

**Wilson Drive Task Force Open House**  
**June 15, 2016**  
**Public Comments**

**NAME:** Joost Allard

**ADDRESS:** 4041 N. Oakland Avenue, #517

**COMMENTS:**

- I am not in favor of residential/commercial development on the West Side of Wilson Drive because it will impact how/how much green space is available to general (Shorewood) public.
- To improve traffic flow I recommend bike lanes between parking and walkways. If necessary, make the bike lanes 2-way on one side of the road.
- Don't remove Estabrook Pkwy. It significantly will impact traffic loads (and parking needs) on Wilson Drive from visitors to the park.
- I'm concerned with narrowing W.D. to below because of environmental impact due to amount of pavement. Yes to slowing down the pace of traffic, but maybe the boulevard is the way to do that, and simultaneously implement environmentally smart ideas like the water mgmt. swales.
- Implement pedestrian islands (w/lights to stop traffic) to accommodate both able and less abled community members (and persons w/strollers).
- Provide access to Estabrook Park at multiple points, to get to OLT [Oak Leaf Trail] as well as the park. Possibly slow down bikes/discourage unauthorized access by off-setting access from streets delivering traffic on the east side of W.D.
- If commercial development – only on the east side of W.D.
- Proper lighting to ensure safety of pedestrians and bikers throughout the area, not only along W.D.

**NAME:** Sue Austin

**ADDRESS:** 4316 N. Wildwood Avenue

**COMMENTS:**

- Pedestrian activated walks with refuge islands.
- Single lane traffic.
- Bus bump & turnouts.
- 2-4 entrances to trail.
- No stop signs, keep traffic moving safely.
- Prefer keeping our green space rather than putting in housing that will create much more congestion.

**NAME:** Ellen Bahe

**ADDRESS:** 4368 N. Wildwood Avenue

**COMMENTS:**

- (1) First and foremost, I am completely opposed to rezoning the west side of Wilson Drive to allow additional residential or commercial development. I am a single issue voter on this matter. No hotel, no pocket housing, no coffee shop. Better to do nothing than allow development like that.
- (2) Shorewood should take this as an opportunity to Embrace Estabrook Park and open it for the community to enjoy. I love the idea of creating more green space on the west side of Wilson and creating visual sight lines and access into the park. More access points into the park and onto the Oak Leaf Train are needed. Benches, art, exercise/play equipment are great ideas and encourage community members to come and linger. Estabrook Park could be such a jewel. Let's use it.
- (3) Wilson Dr. does need safer pedestrian crossing and I support the efforts to address this. I would prefer a narrower street w/parking on one side and bump-outs. I would prefer more usable green space on west side over a blvd.  
  
The redesign of Woodruff/Congress intersection is necessary as that intersection is far too wide and dangerous.
- (4) Vehicle speed is an issue that needs to be addressed. A narrower road can help, but Shorewood also needs to get tough on enforcing the speed limit and enforcing pedestrian right of way.

**NAME:** Juli Bauer

**ADDRESS:** 3514 N. Murray Avenue

**COMMENTS:**

It seems to me that the best ecological answer is to reduce the pavement to 3 lanes with parking, then the addition space could be storm water management and green space. The pedestrians would have less distance to cross. Perhaps a flashing cross like the ones on Bluemound by the zoo would be good. It's an "on-demand" solution. The 3<sup>rd</sup> lane could be a turning lane. Bus drivers would appreciate that.

Keeping the reduced space as park access and interpretive gardens would be an added amenity to increase safety. Safety call boxes could also do this. The only development I would appreciate would be a small shelter from rain events or a coffee bar. The leasing of space to a vendor would give the Village income for maintenance of the green space.

I don't think this area should be developed at this time. The TIF districts are having a negative effect on residential taxes, right now. That makes Shorewood less attractive. Added amenities, however, would make this area of the Village more attractive, especially to younger families who would gain better access to the Park.

At a later point in time, this space would still be available for development.

**NAME:** C. Baumgardner

**ADDRESS:** 3832 N. Farwell

**COMMENTS:**

No Development.

- \* No housing or hotel, tiny houses. Not enough space.

- \* Right of way from bike trail.

- \* Destruction of green space and habitat.

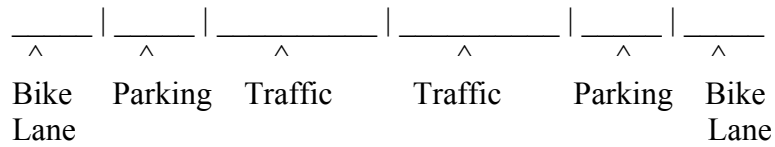
Develop a workable traffic, pedestrian safe zone.

**NAME:** Vic Beldavs

**ADDRESS:** 4606 N. Newhall Street

**COMMENTS:**

I support the 44' width, bike lanes & no parking south option. Place the bike lanes between the curb & parking.



Building houses on the west side of Wilson Drive would destroy the Oak Leaf Trail. We need to enhance the green space along Wilson Drive, not new construction.

**NAME:** Mara Beldavs

**ADDRESS:** 4606 N. Newhall Street

**COMMENTS:**

Shorewood Village needs to keep land at Wilson Drive strictly a green zone, environmentally and ecologically based. Wilson Drive could be narrowed for safer crossing of bikers and pedestrians.

**NAME:** Gordie Bennett

**ADDRESS:** 1409 E. Kenmore Place.

**COMMENTS:**

Traffic & Safety:

- Create more attractive bus shelters for transit riders.
- Consider signals and/or speed bumps for reducing vehicle speeds.
- Like any traffic calming measures; cars dominate Wilson Dr. and drive too fast!
- Like bike lanes North & South.
- Like pedestrian refuges in median (sitting & standing spaces for people crossing road)

Environmental:

- Add green infrastructure (SW) in new median. (The “SW” might mean swale.)
- Make Wilson Drive “green” literally & figuratively.
- Vegetated median.
- Complete streets (not just for cars)
- Consider ENVISION certification.
- Preserve trees on west side of road.

Development:

- Like idea of having more small business along Wilson Dr., but not necessarily on west side of road.
- Don’t like idea of additional multi-family housing; more than enough already.

Parks & Recreation:

- Protect and enhance greenery; retain woods & vegetation along Oak Leaf Trail.



**NAME:** Greg Bradisse

**ADDRESS:** 4434 N. Woodburn Street

**COMMENTS:**

The single biggest “idea” I am adamantly opposed to is buildings of any kind on the west side of Wilson Drive. Estabrook Park and the Oak Leaf Trail need to be kept as natural and organic as possible. We have more than enough space in the village that has been “developed” with cement & steel. If new development is desired, I believe it should be on re-purposed, already developed sites.

I am extremely concerned that village officials pay attention to majority public opinion on these issues.

**NAME:** Julie Bradisse

**ADDRESS:** 4434 N. Woodburn

**COMMENTS:**

I use the Oak Leaf Trail every day. I think the west side of Wilson Drive needs to remain a natural green space without any buildings. I am not really in favor of manicured green space there. There needs to be safer pedestrian crossing of Wilson Drive—pedestrian activated stop lights at a few intersections, perhaps.

The ideas of the Environmental group are positive changes—I like a lot of those suggestions.

I am absolutely opposed to any buildings on the west side of Wilson Dr.

I am very concerned that the village officials will not listen to public opinions on this matter.

**NAME:** Danette Braun

**ADDRESS:** Kingo Lutheran Church  
1225 E. Olive Street

**COMMENTS:**

Please preserve street parking.

Like idea of b-ball court next to police station.

**NAME:** Nikki Brazy

**ADDRESS:** 4205 N. Downer Avenue

**COMMENTS:**

First let me say that the proposals of the Environmental Work Group should be adopted in their entirety. I lived in Eugene, OR, thirty-five years ago and the city was already implementing the proposals now suggested. I think it's about time this village starts to make an earnest effort to care for the little green space we have left.

Secondly, and obviously, I absolutely oppose ANY building of residential or commercial or retail (? difficult to decipher this last word) on the Wilson Dr. corridor. See above.

Very importantly, improvements must be made for the safety of pedestrians crossing Wilson. Painted crosswalks are useless. Other than myself, I have never seen a car stop to allow someone to cross even though this person or bicyclist is in the walk. I've lived in the Village for over 30 years.

I am opposed to widening or adding lanes to Wilson. People already use the drive as a quick way to get from Capitol to Hampton. More lanes = more lane-changing & higher speeds than posted.

I understand the need to keep the Village "current" BUT – the character of the Village has been destroyed from Capitol north to Olive. Let's not let it happen to this Wilson Dr. corridor.

**NAME:** Lucille L. Buchholz

**ADDRESS:** 4305 North Morris Blvd.

**COMMENTS:**

I personally feel and know that Wilson Drive needs to be preserved exactly as it is! Why narrow Wilson Drive at all. Originally Milwaukee County envisioned a massive accessible park system for its citizens. This vision needs to be honored and kept intact. There is no reason to narrow Wilson Drive. A few stop signs and pedestrian crossings could slow traffic and ensure safe crossing of the street. Widening this strip of land owned by the Village of Shorewood just sets the stage for developing housing on this strip. This is a terrible idea. How chronic is this problem—at crisis point!! Our village board makes decisions behind closed doors and tries to foist their own agenda on the citizens of Shorewood. Why are we having this discussion at all? Very soon we will have to address updating and improving our sewers. Look, I work for the City of Milwaukee—I have had a lifetime of government for the common people. I am talking clean government. The fact that our Village Board is opening the door to runaway development is tragic. Once these houses have been built, once Wilson Drive is narrowed—it will be too late—the damage will be done. This is a community of families who take pride in maintaining Shorewood as a small and friendly town. I have a lot of apprehension about greed and personal aggrandizement on the part of the Village Board. This idea session cannot be simply window dressing. Why spend the money at all. In a larger picture, the USA in its business milieu has been built upon trust in business transactions. Our society is at a crisis point because people who aspire to positions of authority are completely out of whack for the common good of the citizens. Tell the Board that they serve the people of this village, not making the common citizens uneasy about plans & projects behind closed doors. A referendum is necessary. I personally have lost confidence in the integrity of our Village Board. I really think they will just go ahead do what they please in the end & not listen to the people.

p.s. If any of them cares to get back to me on this please have them contact me!

**NAME:** Robert Burcum

**ADDRESS:** 4416 N. Woodburn St.

**COMMENTS:**

The street could be narrowed if bike lanes provided. Parking could be east side only. Narrow green strip down middle is good. The narrowing would leave no doubt that it's not a four lane road.

Some kind of pedestrian yellow flashers would help people cross.

We do not want any development on Wilson Dr.

Please maintain and enhance the green space we have. No housing, hotel, or any commercial development.

**NAME:** Nancy L. Burcum

**ADDRESS:** 4416 N. Wood Burn Street, Shorewood

**COMMENTS:**

Keep Kensington as a thoroughfare.

Bike lanes both sides. One lane/two-way. Boulevard center o.k.

No buildings – green space.

Keep feel of being “in woods” when on bike trail.

No walkway over street.

Promote bird migration, butterfly migration. Bird watching place.

Promote a walking community.

No more housing. Population is dense enough.

**NAME:** Anne Clausen

**ADDRESS:** 4188 N. Bartlett Ave.

**COMMENTS:**

In my opinion, Wilson Drive is fine as it is. Fix the surface, but don't narrow the street. Don't "prettify" it and, above all, don't develop it. No bike shop, no coffee shop, no housing of any kind on the west side of the street.

