH BUMPOUT (retains parking – not shown)



DOWNER AVENUE ALTERNATE TYPICAL SECTION



ILLUSTRATIONS NOT TO SCALE

WILSON TYPICAL SECTION – WEST SIDE NO PARKING



ROW VARIES	BIKE LANE	TRAVEL LANE	TRAVEL LANE	BIKE LANE	PARKING LANE	PARKWAY	SIDEWALK
	5	11	11	5	8	13	6

WILSON TYPICAL SECTION – WEST SIDE PARKING



ROW VARIES	PARKING LANE	BIKE LANE	TRAVEL LANE	TRAVEL LANE	BIKE LANE	PARKING LANE	PARKWAY	SIDEWALK
	7	5	11	11	5	8	13	6

Decision Matrix

	Impacted by Typical Section?	If no, Committee interest?	If interest = yes, is additional information needed?	If interest = yes, is additional review or input needed?	
Menlo Boulevard biofilter	No				
Porous Pavement in parking lanes	Yes				
Bumpouts (curb extensions)	No				