Use the money for things this village really needs: Repaired roads & alleys, replaced sidewalks.



**NAME:** Joseph Conti

**ADDRESS:** 4041 N. Downer Avenue

**COMMENTS:**

Parklike settings appeal to me. A place to relax. A street to drive in that is filled with interesting flowers & trees.

We don't need a busy road.

Islands filled with flowers on each cross street entering Wilson.

Make Shorewood Beautiful Not Busy.

**NAME:** Elaine Cotter

**ADDRESS:** 4244 N. Wilson Drive

**COMMENTS:**

1. Please keep Wilson Dr. with  
    2 driving lanes  
    2 parking lanes  
    As cost effective as possible.
2. Please keep as much green space as possible, and keep it as park-like as possible. Exercise equipment, bike repair stop, and the like are unnecessary. The decorative archways are pretty, but unnecessary.
3. Please hold at least one public meeting in an open forum format, so that all in attendance can hear all comments made by the public.
4. Thank you for the comprehensive offerings this evening, and the opportunity speak (on paper).

Please, please no housing on west side of Wilson Dr. at all.

The view into Estabrook Park and of the Benjamin Church house is wonderful as is.

p.s. Dear volunteers:

    Thank you for your blood, sweat, and tears!

**NAME:** Yelena Dykhne

**ADDRESS:** 4264 N. Olsen

**COMMENTS:**

- 1) I like blvd. option (56') width, south bound turn lane or 52' wide with bike lanes.
- 2) Housing development on west side of Wilson Dr. is not good idea. It will take land off Wilson Dr. & park, and creates traffic problems.
- 3) Shorewood has unfilled storefronts. We do not have to create another coffee or bike shops.

**NAME:** Sandra Daniels-Dierberger

**ADDRESS:** 4344 N. Alpine Avenue

**COMMENTS:**

I have lived in Shorewood for 31 years. I moved from Mequon to Shorewood because of the quaint village atmosphere and old world charm. The recent changes on Kensington/Oakland have been a success because they didn't destroy the ambiance. However, the changes to Oakland around the Metro Market has not been a success. The apartment buildings are too high and Oakland is becoming a concrete canyon.

The Wilson Drive project is important to me. The national average is 13 acres of green space to 1000 people. Shorewood is 9 acres to 1000 people. It is vital that we keep green space in Shorewood.

I am definitely in favor of beautifying Wilson Drive by putting in boulevards, bike lanes and safe pedestrian crossings.

I'm definitely not in favor of adding single family housing or apartment buildings on Wilson Drive. We need to keep the green space! The park is vital to Shorewood. Let's make it better, but not destroy the green space by building.

I like the butterfly garden, the band shell and we should avoid damaging plants from snow dumping.

**NAME:** John & Karen de Hartog

**ADDRESS:** 4537 N. Sheffield

**COMMENTS:**

Development:

No to new businesses.

Maybe coffee shop in new police dept?

No homes on park side.

Gardens—lilac bushes, native plants on west side of street.

Please keep native plants, birds & animals in mind—preserve their habitats! Keep in mind particularly as you plan multiple entrances.

Historical Society & Environment Group:

Interested in assisting with signage—could provide additional historical signage along the path.

**NAME:** Anne DeSellier

**ADDRESS:** 4237 N. Woodburn St.

**COMMENTS:**

Creating a beckoning entrance from Shorewood residential community to our fabulous park. Currently you just stumble upon the park. It would be great to be able to cross the road safely to our park. The natural landscape existing has some gems of wildflowers but the unruly thick brush and overgrowth could be tamed. Bioswale on west side could be nice with a narrower road that's easier to cross. It would be nice to have some artsy bus stations or art integrated into practical use areas (?).

Summary for me & my family:

- 1) Narrow road for easier crossing.
- 2) Welcoming entrance to park.
- 3) Respectful bus stops.
- 4) Bonuses would be having some integration of community in our portion of park and an extended destination for our greater community. Ex.: skate board park, wading pool, meditation garden, exercise station, rose garden destination. All cost \$ & \$\$ maintenance.
- 5) If developing is going to happen, keep it minimal and off to either end—near existing AB building or near existing Rainbow bikes—a complimentary café.

**NAME:** Diane Eisen

**ADDRESS:** 3837 N. Cramer

**COMMENTS:**

I think it would be a neat idea for the police dept. to distribute water, make it available on the trail.

What happens to our Tree City and Bird City designations if we don't maintain the environment along Wilson?

Let's do that environment along Wilson Drive better! Showcase our stewardship talents!

**NAME:** Rachel Ellerman

**ADDRESS:** 4035 N. Newhall St.

**COMMENTS:**

\* Bike lanes on Wilson (yes, even with the bike path right there)—many folks use the street instead of the path here.

\* Parking likely not needed on both sides. What would parking rules be? No overnight? For residents?

\* Recycling!

\* Limit grass—use plantings.

\* Keep mature plants.

\* Bump outs and very visual ped. crossings are a MUST. Push button lights at each major intersection.

\* Median/boulevard also a great idea at each major intersection.

\* Make entrances to park prominent & wide & safer.

\* Fix it station for bikes & picnic area near the Capitol Drive area is one item the ped. & bike committee is working on. Let's be sure to compare notes! ☺

\* Consider a temporary coffee/snack stand vs. a building—perhaps even a bike coffee vendor. Winter would be tough.

\* Do not add development. No new apts. Keep it green!

Thank you!



**NAME:** Jennifer Essak

**ADDRESS:** 2401 E. Jarvis

**COMMENTS:**

I love all the ideas presented by each group!

Specifically, narrowing road, increased access to Estabrook, and small houses along some of Wilson Drive. Increasing park usage and access is great. Adding housing that is more affordable is great. And all the environmental considerations are fabulous.

Thank you for your work!

**NAME:** Jenny Ettenheim

**ADDRESS:** 4360 Wildwood

**COMMENTS:**

1) Why do we need to develop Wilson when there are so many other needs of the village such as:

- 1) Streets/alleys/sidewalks
- 2) School budgets
- 3) Police station
- 4) Taxes relief

2) Repave Wilson—save money we do not have for the above items.

3) Wilson is a major artery—I DO NOT want traffic cutting through the side streets.

4) If we STOP spending 100K on Colectivo owners façade, Bubler bikes, buildings in which we do not collect taxes for 17 years—we could make this a village that has a cohesive plan for the future and affordable for its residents.

--There is much bad blood over past projects and that we are even wasting time discussing development on Wilson. DO NOT underestimate the feelings of many residents.

**NAME:** Debbie Fagan

**ADDRESS:** 4372 N. Wildwood Ave.

**COMMENTS:**

I support many of the ideas of the environmental, parks and recreation and safety committees. I do not support commercial or residential development/construction. As a resident on Wildwood Ave., I'm on Wilson Drive every day and can clearly see the need for safety improvements. I'm also very concerned that we preserve and enhance the green space that Wilson provides.

**NAME:** Lawrence L. Fox

**ADDRESS:** 2412 E. Edgewood Ave.

**COMMENTS:**

The Parks & Recreation Committee should not suggest all the bump outs. These are expensive and expensive to maintain! Let the safety issues be dealt with by the Safety Committee!

The Development Committee should not be allowed to put houses or businesses on Wilson Drive. The reasons for doing this are only to broaden the tax base. I don't believe that is a good idea!

It is a good idea in general to narrow the street. Cost is not going to necessarily going to be less than just maintaining what we have. To narrow the street and put something in place of the space saved could and will be much more costly for the city. Now you have to maintain what was developed. In my opinion the Environmental Committee has some of the best ideas. It appears to me that these ideas would be the least costly for the city to maintain! The beauty of the changes by the Environmental Committee will also be the most complimentary to the city! This is a small village and green space comes at a premium. Keep as much as you can!

Furthermore you did not require the people that live on Wilson Dr. to be involved. The Village should insist or be extremely more proactive inviting people who live there to become active in this process. Just sending out written correspondence is not adequate! People and businesses need to be guided into this process especially if they have a stake on Wilson Dr. Your duty is not done just be sending letters!

**NAME:** Meg Fox

**ADDRESS:** 2412 E. Edgewood Ave.

**COMMENTS:**

The proposals from the Environment W.G. are wonderful. I am strongly in favor of maintaining the west side of Wilson Drive as green space and strongly opposed to tax-generating development on the west side. I see value in narrowing Wilson Drive somewhat (two driving lanes, bike lanes, and parking on only the east side EXCEPT at the South end of Wilson Drive. As members of the American Legion & Auxiliary, we would advocate for allowing street parking on the west side at our property.

Pedestrian safety can also be addressed with marked crosswalks, “Ped Xing” signs w/flashing lights, and buttons to trigger warning lights for cars.

To my & my husband’s knowledge, no one has approached the American Legion for input. The bubble diagrams have shown our property used as a “pocket neighborhood” and our parking lot for a basketball court. Please show some respect for our (not Shorewood’s) property. We are working hard to improve both the physical appearance of our property & our outreach to the community. Don’t write us off!

Please make sure Task Force/W.G. reps have accurate information. Therese (Development) said there wasn’t enough traffic for a stop sign. This is not completely accurate—traffic engineers don’t recommend it, but we can still do it.

Finally, Trustee Eckman made a dismissive remark to other residents about my husband’s comments. This does not indicate openness to all ideas. I was very disappointed in her.

**NAME:** Sue Fox

**ADDRESS:** 4423 N. Sheffield Ave.

**COMMENTS:**

NO Blvd – WASTE of green space.

NO housing developments or businesses while we have SO much existing stock that stands empty (even across the street).

NO selling off public land.

VERY concerned that there isn't enough space between trail & Wilson—more green not less.

NO playground on Wilson—safety concerns.

Buses must be able to stop out of traffic.

Like idea of reconfiguring Woodruff as right angle into Congress—scary intersection.

Like activated cross signals.

\* Like 52' width.

Like GREEN development ideas.

HATE commercial development ideas.

LIKE natural look—a wooded area in the city is SO special.

**NAME:** Linda Frank

**ADDRESS:** 4321 N. Prospect

**COMMENTS:**

As to development, parks development makes the most sense, ideas like the basketball court, if it seems that it would generate interest.

Possible coffee shop? A mobile unit could be considered, not something that would be a permanent development.

Features like a butterfly garden would be great, as well as an area to attract bees.

Biodiversity and some control of invasives are good goals.

Improved access to the park and trail across Wilson Drive is important.

A plan to narrow the street to 44', with bike lanes and parking on one side seems reasonable since the road is unusually wide. Parking on the west side is convenient, but could be dispensed with, especially if it becomes easier to walk across Wilson.

Receptacles for trash, recycling & composting would be good. Not enough trash cans now for dog poop bags. Compost drop off would need to be coordinated with current efforts of Conservation Committee & the Board & DPW in connection with the new waste hauling contract.

**NAME:** Donna Genzmer

**ADDRESS:** 4512 N. Newhall

**COMMENTS:**

- No housing between Wilson & bike path.
- Better environment/care of the parkland between the bike path & Wilson.
- Natural area and/or food gardens NOT big commercial.
- Better entrance/exits from the bike path to Shorewood streets.
- Pedestrian activated crossings is good.
- No retail/housing on west side of Wilson.
- Encourage bikes to access bike trail rather than bike lanes on Wilson by creating easier entrance/exit to bike path—redesign street with boulevard/planting strip for bike & pedestrian crossing to bike path.
- Natural vegetation more than sterile formal plantings.
- Storm water control is important.



**NAME:** Gayle Gold

**ADDRESS:** 3540 N. Summit Ave.

**COMMENTS:**

Shorewood has very few green spaces. I prefer that Wilson Drive minimize development, especially in existing green spaces. Narrowing the road and slowing down traffic is a good idea. I like the idea of increasing green space. I don't think we need more housing or retail space. Shorewood is very densely populated and has many empty retail spaces. Improving entrances to the parks is nice as well as making it easier to cross Wilson Drive to access the park. More Park, Less Development.

**NAME:** David Goldhaber

**ADDRESS:** 4400 N. Wildwood

**COMMENTS:**

To permanently prevent commercial or residential development on the west side of Wilson Drive the Village should sell/donate a conservation easement on the Village-owned right-of-way to a recognized Land Trust.

**NAME:** Joan Gorman

**ADDRESS:** 4228 N. Ardmore Ave.

**COMMENTS:**

I like the idea of narrowing Wilson to slow traffic & make it easier to cross.

Bump outs or boulevards are a good idea.

We need to maximize the little green space that we have.

No more commercial development—and none for Wilson Drive.

Trustees need to listen to the people!

Thank you!

**NAME:** Leslie Grinker

**ADDRESS:** 4510 N. Sheffield

**COMMENTS:**

How about widening the Oak Leaf Trail & designate a walking lane & a separate bike lane.

or

Widen Wilson Dr. to include a bike lane & designate Oak Leaf Trail for walkers. That way, cyclists can go faster & walkers are safer.

Plus state funds can be used if a bike lane is put on Wilson Drive.

**NAME:** Lillian Habeck

**ADDRESS:** 1600 E. River Park Ct. #423, Shorewood

**COMMENTS:**

Whatever you do to Wilson Drive please keep the west side green & friendly for birds & animals & the people who love Estabrook Park!

**NAME:** Julie Hamrick

**ADDRESS:** 4487 N. Woodburn St.

**COMMENTS:**

I sent similar comments via internet to WD webpage,

On May 25, 2016 approximately 29,280 square feet of retail space was available for lease or purchase in Shorewood. Most of the space was on Oakland or Capitol. Please note small retail spaces, like empty restaurant spaces, were not included in the figure; if they were the number would be much higher! Fill empty spaces with vibrant businesses on the main commercial streets before building more!

See quote on [globalchange.umich.edu](http://globalchange.umich.edu) for figures on urban migration!

If houses must be built, do it south of Capitol on existing pavement, behind Bakers Square. They're not making open land anymore & people and wildlife need it. The east side of the bike trail is a wildlife corridor for migratory birds that should be left intact.

Let's keep our distinction as a Tree & Bird City.

**NAME:** Chris Hansen

**ADDRESS:** 4304 N. Woodburn

**COMMENTS:**

Speed limit: 25 mph

Agree that boulevard = wasted space unless needed for safe crossing of street.

More Ped x-ing only useful if motorists actually pay attention = obey the law.

Dedicated bike lane E side only? (W side use bike path).

Convert lights at intersection with Capitol to “smart” (sensor) lights so don’t needlessly cycle through crossing times when no pedestrians (= waste time, increase pollution).

Trees are good, more trees are better!

**NAME:** Mark Heffron

**ADDRESS:** 4515 N. Sheffield

**COMMENTS:**

The bike path at “rush hour” is almost dangerous because of the speeding riders.

Possibly a second path for walkers (pedestrians), little kids on bikes, strollers would be safer for all users.



**NAME:** Michael Heider

**ADDRESS:** 4217 N. Ardmore Ave.

**COMMENTS:**

I am opposed to any private commercial development of Wilson Drive.

I am in favor of enhancing the west side of Wilson Drive for the purpose of public park space.

The Parks and Recreation Work Group has developed some good ideas in that regard.

I believe that is the direction the Village should move.

**NAME:** Bill Hiltner

**ADDRESS:** 4213 N. Ardmore Ave.

**COMMENTS:**

- 1) Keep Wilson Drive wide enough so that traffic can move, otherwise it will be shunted down residential streets. Keep parking for apartments. Provide room for buses.
- 2) Improve pedestrian crossings at Wilson so that pedestrians can cross easily & safely. Committee has good ideas (except maybe the stop light).
- 3) Improve visual connections between Wilson Dr. & park, especially at intersecting streets.
- 4) No buildings west of Wilson (except those that exist already).

**NAME:** Edna Hiltner

**ADDRESS:** 4213 N. Ardmore

**COMMENTS:**

I would like Wilson Drive to be easier to cross on foot.

I would like parkland—parkway land to remain zoned as it is now—without buildings.

I'm not confident that this committee process will produce anything that will be seriously considered by the trustees. I fear that building development will move forward no matter how many citizens are against it.

**NAME:** Rose Marie Hoffmann

**ADDRESS:** 1812 E. Kensington

**COMMENTS:**

1. I think we should leave Wilson Drive as is because:
  - a. There are 3 main drags through Shorewood:
    - Lake Drive – OK but lots of traffic.
    - Oakland Ave – horrible to get through business district.
    - Wilson Dr. – Beautiful drive, great green space, easy access to park & bike trail.

“Don’t fix if it isn’t broken” please.
  - b. There will shortly be a huge concentration of people around Oakland Ave due to all the apartment construction. Apartments are not very conducive to family living. If you want more families in Shorewood, keep a lid on the property taxes. Keep housing costs affordable for families.
2. I don’t want to see the “character” of our village change. I understand growth in the tax base is necessary. How about putting pressure on some of the owners of the empty storefronts and get them to do something to get businesses into them. Some of those storefronts have been empty for years. What’s wrong with this picture?
3. I don’t think we need any more traffic in Shorewood.
4. Shorewood does not have the financial resources to embark on another huge project. Put things in perspective. Many of the streets and alleys are in horrible condition. The schools all need money for things. Where is the \$ \$ \$ going to come from? Taxes? Sure—and get or encourage the families to move out. It’s a vicious circle.

**NAME:** Jan Holzhauer

**ADDRESS:** 4102 N. Wilson

**COMMENTS:**

# NO CONDOS

Start NOW to change driving speeds & habits.

- Signs Slow Down
- Green “children”  
Like the one on Ardmore available online  
for ~\$35 ea.



- Encourage all but locals to use Port Washington Road.

**NAME:** Adrienne Houck

**ADDRESS** 4235 N. Olsen Ave.

**COMMENTS:**

Preserve green space – permanently.

No subsidy/TIF to developers.

No bricks & mortar on Wilson.

Make road safer.

Bike lane to get state \$ & for fast bikers.

Controlled pedestrian crossing.

Butterflies/bats, etc. = great . . . depending on cost.

Would love permeable road surface.

No change on zoning.

**NAME:** Ted Houck

**ADDRESS:** 4235 N.Olsen Ave.

**COMMENTS:**

- No bricks & mortar development of any kind—including coffee shop.
- No TIF funding for any developer.
- Change road to make it safe:
  - stop sign
  - light
  - boulevard
  - other to enhance safety
- Preserve green—gateway ok; butterfly garden ok
- What does it cost?
- Shouldn't we start with feasibility?

**NAME:** Susan Jans

**ADDRESS:** 3832 N. Farwell Avenue

**COMMENTS:**

No development like housing, hotels, dorms, etc.

Shorewood needs an undeveloped green space. There is already enough new development. One of the beautiful things about Shorewood is the proximity of natural settings, the river, Estabrook, walking paths, bike path, bird fly ways, etc.

Why would you want that to be developed?

If new development is put on Wilson Dr. I would be more likely to put my house up for sale and move to greener areas!

We should be a model for green spaces not more development.



**NAME:** Shantha Jhansale

**ADDRESS:** 1900 E. Lake Bluff Blvd.

**COMMENTS:**

I would prefer as is or I vote for Environmental Group to promote more green areas, butterflies, birds. Outdoor education for school children. We don't need coffee place or hair salon. We have enough bars, eating, salon, nails in Shorewood.

Keep as beautiful as possible.

Thanks for all your hard work.

Pedestrian safety at night. More lights & security for walkers. Need bike lanes.

**NAME:** Marilyn John

**ADDRESS:** 3916 N. Oakland Ave., #216

**COMMENTS:**

Bike lanes are not needed on Wilson—so close to the Oak Leaf Trail.

Reduce street width to create more green space NOT Housing development.

Access to Estabrook along Wilson an excellent idea—like the sculpture idea & the Police Box Call boxes—to keep the Trail & Park safe as possible.

Any development should be for community use—Not Housing: Band shell, picnic areas, etc.

More green space is a MUST!

**NAME:** Drew Kennedy

**ADDRESS:** 1202 E. Kenmore Place

**COMMENTS:**

Not interested in commercial development nor housing development, but am interested in some nicely developed & defined entrances to Estabrook Park.

I like the idea of bike paths & islands on Wilson, but do not like speed bumps.

**NAME:** Chris Kolanko

**ADDRESS:** 4512 N. Woodruff Ave.

**COMMENTS:**

- 1) Recognize the need to improve safety & quality of travel on Wilson, as well as improve park access for village residents, while preserving the integrity of this treasured natural environment for all beings, human, plant & animals.
- 2) DO NOT BUILD ANY BUILDINGS ON THE BIKE PATH.
- 3) Utilize already existing structures, i.e.
  - ✓ New apartments on Oakland still vacant;
  - ✓ County-owned maintenance structure @ North end of parkway to be used by Shorewood;
  - ✓ AB Data building for police with “Neighborhood Welcome Center” as anchor to Wilson Blvd;
  - ✓ Legitimate traffic lights on Wilson to slow & control traffic at all hours;
  - ✓ Institute angle parking on each side of Wilson to be permitted overnight spots for residents (sorely needed 7 PM-7 AM) and available for park users (7 AM-7PM);
  - ✓ At intervals (intersections) between angled parking spots, build out bus stops & recognized safe cross walks & park access points. These 2 developments—angled parking and built out bus stops/cross walks—will naturally narrow Wilson and necessitate speed reduction, along with lights & signs.
  - ✓ Develop a natural, aesthetically pleasing, tree-lined narrow boulevard to identify Wilson as a safe gateway to Shorewood.

These features would save money on repaving and create the “natural, earth friendly environment” that has drawn people to Shorewood. A coffee shop, small restaurant could be developed in the Estabrook Homes building on Glendale & Wilson, which currently includes an empty storefront. The other businesses—pet store, beauty shop & Rainbow Jersey—should be invited to participate in Shorewood’s redevelopment. Ask them what they think.

**NAME:** Linda Knutson

**ADDRESS:** 1565 E. Lake Bluff

**COMMENTS:**

The “Bumpouts” for slowing traffic with its “calming effect” is a terrible idea. North-bound traffic turning left will force a back-up of traffic behind the car waiting to turn. [She must mean either south-bound traffic turning left or north-bound traffic turning right.] At the same time, bicycles will be weaving back into traffic when they reach a bumpout at the intersection. Buses also will be weaving into traffic. The road must be wide enough to allow other vehicles to pass a car waiting to turn.

Wilson is a major North/South road. Narrowing it will only cause congestion! A bike lane & room for buses is needed.

A safe way to cross for pedestrians is needed. The activated crossing signal is a great idea. The bumpouts are not—much better ideas exist. Better access into the park is a good idea.

I love the green natural space between the Oak Leaf Trail & Wilson. Please NO buildings or houses on the west side of the road—it is too enclosed looking. I love the green space.

Please have a Public Hearing that is well publicized. Have it soon enough before decisions are already made.

**NAME:** Kellie Lang

**ADDRESS:** 4419 N. Wildwood Ave.

**COMMENTS:**

Thank you for hosting the open house and for promoting an open process to potential changes on Wilson Drive!

I support the environmental group's ideas for Wilson Drive and I am interested in the exploration (sp?) of ideas related to Parks & Recreation. As a resident of Wildwood Avenue & frequent (daily) user of the bike path, I have serious concerns about the safety of crossing Wilson Drive to Estabrook Park as a pedestrian or biker. Cars (or, more specifically, their drivers) are distracted and do not routinely slow down. Improvements here would be appreciated. Also, the bike trail has seen a significant increase in usage with its connection to the InterUrban Trail—perhaps a “pedestrian” lane & separate bike lane to the path would be helpful.

I do not support housing or major commercial development along Wilson Drive. (A coffee shop or café may offer something to the community & users of the trail \_\_\_\_\_ [illegible] and this idea may be worth exploring. Thank you!

**NAME:** Jimm Lehmann

**ADDRESS:** 3823 N. Frederick

**COMMENTS:**

My biggest concern is that we don't build any buildings on the west side of Wilson Drive. I have heard that there was talk of building stores & condos overlooking the park. The park's green space is so narrow now, please do not take anything away from what exists now. I think Shorewood has lost site [sic] of the "village" or "small town," feel that we have had. What has been done on Oakland Ave. is an example of too much and too large of building! The Metro Marts scale is not what we want in our village. Bike lanes, better crossing areas, even medians with trees & bushes are what we should be building more of. Thank you for allowing us some input.

**NAME:** Karen Lehmann

**ADDRESS:** 3823 N. Frederick

**COMMENTS:**

— We do NOT want to see any kind of building on the west side green space.

— I am up for bump outs or a cross walk area or a bike path on Wilson.

— I travel Wilson Drive weekly & cannot really say there is a speeding problem—or a congestion problem.

— Shorewood has TOO much congestion already (Oakland Ave & East Capitol Drive)—NO more buildings on Wilson please.

— More development of park space & walking along the Oak Leaf Trail—as a green space/park area please!! 😊



**NAME:** Steve Lehmann

**ADDRESS:** 4220 N. Olsen Ave.

**COMMENTS:**

Nicely presented.

Thanks for the event.

Look forward to future communication.

DO NOT want to see building on west side of Wilson Drive.

**NAME:** Monroe Lerner

**ADDRESS:** 4538 N. Larkin

**COMMENTS:**

Please inventory plants and animals of Estabrook, especially along Wilson so that rare plants and animals who inhabit Estabrook will be able to remain.

Could snow dump be located by a swale that would allow for filtration?

Relocation of Police dept. to Wilson promises to increase emergency vehicle/police vehicle presence on Wilson Drive. It would be a good idea to leave lots of room for other vehicles to pull over.

**NAME:** Al Letourneau

**ADDRESS:** 2510 E. Lake Bluff

**COMMENTS:**

Good

Ped activated X walk

Curb bump-outs

Bike lanes—both ways

Medians

Formalized entry to park

Community gardens

Storm water management

Separate foot path

Bad

Car entries to park

More buildings on west side

PLEASE don't authorize building on west side.

We should not be building traffic capacity for people from other municipalities to travel through Shorewood at high speed.

**NAME:** Bonnie Lewis

**ADDRESS:** 4609 N. Ardmore Avenue

**COMMENTS:**

I really appreciate the work that has gone into these focus groups. I have lived here for 20 years and intend to for another 20 if possible. The reasons that attracted us to the area were:

The wonderful green space that was afforded through the parks and safe streets where all of our family could bike, walk, skate, and run.

— Oakland Avenue is not safe for bikes anymore due to continued construction, and the congestion that has resulted from all of the development.

— Wilson Dr., as it is, is a safe thoroughfare for bikes and cars and will lose this if it is narrowed with more construction and less input from citizens.

From the show of people tonight and concerns voiced at all 4 tables, the trustees really need to take into account what the residents of Shorewood need and want, not what the developers want to do.

**NAME:** Mitch Lewis

**ADDRESS:** 4609 N. Ardmore Ave.

**COMMENTS:**

If you implement the idea of having a bike lane on either side of Wilson, I'd recommend you configure the bike land like they do in San Francisco—the bike lane runs directly along the curb, the parking lane is 3-4 feet away from the curb. So the bike lane is to the RIGHT of the parked cars & not exposed to moving traffic. See diagram below.

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Parking lane

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Bike lane

=====

Curb

**NAME:** Scott Lindvall

**ADDRESS:** 4395 N. Wildwood Avenue

**COMMENTS:**

- The Safety comments/plans are headed in the right direction. Islands and crosswalks are a good idea. Bike lanes and parking should also be included.
- Vehicle access to the park is not needed. Pedestrian and bike access is nice.
- Please do not block access or views to the park with buildings, at least buildings that are not public.

**NAME:** J.R. Loewenberg

**ADDRESS:** 4336 N. Sheffield

**COMMENTS:**

Bicycle lanes on Wilson are not needed. Most of the bikes use the bicycle path.

In general I'm against housing on the west side of Wilson Drive.

Has a tall apartment type house—maybe eight stories with large apartments sufficient for families with several children—ever been considered. It would have a relatively small footprint and provide for more people (and taxes) than single family homes.

The meeting is dreadfully noisy!

**NAME:** Tamar Loewenberg

**ADDRESS:** 4336 N. Sheffield Ave.

**COMMENTS:**

We support the Environmental plans, the Parks and Recreation plan.

We do not want to see any developments of housing along Wilson Dr. on the west side of the roadway. No apartments, no playgrounds, nothing but green space between Wilson Dr. and the Oak Leaf Trail.



**NAME:** Desty Lorino

**ADDRESS:** 4353 Alpine

**COMMENTS:**

Paving the street as it is, is the most cost effective process.

There are no safety issues at this time—no history of vehicle or pedestrian accidents.

Cross walks painted on the road would help identify pedestrian crossings.

Opening the current paths worn through the brush and adding wood chips would be a cost effective way to help residents access the park.

Developing the street would produce a negative impact on the community and cause safety issues and infrastructure costs that are not sustainable.

**NAME:** Thelma Lubkin

**ADDRESS:** 3527 N. Murray Avenue

**COMMENTS:**

I am opposed to almost all development along Wilson Drive.

My definition of “development” is much broader than most: I oppose commercial development, recreational development, environmental development. More specifically, I don’t want housing, coffee shops, bike stations, butterfly gardens, removal of invasive species, attempts to reestablish the native ecology, soccer fields, tennis courts . . .

The “almost”: I do want the bike path access points improved. The entrance at Congress is much too narrow and offset in such a way as to require a sharp turn to get from it onto the path.

**NAME:** Mark Maduza

**ADDRESS:** 4028 N. Farwell

**COMMENTS:**

I lean towards the recommendations and ideas of the “Parks & Rec” and “Environmental Work Group.” At the same time I would be very careful about interfering with good traffic flow. Wilson Drive & Lake Drive are the only efficient north-south arteries when you have to efficiently get to Whitefish Bay and points beyond. Otherwise you are going through countless stop signs (wasting gas), and this is an environmental waste. So “Environment” isn’t just green space and bicycle lanes.

Forget the development (housing, etc.). I have talked to lots of residents who are not happy with some of the Shorewood development (especially Metro Mart). They have legitimate concerns and are largely not whiners.

Thank you all for your efforts in this large undertaking. Obviously you can’t please everyone, but we have to serve as large an audience as possible.

**NAME:** Joy Mancuso-Mohsen

**ADDRESS:** 4429 N. Frederick Ave.

**COMMENTS:**

I really enjoyed each presentation. I much prefer ideas that promoted pedestrian and biker safety and preservation of our precious nature. Traffic & Safety Committee's ideas of pedestrian crossing refuges and pedestrian-activated crossing signals would greatly improve safety. Several committees had "bump outs" at pedestrian crossings—also much needed. Safety is our most important concern. I loved Parks and Recreation's ideas to beautify entry into the Oak Leaf Trail. It's simple, but would be a great improvement to what we have now. I also liked the Environmental Work Group's ideas to control invasive species, preserve the natural feel and preserve the mature trees. Overall, I greatly value the plans that have no building-related development on them. Building houses—pocket neighborhoods, "net-zero" homes, elder-housing—of any kind is not a good fit for this space. We need to preserve the bit of nature we have in Shorewood—we do not need to develop every possible space. Shorewood schools are also full, so the "more kids in schools" argument is troubling, too. This would lead to the need for an expensive addition.

So, to recap, safety is my primary concern, followed by preservation/beautification (with minor disturbance to this green space). I do not support development of any kind.

**NAME:** Laurie Marks

**ADDRESS:** 4533 N. Sheffield

**COMMENTS:**

- No commercial or residential development. There are too many vacant/competing spaces already, plus there are too many multi-family units.
- Make bike x-ing better, perhaps signals at Kensington or other access points. Current signage doesn't encourage traffic to stop.
- Put kid-friendly items, if anything. Splash pads, play areas, tot lot, etc. Shorewood lacks calm & green space.
- Make Oak Leaf in Shorewood safer & cleaner. Add lighting, gardens, etc.
- Narrow street, yes, but make it a boulevard, don't develop.

**NAME:** Lindsay Maruszewski

**ADDRESS:** 4511 N. Newhall St.

**COMMENTS:**

Many of the ideas for using the existing green spaces as new green spaces are really great! The idea of urban farming or a butterfly garden, even another playground, are all very appealing. I have to say that even entertaining the idea of building residential or business buildings on the west side of Wilson Dr. seems like an enormous folly. Our green spaces are precious. Please treat them accordingly.

**NAME:** Mary and David Maruszewski

**ADDRESS:** 4509 N. Newhall St.

**COMMENTS:**

There are many great ideas on display here tonight. We both favor the use of green space as green space. Butterfly garden, bike paths, rain garden—these are the kind of ideas we favor.

We are absolutely opposed to any residential or commercial building whatever. The amount of potential houses would be too few to have much revenue impact and would leave Shorewood looking “squeezed.”

Shorewood is attractive for its schools, village flavor and greenery. It would constitute irredeemable destruction and be an eyesore from the Estabrook bike path.

Do Not bring the eyesore of busy Capitol Drive to Wilson Drive.

**NAME:** Guy McDonald

**ADDRESS:** 4354 N. Marlborough Dr.

**COMMENTS:**

1. No Development—houses added to Wilson Dr.—No!
2. No Bike Lanes. If necessary, widen existing bike path to include foot traffic separation.  
Adding South bound bike lane cause serious problem at Capitol Dr.
3. Straighten out Congress access to Wilson Drive.
4. Boulevard approach preferred.

Separate people from traffic—provides islands.

Better traffic flow.

Better looking & trees better for environment.



**NAME:** Mary Jo McDonald

**ADDRESS:** 4354 N. Marlborough

**COMMENTS:**

Keep green space with enhancements—i.e. better access to park—more inviting.

Like additional trails (in development plan) for kids bikes, etc.—need some play space visible from road—not just inside park.

Like islands for safer crossing—If incorporated with L turn (from N)—only need 1 crossing site not 2—at any entrance point.

Don't need parking on both sides of street—Have only on E side—keep the invitation to the park not hampered by parking.

Expand bike path paved part to segregate “fast” bikers from walkers, kids, etc.—have divided area—clearly marked.

No boutique hotel—no senior housing in park area.

Develop the park building in the park & encourage food trucks etc. inside the park—not along Wilson.

OK to narrow some but make sure it still has a flow—to accommodate through traffic.

Don't expect housing to be attractive in this area with bike path in back, arterial traffic in front—no real space—We already have plenty of “apartment” too close to sidewalks in Shorewood.

We need more green space—development of more physical activities in the park center inviting access.

We don't need so many openings to the park but those we make need to show an \_\_\_\_\_(?) opening to the activities visible from Wilson Drive—Not just a corridor but more open like the space where the sewer project opening is wider & shows more of the park.

**NAME:** Sandra Mednis

**ADDRESS:** 4184 N. Bartlett Ave.

**COMMENTS:**

I was most excited by the Environmental Work Group's ideas. We should be enhancing our parks, green space, flora, fauna. All of our residents need space—natural space—away from the concrete that has invaded many of our village's areas. Our children need a place to learn about the plants and animals that they share the world with.

Since our village is more densely populated than even the City of Milwaukee, I am completely against MORE development. Keep the "wood" in Shorewood.

I like the idea of boulevards: this would slow traffic, make the street look nice, but especially—provide safety to pedestrians. We call ourselves a "walking" community. Let's enhance and add to the walkability, not develop more buildings that increase traffic.

I also support stopping the practice of dumping snow on the green space—we should not be destroying trees, shrubs, flowers. Compared to WFB, it looks ugly.

**NAME:** Cassie Medved

**ADDRESS:** 4438 N. Murray

**COMMENTS:**

A boulevard is not necessary.

Doesn't seem that there is enough space for any kind of buildings between the road and the Oak Leaf, even w/narrowing the road. We should really keep that green space and not visually cut it off from the public.

\* If bike lanes are included on Wilson, consider putting them next to the curb so the parking lanes are between bikes and traffic.

There are already so many empty storefronts in Shorewood (ModGen), we don't need more retail space.

The crossing bump-outs look great for safety. I wish there was something like that where Oak Leaf crosses Hampton.

Lots of the environmental ideas look great. I love the idea of community gardens & outdoor classroom areas.

I like some community seating areas w/?A, exercise, etc. of the Parks & Rec group.

No vehicular access should cross the Oak Leaf.

# MAXIMUM PARK SPACE!

**NAME:** Tom Medved

**ADDRESS:** 4438 N. Murray

**COMMENTS:**

I don't think there is enough space on Wilson to build new buildings. They would need to be too thin to be practical for a lot potential businesses. We also have plenty of open storefronts. Available retail space is not a major issue, so why build more.

I think a safe bike & pedestrian crossing should be a very high priority. Consider a bike lane then parking & road, for safer travel!

Have some in Bay View and they seem safer:



Bike Park Road Road Park Bike

The park is a highlight of Shorewood. Expanding the green space/improving it is a great idea.

**NAME:** Michael Miller & Barbara Kiely Miller

**ADDRESS:** 4051 N. Downer Avenue

**COMMENTS:**

We liked the ideas presented by the Traffic & Safety and Environmental Work Groups. We are STRONGLY OPPOSED to any residential or commercial development on the west side of Wilson Drive. We prefer a boulevard or refuge island; no curb bump outs (too dangerous for bicyclists & damaged by snow plows); more attractive entrances to the park; bike lanes in each direction; no parking on south-bound lanes. Boulevards with beautiful plantings, trees, and public art would make Wilson one of the most attractive streets in the village. DO NOT have a road cross the bike path to provide entrance into the park—too dangerous for pedestrians of all ages and bikers.

Great turn out tonight. Great job by the task force.

**NAME:** Carolyn Morse

**ADDRESS:** 4415 N. Ardmore

**COMMENTS:**

Environment, environment, environment!

Narrow the road & increase the green space in creative ways. Art installations, gathering spots, access to bike path & park all welcome.

**NAME:** C&K Muchhala

**ADDRESS:** 4532 N. Sheffield

**COMMENTS:**

No need to narrow Wilson. It will remove essential parking on W. side for the apartments.  
What is the rationale?? Bump outs—OK; more access points to the trail—OK. But archways??  
Way to raise our taxes—also w/exercise stations. Really!!?

\* Safe way to cross to trail is a must. \*

Who needs a coffee bar? We already have enough in the village!!

Community Center & BB court near the Police Station—good idea. Pedestrian activated safety signals—good idea!!

Bike lane—good idea!!

**No development.**

**NAME:** Michael Mulvey

**ADDRESS:** 4456 N. Ardmore Ave.

**COMMENTS:**

I love the ideas on the Parks & Rec Work Group poster. We do not need additional housing and overcrowded schools. Shorewood's tax base would be better protected in the long term by a fantastic green space on our west end.



**NAME:** Mimi (Michele) Oxman

**ADDRESS:** 3916 N. Oakland Ave. #323 (Eastwood Condos)

**COMMENTS:**

- 1) Absolutely NO housing (town homes/condos/apt. buildings) should be built on the WEST side of Wilson Dr.
- 2) Possibly lower the speed limit to 25 mph.
- 3) Include a bike lane on each side of Wilson Drive.
- 4) Make sure that cars are able to get around a car desiring to turn east/left onto side streets or right onto Capitol Dr.
- \* 5) Make sure that ALL decisions are made using the needs & desires of Shorewood residents, NOT the interests of architects & business people who would benefit monetarily from any construction or TIFs.
- \* 6) Survey Shorewood residents so that if the Village Board were to veto the Task Force's plan (in the name of "New Urbanism" & more tall buildings/homes), the Task Force would have proof of what the residents really want.
- 7) Allow night parking on the west side of Wilson for renters who don't have parking spaces & who live in the apartments of the east side of Wilson.

**NAME:** John Papenfus

**ADDRESS:** 4229 N. Woodburn St.

**COMMENTS:**

— No additional housing construction on west side of Wilson Dr. It's a busy road and housing would add to parking on west side of street and also create on-off traffic which we do not have now.

— Keep a minimum 40' road way.

— Do not sell land to developers!

—What happens at bus stops with a more narrow roadway? It will be a problem.

**NAME:** Peggy Papenfus

**ADDRESS:** 4229 N. Woodburn

**COMMENTS:**

Have some good ideas for crossing Wilson Dr. I find it hard to cross to the bike trail on Congress with my bike. A light of some design would be good.

The open house was very well done.

**NAME:** Carlos R. Pastrana

**ADDRESS:** 4319 N. Alpine Ave.

**COMMENTS:**

We should protect the park or easement of the park that belongs to the village from development for future generations. This is probably best done by taking permanent measures at the Board level and setting up a land conservation trust of some sort.

Building additional housing would adversely impact house prices/values and class sizes.

Building additional retail space, when there is already so much vacant space, is unnecessary and will drive a lot of our local small businesses out of business.

**NAME:** Megan Peccarelli

**ADDRESS:** 4310 N. Ardmore Ave.

**COMMENTS:**

- \* I love, love, LOVE the idea of narrowing the street and creating some bump outs to slow traffic and make it easier (& safer) to cross the street. I prefer a narrower street & bump outs over boulevards, which are expensive and waste space. (I'd rather have butterfly gardens than boulevards.)
- \* I LOVE the idea of incorporating public art at entrances to the trail.
- \* LOVE the idea of more entry points to the trail.
- \* I REALLY want to maintain the green space on Wilson, but I'd prefer to cut down a little bit on the thicket between the street and the trail—and incorporate things like butterfly gardens, bat houses, outdoor seating, art, etc. in the space.
- \* Please consider flooding issues and incorporate plantings that help with water flow/prevent or minimize flooding.
- \* Please keep native plants.

I really, REALLY, REEEALLY want to avoid any commercial development or residential development along Wilson! It's important to maintain green space in our community. I am concerned that our small community cannot support more development. There are plenty of empty storefronts on Oakland that have been empty for months & months! I also don't think I can swallow seeing the village give another tax break or façade grant to a developer while our property taxes went up ~\$2,000 last year and our home was again assessed at a higher value (!!)

this year.

My biggest concern with residential development is that our schools can't support an increase in population like this. Lake Bluff already is stretched for space—people move here and pay the high taxes for the schools! If the schools get more over-populated, people will leave.

**NAME:** Bonnie Pedraza

**ADDRESS:** 4435 N. Marlborough

**COMMENTS:**

Best idea for Traffic & Safety—

Wilson Drive with parking on both sides of street—bike lanes both sides, well-marked crossings with boulevards for pedestrian refuge. Do not narrow Wilson Drive. (Look at Humboldt as an example.)

Absolutely NO residential or commercial development on Wilson Drive.

Parks & Rec

Blue light (?) boxes for safety—good.

Activated pedestrian crossings signal at Congress good!

I have lost confidence in the Board of Trustees. Trustees are supposed to work for the greater good of our community, and this is no longer (was it ever?) true. We have too much development and the wishes of average citizens have been ignored. Trustees gave too much of our tax dollars to developers with TIF incentives which have served our community poorly. Thank goodness we have the ballot to show how we feel.

**NAME:** Midge Perez

**ADDRESS:** 1425 E. Capitol Drive. #3

**COMMENTS:**

I think the idea of narrowing Wilson Drive to create more green space along the Oak Leaf Trail, with bike lanes, no parking & no boulevard seems like a good idea; pulling invasive species and planting native shrubs, flowers & trees, with plants that are especially inviting to butterflies (& bees!), and not (?) houses would be wonderful also! Please do not cut down trees and clear the way for “development” (i.e., businesses, hotels, etc.)!

Thank you for giving me the opportunity to see some of the options & to voice my opinion!

**NAME:** Lucia Petrie

**ADDRESS:** 4523 N. Oakland #406 or #46 (?)

**COMMENTS:**

Let's limit commercial development to Oakland & Capitol. Village needs one commercial area.

This would be a nice "parkway"—trees & slower traffic.

I like Park & Recreation idea, access to park!



**NAME:** Rich & Ann Piehl

**ADDRESS:** 2317 E. Menlo Blvd.

**COMMENTS:**

Do minimal development—maximum green space.

Coffee shops, splash pads, arches, art are not desirable, and certainly no homes or businesses.

**NAME:** Laura Pizur

**ADDRESS:** 1618 E. Menlo Blvd.

**COMMENTS:**

#1 concern – No commercial OR residential development. The park must remain visible at all points along the drive.

Attention to native plants & weeding invasive species is appealing.

Making entrances to the park more visible and appealing is a good thing.

Adding bike lanes to the drive is a must.

Impeding/slowing traffic on the drive is not a concern of mine.

**NAME:** Jory Pradjinski

**ADDRESS:** 4282 N. Wilson Dr.

**COMMENTS:**

Development Work Group

Pocket neighborhoods—NO!

Add to tax base—unless they're more of the same—Lighthouse & Metro Market—there won't be much increase.

More homes = more kids in school—yeah right!

Will you only sell to people w/kids.

No development!

Park Development:

Pocket parks:

All good—future maintenance is a concern.

Entrances into the Park:

Keep it simple—no archways, signs, fancy (expensive) lighting.

Parks & Rec Group

Down your bullet points

- Access to park is needed.
- Narrowing is a bad idea.
- Bump Outs are just plain dumb—sorry.
- Entrance “Nodes” = why public art? Benches, trash & recycle cans are good.
- Types of entrances: An Archway? You must be kidding! What a waste of money!  
Skip the signage.
- Safety Call Box—EVERYONE Has Cell Phones!!!
- Space at police dept—AB Data is good.
- Parking—the west side is heavily used by apartment tenants—perhaps you don't know that.

Environmental Work Group

Habitat Zone? There already is and has been existing just fine.

(They need to keep the garlic mustard under control.)

Transit, bike & pedestrian transport is doing just fine now.

No development!

Increased accessibility is needed.

Permeable pavement looks cute—like the failed cross walk bricks on Capitol Dr.

(Comments continued on next page.)

**NAME:** Jory Pradjinski

**ADDRESS:** 4282 N. Wilson Drive

**COMMENTS:** Page 2 of comments

Outdoor classroom, anything increasing nature experience & learning opps for youth.

NO pedestrian rest areas centerline of Wilson—just a bad idea. —cost—safety—snow removal.

No Bumpouts—they create more problems than they solve. Lousy idea where they currently are.

If Wilson is narrowed, south bound traffic cannot get around turning vehicles.

If street is narrowed bike lanes would be dangerous.

Boulevard would cost more to install & create maintenance costs in the future.

Must maintain parking on both sides of street.

Speed bumps? Good Grief NO! Safety alone is a problem. Emergency vehicles won't like them.

Bus stop waiting areas are big enough now.

**NAME:** Tim Prahl

**ADDRESS:** 4258 N. Woodburn St.

**COMMENTS:**

As someone new to the Shorewood area, I've always thought Wilson Dr. seemed unusually wide. Either narrowing it or adding a boulevard makes sense to me. (Personally, I was run off the road this winter by someone going roughly 45 mph, so some form of change to discourage speeding seems like it would help.)

Ideas I liked.

- Narrowing street/adding boulevard.
- Keeping as much of Wilson Dr. (west side at least) & Estabrook Park green & undeveloped.
- Amphitheater/band shelter in park.
- Kayak/canoe launch in park (south of rapids/rocks)
- Increasing crosswalk lines/designations.
- A potential entry point to the park from Wilson Dr. near Police Station.

Ideas I didn't like.

- Adding a bike lane—I bike to work most days. Estabrook Park is right there & is already what most people use.
- Developing west on Wilson Dr. & altering the park area. This seems unnecessary.

Thanks to all presenters for their time & presentation!

**NAME:** Elizabeth Price

**ADDRESS:** 3917 N. Farwell Avenue

**COMMENTS:**

Shorewood does not have the infrastructure to support additional housing. We need more green space, native plantings to support pollinators. How about a community supported bee hive? Safe bike lanes to move bikes off the sidewalks so we can provide safe sidewalks for everyone.

Incorporate community space in the new police building. Narrow Wilson Drive to slow traffic and increase green space. No Boulevard on Wilson.

Increase monarch waystations in future plantings.

**NAME:** Mary Raspanti

**ADDRESS:** 4238 N. Olsen Ave.

**COMMENTS:**

Opposed to any commercial development of Estabrook.

I would like to see ideas from the Conservation Group more developed. Eliminate invasive species, let's preserve the land.

Another good idea is developing community gardens for residents who have no land, living in apartments.

I would like to see improved access to entry points along Wilson Dr.

Parks & Development.

These ideas are very costly to the village. We do not need a basketball court, exercise stations. These are expensive propositions, upkeep, weather protection. This would benefit a very small portion of residents.

Expensive propositions would ↑ taxes for every resident. The goal should be to maintain taxes to minimize the impact to home owners. Increasing the taxes to pay for any development would potentially drive current or future residents away.

Snout houses are an ugly proposition. Just drive to downtown Milwaukee, look at the homes bordering the Milwaukee River. These are snout homes.

This type of home with driveway along Wilson Drive is an accident waiting to happen.

The amount of development should be minimal for several reasons.

Cost

Restricting access to Wilson Drive would increase traffic on the streets bordering Wilson. These are homes with young children. We need to avoid ↑ traffic in these areas.

No additional TIF groups.

One question that no group had the answer to:

What is the cost of any of these ideas to every resident of Shorewood? How can any of the groups evaluate any idea without knowledge of the expense?

This information of any cost should be public information for all the residents, not just members of these work groups.

I will be looking for this information in the future.

**NAME:** Eileen Riordan

**ADDRESS:** 4141 N. Morris Blvd.

**COMMENTS:**

We do not need additional housing, nor commercial buildings, in Shorewood.

We have enough coffee shops, and bike stores, playgrounds.

Also I am strongly opposed to using any tax/community money for development. (Except, I agree with the police building on Wilson.)

Keep the road width as is. Add a bike lane. Keep the trees. I do not feel we need a boulevard on Wilson. Maybe more stop signs and 1-2 stoplights would help. Whatever is best environmentally and least likely to raise taxes without more building/development is my preference.



**NAME:** Laura Rizzo

**ADDRESS:** 4209 N. Morris Blvd.

**COMMENTS:**

I have lived in the Shorewood community and my husband and I are looking forward to the expansion of our family along with our continued involvement in Shorewood. Our concern and concerns of our neighbors is the work group recommending housing/apartments. We do not want to see additional housing/apartments on Wilson Drive. We are not against development as we support the need for our police department to relocate to the (AB) building, due to the continued growth of the department and safety of the community.

We would support both the Park & Creation work group as well as the Traffic & Safety work group. We would also recommend the Environmental suggestions over the development of housing.

**NAME:** Katy Rollins

**ADDRESS:** 4460 N. Bartlett Avenue

**COMMENTS:**

Thanks for the hard work thus far.

Likes

Keep it park land—designate areas for sports near police station to be.

Different nature walks for different flora.

Better access for pedestrians & bikes from Wilson to park.

Designated parking lanes east side of street.

Blvd. or safety areas for pedestrians crossing street. Designated right turn lane to Capitol.

Dislikes

No housing. It would cut Shorewood off from the park.

Concern about food trucks & congestion at certain times & cutting down access again.

No pocket parks with more equipment.

No pocket neighborhoods.

**NAME:** Margaret Rose

**ADDRESS:** 4392 N. Wilson Dr.

**COMMENTS:**

1. I appreciate the “green” stress (trees?) Shorewood promotes. However, the Oak Wood Trail and land along the park on Wilson is the BEST green space Shorewood has. Why would you want to destroy it—esp. with houses, coffee shops, businesses, etc. I love it as it is—a natural, beautiful, restful treat for an otherwise commercialized, fake world. People enjoy it in so many ways—walking, biking, rollerblading, walking dogs, running, etc. In an otherwise busy, building laden city, it is still a peaceful change from everything else. Leave it like it is.
2. Do not narrow Wilson Dr. down. Don’t make a congested area like Oakland Ave. is!
3. Putting all those bumper things in only makes it harder & harder to get around--& in winter, they could easily be hit by cars.
4. ↑ The above will also cut down on parking spaces ,which is already a BIG PROBLEM in our community, and they are dangerous—can be hit by cars & also you have to move in & out of traffic—more accident chances.
5. Please—do not destroy the natural beauty of nature by putting up housing units, coffee shops, etc. God forbid commercializing the best green area around.
6. And an issue with all the snow that gets dumped every winter—it makes me sick to see all the damage to the vegetation & park—then you bulldoze it over—put down chips—and instead of grass, we now have huge weed patches,. Where will you dump the snow after all these proposed “improvements”
7. I’m sure you do traffic flow studies, but the traffic pattern is heavy, and parking is an issue—these changes will just create a bigger traffic flow problem. Not all the citizens can walk & bike to a store—many other people have physical disabilities, aging issues, etc.

Please leave Wilson Dr. as wide as it is now.

Thank you.

**NAME:** Allison Rozek

**ADDRESS:** 4476 N. Bartlett Ave.

**COMMENTS:**

- ➔ No narrowing less than 44 ft.
- ➔ I prefer bike lanes, parking lanes, blvd., and 2 driving lanes.
- ➔ Exercise equipment for seniors along path.
- ➔ Arched entryways.
- ➔ Enact a conservation easement along the west side to protect land from future commercial & residential development.
- ➔ Add “green” elements (ex: birdwatching station, butterfly garden, community gardens).
- ➔ Preserve all trees in natural state.

**NAME:** Carroll Russell

**ADDRESS:** 4072 N. Farwell Ave.

**COMMENTS:**

No building on west side.

**NAME:** Joan Christopherson Schmidt “Miss Chris”

**ADDRESS:** 2416 E. Edgewood Ave.

**COMMENTS:**

Where to start, where to stop—committee waiting to close shop. I have lived in Shorewood for over 50 years. My husband went to school here (went to Dartmouth on swimming scholarship under Pete Culosomo)—I remember Shorewood as a family residential area. We looked long & hard until we found a beautiful double lot across street from the Downer Woods. Fritz was on Zoning Committee. I am concerned at the current development ideas—They seem to be by a small group & I fear the Central Committee could be stacked.

No one was able to answer my questions about the west side of Wilson Drive—namely where is the road when buildings are drawn on the same spot. I asked many members are trees going to remain—no cutting. Research today indicates children need to re-connect with nature—Leave the west side of Wilson Drive as is.

I have much more to say—When will I/we have an opportunity to speak with Board/committee. Everyone waiting for me to finish.

Please contact (414-961-2200) [jcschmidt01@gmail.com](mailto:jcschmidt01@gmail.com) when next meeting scheduled.

Once trees are cut & cemented over they can't be returned.

**NAME:** Jodi Schmidt

**ADDRESS:** 1900 E. Olive Street; 414-807-7785

**COMMENTS:**

No More Apts. No More People = cars.

#1. Environmental zones.

#2 Parks & Recreation.

Although, Shorewood Village Board will not listen again to tax payers. We know you want more “cigarette butts” like in front of Metro Market. Ruined our quaint village. Do the right thing this time.

**NAME:** Fran Serlin

**ADDRESS:** 2300 E. Menlo

**COMMENTS:**

Preference is to stay w/natural landscaping—not development along Wilson Drive.

Keep street width as is, but still do bump outs for safety around crosswalks for pedestrians & bikes.



**NAME:** Jacquelyn Shanti

**ADDRESS:** 4107 N. Bartlett Ave.

**COMMENTS:**

1. Wilson Drive 44' bike lanes, no south parking. I like this idea—it slows down the traffic, allows for bike lanes. Not too narrow, not too wide.
2. Traffic & Safety—too many ideas & too many people. I didn't get an opportunity to talk to anyone (I waited too). I don't have a strong opinion, sort of think there are people who know what works best & safest.
3. Environmental Zone Group.  
Lots of exciting ideas that I would like to see. It's just that there wasn't anything concrete (idea wise).
4. Parks & Recreation—Most organized, good ideas that can be done. I prefer to improve the area—Not Build. Good ideas for the community at large—sensible—practical.
5. Development  
There was a lot of slick talk “It can be anything you want it to be.” “It's like Willie Wonka's factory.” Did they purposely leave the drawings blank?

I'm totally against building on any part of this area. We don't need more housing of more storefronts. There are too many retail places empty as it is.

**NAME:** Sue Simon

**ADDRESS:** 4436 N. Cramer St.

**COMMENTS:**

Maintain the beauty and use of the Oak Leaf Trail! Preserve the beautiful environment & safety of the village no matter what.

Continue to maintain Hubbard Park area with all the new gathering areas. The music & beer garden is great but, increased danger when walking at night.

Enough bars! Restaurants. Metro Market is huge & traffic gets bottlenecked. But was needed.

Plan for the children & teens in addition to adults.

Bicycle riding will never go away—we need to continue to plan for bike trails—The dog park was a great idea.

A police presence is necessary both by car/van and walking. Safety is necessary day & night.

Look ahead, don't assess/↑ taxes that drive families out of the community!

With our active village this community center should never be without use!

Would it be possible to have better pedestrian safety getting to the Beer Garden at night across the railroad tracks.

**NAME:** Maxine Sliefert

**ADDRESS:** 4491 N. Woodburn

**COMMENTS:**

If street is narrowed, no adequate space for rest islands.

- Bump outs are fine for pedestrians, but impede traffic flow on Wilson.
- Parking on only 1 side of street.
- Safety is an issue—even with police station moving to that street, doesn't guarantee "good surveillance."
- What will be done about parking for residents of apartment buildings along route? They currently take up available parking.
- No hotel or restaurant at north end. Just encourages more crime. Keep it green space & gardens.

Parking on only 1 side of street—too restrictive, otherwise; also dangerous when people unload/open car doors.

No blvd.—waste of money.

Yes to bike lanes.

**NAME:** Leonard Sobczak

**ADDRESS:** 3287 N. Oakland Avenue

**COMMENTS:**

I'm in favor of narrowing Wilson Dr. and add some housing on the west side of Wilson. Keep on street parking on both sides.

**NAME:** Calli Spheeris, Joe Conti

**ADDRESS:** 4041 N. Downer Avenue

**COMMENTS:**

- No narrowing of Wilson.
- Keep most trees, with walk paths from Wilson to park.

**NAME:** Dean Sperry

**ADDRESS:** 4246 N. Larkin Street; 414-350-8546

**COMMENTS:**

Traffic

- One auto lane each direction.
    - Narrow to reduce speed.
  - Islands to catch and remediate storm water. Please visit Bradley Road in Brown Deer to see example of storm water islands.
  - Parking on west side.
  - Bike route on east side.
- No Development on west side!
- Bio-swales islands.
  - Permeable surface for bike lane and parking.
  - Add gardens—meditation, Japanese, etc. Gardens should be along length of Wilson Drive. Hidden from street by foliage. The gardens can be discovered and accessed from bike path and Wilson Drive.
  - Engage with Urban Ecology Center.
  - No development west of Wilson Drive.
  - Retain green space.
  - Improve green space.
  - Keep park space for pedestrians.

**NAME:** Florence Steinberger

**ADDRESS:** 4454 N. Murray Ave.

**COMMENTS:**

I think there's a lot of overlap—did the groups communicate with each other? I favor leaving the park area fairly natural—I like the idea of multiple entrances, maps at each entrance indicating where you are, what's in the park, etc. I don't favor the addition of too many amenities such as fancy entrance signs, workout stations, art work, etc. Too expensive & detracts from park. I feel that Shorewood has a tendency to spend needless \$ on such things as brick sidewalk areas, pillars marking the entrance to Shorewood that add no value. Although I favor art work & development in other areas of Shorewood, I don't favor these on Wilson.

I support ways of making it easier for pedestrians to cross—boulevard or narrowing, bike lanes, benches at entrances, some amenities in park such as snack bar-ice cream, coffee, etc. I do not support any type of housing or commercial buildings—for many reasons including the fact that it would block the view of the park.

I can see doing this in stages & adding a few more amenities inside the park such as a small amphitheater at a future date.

\* I assume that when you've read all the comments & come up with a proposal, you will give residents a chance to comment before making a final decision.

Thanks for all your efforts!

**NAME:** Linda Sunde

**ADDRESS:** 4203 N. Ardmore Ave.

**COMMENTS:**

Thanks for holding this open house. I've only lived in Shorewood about 18 years, but there is so much I love about it. Being so close Wilson Dr., and being a biker/walker, I am encouraged to see consideration given to cleaning up and opening up access to the bike path & the park. There is so much we can do to create an inviting western gateway to the Village. I don't think that an access point at each of the cross streets is necessary, but several that follow self-selected pathways are good.

- Many of the traffic calming ideas are good. I like the boulevard isles and the bump outs. I know the engineers have a handle on what works from a safety & use perspective. Again I vote for attractive plantings/boulevards/rain drains, but I am not in favor of narrowing the street for the sake of current or future development.
- I am weary of development projects in Shorewood. I am not anti-development, I just want consideration given to ideas other than private business or village-subsidized business.
- I was excited to see a possible community center space next to the proposed police station. I understand this would be used by the village SSD rec. dept. for activities. I know personally how much such a space is needed. The possibilities for other/rental use might also exist. I am very in favor of this.
- I'm a gardener, raise organic produce that I preserve. I compost, do not use chemicals on my lawn or garden beds. I have tried to create a bird/bee/pollinator friendly environment, as have many of my neighbors. But our efforts are not enough. The green space & habitat provided by the Wilson Drive/bike path/Estabrook Park is very important to Shorewood's ecosystem. Please do not completely destroy it in search (?) of more bricks & mortar & parking lots.
- Finally, I very much want this process to be civil. We need compromise and reconciliation, rather than choosing up sides to man the barricades. And please, no snarky letters this time to those of us who voiced concerns. Telling us that if we don't like the outcome, we should run for trustee is not a useful or encouraging position. I vote for trustees based on their willingness to listen.



**NAME:** Stephen Z. Surridge

**ADDRESS:** 4480 N. Ardmore Ave. (Drainage Basin 6)

**COMMENTS:**

- 1) “Basin 6” Sanitary & storm sewer flow north to Kensington and then west to Estabrook park and the sanitary then south near the river downtown. Our basement and neighbors’ basements have been flooded three times—costly repairs & partial interior rebuilding required. More recent drain pipe enlargements we can hope may improve the situation in future heavy rains, but addition of new buildings along west side of Wilson Drive could overwhelm even the new piping (which cannot be expected to entirely handle even the present outflow sources (houses & apartments), much less any significant additions.
- 2) People living north of Capitol and west of Oakland all know that Wilson Drive now is the one major avenue of entrance/exit to & from that area of Shorewood, and the only road in that area wide enough to allow two cars to pass each other when there are parked cars/trucks on both sides! Kensington too narrow. If you want much slower traffic and collisions where previously there have been next to none, then and only then narrow Wilson Drive.
- 3) Shorewood residents living east of Oakland or south of Capitol should have no say in this matter. For them, this is only an opportunity to increase the tax base, without any direct consequences for them—no increase in potential basement flooding for them; no introduction of traffic congestion or auto collisions for them!
- 4) Drivers speeding on Wilson Drive are not at all unusual along Wilson, in part because there are no stop lights or stop signs along Wilson between Capitol and Hampton. No tragedies have resulted, largely because there have been no attractions on the west side of Wilson to tempt children to cross.
- 5) A cross walk recently painted and signed at intersection of Kensington and Wilson forces south bound drivers on Wilson to stop in the center of the crosswalk to turn left onto Kensington! This is inevitable where two streets don’t meet at right angles, rendering even adult pedestrians unsafe!!

**NAME:** Gina Szablewski

**ADDRESS:** 4400 N. Woodruff

**COMMENTS:**

Keep Wilson Drive as green as possible. Shorewood has enough coffee shops & small businesses. Narrow the road and capture the new space for more trees & vegetation. We need the buffer into the park—not apartments. I live across from the Congress underpass & walk in the park & on the path nearly every day. I am also an avid birder. That green space between Wilson & the Oak Leaf Trail is a necessary transition. Any large development on the west side of Wilson would decrease water infiltration (we have spent a lot already to deal w/this) & likely run into heavy metals contamination from the old railway. One of the best ways to deal with this type of contamination is to leave it undisturbed. Soil sampling will be necessary to confirm or rule this out.

I like your idea for Congress & Woodruff. It is a weird intersection now without a clear path for traffic. (Traffic & Safety concept to square Woodruff & Congress.)

**NAME:** Renée Tegge

**ADDRESS:** 3540 N. Cramer St.

**COMMENTS:**

- 1) I am in favor of any development that encourages greater/safer use of the Wilson Drive bike path. I would like it if these enhancements would maintain the “wild space” of the bike path. I am not interested in looking at garbage cans and back porches.
- 2) I am not interested in any development that creates sewage!! I do not want condos, hotels, any residential units that will be paid for by the taxpayers while the owners get 20 year tax breaks. I do not want development for the sake of development, which is what these pie-in-the-sky plans appear to be. ENOUGH of paying for other people to make money. We are already congested enough.
- 3) The safety issues must be addressed.

Please have a public meeting before making any decision on the Board level. There is a tremendous fear in the community that the ink will be dry on the contracts before the final decisions are announced.

**NAME:** Kelly Tetting

**ADDRESS:** 4525 N. Wildwood

**COMMENTS:**

Environmental Subcommittee & Parks & Rec Committee have marvelous ideas to keep & improve green space. Should combine ideas!

Development Work Group—completely against development of housing between Wilson Dr. & Oak Leaf Trail. Sign states to bring kids to community (“more homes, more kids in school”); don’t know any parent who would want to raise kids on Oak Leaf Trail; ↑ crime due to ↓ visibility from street; potential for kids to be hurt—or worse. Very bad idea!!!

Love the Parks & Rec idea!! Adding green space, safety, exercise, beauty—can’t beat it!!

**NAME:** Donald Toll

**ADDRESS:** 4315 N. Alpine

**COMMENTS:**

We must keep the last of our green spaces. We do not need apartment & hotels on Wilson. We need green space. We need to beautify it not put apartments on it.

I do not believe we need an expensive entrances or archways.

We need to get rid of invasive species.

We need to have parking on both sides of Wilson. We have a problem now with the apartments.

I do not think we need as many entrances as is showed at every street—Olsen, Ardmore, Alpine, Wildwood, Marlborough (etc.).

**NAME:** Jon Toutenhoofd

**ADDRESS:** 4230 N. Oakland #310

**COMMENTS:**

“—” ● No additional Housing/Rec. Ctr./Development

“+” ● “Bump Outs” have been extremely effective to increase safety.

**NAME:** Don Tyler

**ADDRESS:** 4480 N. Maryland

**COMMENTS:**

Narrow the road to make it safer & if development improves tax base then develop.

**NAME:** Joseph Wang

**ADDRESS:** 3563 N. Cramer St.

**COMMENTS:**

Like

Narrower is better 44' w/traffic calming

Bike Lane not needed

Access to Park is good, access to path.

More access points.

— Traffic calming is needed.

— Small development OK, not too much.

— Small community items

— Basketball, tennis (?), splash pad

— Pedestrians must be prioritized over cars. That's why we all oved here.

— Park & Rec ideas – Bike kiosk

Dislike

— Boulevard

— “Snout houses”



**NAME:** Sarah Wang

**ADDRESS:** 3563 N. Cramer St.

**COMMENTS:**

Favorite ideas came from Parks & Rec & Development Task Forces.

Great ideas I support

- Narrow Wilson – slow down traffic – make pedestrians & bikers the priority over cars.
- Add several attractive easy access points to Estabrook.
- Create community space – community center, \*\*\* basketball court, tennis courts, splash pad, exercise spots, picnic areas & bike repair.
- Easy pedestrian cross points across Wilson.
- I am open to thoughtful development:
  - possibly mini houses with seniors, millennials & veterans in mind.
  - possibly a coffee shop or other options, but consider empty storefronts already in village.
- Incorporate some environmental concepts of trash, recycling, compost collection & butterfly garden.

**NAME:** Vicki & Pat Wilson

**ADDRESS:** 4451 N. Ardmore Ave.

**COMMENTS:**

We would like to see bike lanes on Wilson Dr. going in both directions. There are lots of bikers that will still use Wilson Dr. and not the Oak Leaf Trail.

We don't want to see any additional buildings built on Wilson Dr. Repurposing existing buildings would be fine.

We would like the narrowing 4' total option. We like parking on both sides especially after making the west side green space more usable.

The bump outs would be great as long as the bike lanes are preserved through the intersection.

**NAME:** Elisabeth Witt

**ADDRESS:** 4456 N. Ardmore

**COMMENTS:**

I am against residential or commercial development on Wilson Dr. I do love what the Parks & Recreation Committee proposed—development of the park’s potential and recreation opportunities. I like the gateway idea very much, the idea of eliminating the thicket on the east side of the bike path, bump-outs for pedestrian crossings, narrowing the road, and the idea for a basketball court at the new police station. All excellent proposals.

I would like to see the road narrowed. The west parking lane is almost never used. I do not want a boulevard or crossing islands, since they make crossing the street with children more difficult and less safe.

The Village could do a tremendous amount of financial good by increasing the appeal and use of Wilson Drive as a gateway to Estabrook Park and a community green space. It would be wise to look at how the Village of Wauwatosa has “developed” the potential of the Menomonee River Parkway, which in turn increases home values and property values.

The road configuration I like the best, and as a mother of four I think would be the safest, is a narrower two lanes of traffic and one parking lane. I would like to see bump outs at crossings, and I think we should consider a walking path separate from the heavily used (and very speedy) bike path.

Thank you!

**NAME:** Kathy Yanoff

**ADDRESS:** 4254 N. Ardmore

**COMMENTS:**

I feel strongly that we should not miss the opportunity to beautify and add functionality to Wilson Drive out of fear of change and fear of “development.” I don’t feel that it would be appropriate or practical to try to build a row of structures along the west side of the drive, but it might be very possible and beneficial to allow very judicious use of added space on the west side by narrowing the road.\* The road as it is now is very unsafe for pedestrians and costs too much to maintain and plow. At the very least, narrow it for safety and savings and plant grass with the extra space on the west. And then decide over time what other improvements might be nice.

I think it’s awful that we have to dump our excess snow along the road where it is ugly until the spring thaws it. Just because that’s the easiest thing to do. How about an imaginative solution? Could snow be dumped in a place where kids could play in it? Could some of it be used for recreation this way and the rest melted? What have other communities tried?

I am very positive and excited about this project and encourage IMAGINATIVE ideas!!

It’s actually a pretty long stretch of road to work with—doing a few things to it is not going to ruin the whole road and the whole park! Don’t waste the opportunity to enhance the west side of the village and really make Estabrook part of the village!

\* A very few, cool, “green,” public community spaces? Performance space? Community garden? Space for a food truck?

**NAME:** Daniel Yunk

**ADDRESS:** 4249 N. Olsen Ave.

**COMMENTS:**

- Opposed to any commercial/residential development west of Wilson Drive.
- Favor enhancing natural areas west of Wilson Drive and replacing invasive species of plants with vegetation indigenous to the area.
- Like the features/changes included in #5 of the ideas presented by the Traffic and Safety Committee. But favor leaving the west curb cut of Wilson Drive as is!

**NAME:** Mary Jo Zachow

**ADDRESS:** 3813 N. Maryland Ave.

**COMMENTS:**

I would like green space on the west side of the road. I like the idea of maintaining the habitat for the birds and animals. Also it is important to maintain it in a way where there are native plants and that the invasive plants are removed so that the native plants can take hold. Our soil and plants can then help keep the water out of the sewer system. I also like the green west side because it gives me a calming feeling as I am driving down the street.

I really liked the educational aspect of a nature trail or tree identification signs. It gives children and adults the opportunity to learn about nature where nature occurs, Out of Doors.

Since I drive the road many days a week I do think that changes need to be made. In its present configuration it is marked as two lanes, one north and one south. However, when I drive the speed limit going south I am often passed by someone on the right wanting to go faster than the speed limit. Cars do not often park on the west side so those speeding cars figure they can drive there. Putting a bike lane there would be an idea even though it is not far from the bike path, the bikes who want to travel faster and not worry about walkers impeding their progress. I also understand the village could apply for money for the road if there were bike lanes. Again I have concerns about the cars driving there as I have been on other roads with bike paths where cars pass on the right. I would not be in favor of changes that would encourage speeding on that road. It would not be safe for children who may be crossing the road to get to the park. It would be good to have another entrance into the park from Wilson Drive → Possibly at Olsen to provide a way to walk to the Benjamin Church House. We have a historical feature that while not always open to the public is a link to the past which can be viewed from the outside.

Having a boulevard would add cost to maintain. I would want something better than what is on Capital Drive. While the tulips bloom it is pretty, but the rest of the year it is not. I question whether they are providing the runoff relief they were expected/advertised to provide.

**NAME:** Beth Zopfi-Selig

**ADDRESS:** 1409 E. Elmdale Ct.

**COMMENTS:**

Keep it as it is. Wide bike lanes. Pedestrian crossings with flashing lights for walkers to safely cross.

No commercial development.

Green space is important and necessary.

Inform residents of process via notifications on garbage carts, email, or mail.

**NAME:** Mary Lou Zuege

**ADDRESS:** 3942 N. Oakland Ave. #130  
Member of the Kingo Lutheran Church on Wilson Drive.

**COMMENTS:**

Thanks to all the task force members who have put so much time and effort into this. Your hard work is evident and you are much appreciated.

I am very supportive of the ideas put forth by the recreation and environmental committees, especially the proposals that would increase and encourage access to the Oak Leaf Trail and Estabrook Park. Safety is an important concern—for walkers, bikers, people with handicaps, etc. It would be great to have periodic water stations (fountains, bottle refills, etc.).

My greatest concern is the environment, so I favor the permeable roadway\* and parking lots. I would like to see dedicated (color-coded) bike lanes, and, if possible a narrower roadway.

I do not favor making a roadway that has lots of “gotcha” interrupters—so I think the environmental committee drawing best represents a way to slow traffic and making crossing safer (tho I didn’t see bike lanes on their drawing.).

Traffic needs to be slowed, and I think having the P.D. on the street may help, but is insufficient in and of itself. (I want people to slow down, not get caught speeding!)

Connecting to Estabrook Park is a plus, and we definitely need a better way to access the trail than trip down a ditch.

In conclusion, we need a parkway that says “Shorewood” and entices our residents to use this valuable space to meet, exercise and be a community.

\* I support the option of keeping Wilson without arterials or stop signs, but rather a system of crosswalks with user option of “turning on” a flashing crossing light, as needed.



**NAME:** (left blank)

**ADDRESS:** (left blank)

**COMMENTS:**

Why spend money on something we don't need?! Wilson is fine the way it is, the road doesn't need fixing, have you even driven on it? And we don't need more apts. either, it's going to make more traffic, busier, AND you'll be doing it with our tax money. It doesn't even matter, because the board will do what it wants and spend our money. Same thing that happened with Metro Market—such a stupid layout—so I have to travel two floors to get groceries. I might as well just leave Shorewood now and get ahead. The only thing that would really be acceptable would be to paint more lines for safety for bikers and better points to cross over to the bike trail. Because we don't already have what we need in the rest of Shorewood. (AB Data could be renovated.)

Date: June 15, 2016  
TO: Wilson Drive Community Task Force  
FROM: Charles Hagner, Editor, BirdWatching Magazine  
SUBJECT: Development of Wilson Drive and Birds

### **Professional opinion**

Estabrook Park is too small, and its vegetated areas are too fragmented, to tolerate development along its eastern edge without becoming less desirable to birds. Development will make the park less attractive to birds in five ways:

1. Development will decrease the amount of vegetation relied on by migrant birds.
2. Development will increase the risk of bird-window collisions.
3. Development will increase the risk of predation on birds by cats and dogs.
4. Development will benefit non-native House Sparrows and European Starlings to the detriment of native cavity-nesting species.
5. Development will increase the risk of nest parasitism by Brown-headed Cowbirds.

### *About the author*

I live on Ardmore Avenue in the Village of Shorewood. I am the editor in chief of nationally distributed *BirdWatching* magazine (BirdWatchingDaily.com), a director of the Western Great Lakes Bird and Bat Observatory, and the author of two books about birds and birding. I am a member of the American Birding Association, American Ornithologists' Union, Wilson Ornithological Society, and Wisconsin Society for Ornithology, and I serve as treasurer of the Friends of Estabrook Park. I have birded Estabrook Park regularly for over eight years.

### **How a bird sees Estabrook Park**

Estabrook Park is a narrow 1.5-mile-long strip bounded on the east and west by residential, commercial, and industrial areas and separated from vegetated areas to the north and south by multilane thoroughfares that serve as barriers (Port Washington Rd. and I-43 to the north and Capital Dr. in the south). Along Hampton Ave. from Port Washington Rd. to Wilson Dr., the park is only 0.4 miles across. At its other end, along Capital Dr. from Wilson Dr. to the river, the park is only 0.13 miles wide.

Estabrook Dr. splits a narrow park into even narrower sections, and the Oak Leaf Trail, paved walkways, and, increasingly, mountain-bike trails subdivide it further. Consequently, Estabrook lacks vegetated areas large enough to attract and sustain bird species that nest in forest interiors, such as Rose-breasted Grosbeak, Wood Thrush, or Scarlet Tanager. Vegetated areas are limited to steep riverbanks and ravines containing ephemeral drainages, and, more and more, even these fragments are being claimed for recreational purposes, such as disc golf.

Soccer fields, a softball diamond, a dog-exercise area, picnic areas, and other open grassy areas cover much of the park's area. In general, such green spaces are unattractive to birds because they offer no food or water, provide no shelter from bad weather and predators, and subject birds to disturbance by humans and their pets.

Nonetheless, over the last 10 years, 169 bird species have been recorded in the park and reported to eBird (eBird.org), the online global checklist operated by the Cornell Lab of Ornithology and Audubon. Of those 169 species, most were seen only in spring or fall, when birds migrate, or in winter, when small numbers of ducks make do on unfrozen sections of the river. Only about 20 bird species can be found in Estabrook year-round, and an even smaller number is known to nest in the park.

That the park is more valuable to migratory species than nesting species can be explained by its location along the Milwaukee River, which serves as a guiding line for migrants moving north along the west shore of Lake Michigan. Nearctic-Neotropical migrants fly at night, often great distances. Most individuals stop frequently during the day to rest and refuel, occupying almost any conceivable shelter, from city parks to vast forests. Even small amounts of low-quality vegetation are valuable to migrants, in that they enable hard-pressed birds to survive and continue migration from the site (Mehlman et al., 2005).

### **Estabrook Park's importance to birds**

Though small, narrow, and home to too many invasive plant species, Estabrook Park is vitally important for two reasons:

First, it is a place where migratory birds rest and replenish fat or muscle or both, either while making flights to higher-quality sites or when they're in dire need of fuel.

Second, Estabrook is one of the few places in the Village of Shorewood, and in all of Milwaukee County, where residents can witness the spectacle of migration, seeing sparrows, warblers, and other songbirds that breed far to our north and spend the winter far to our south. Thus, it not only offers a potential cure for nature deficit disorder but also links our village with communities in Canada, the Caribbean, Central America, and South America that look to us to safeguard "their" birds.

### **Five risks of development**

**1. Habitat loss:** Opening the eastern edge of Estabrook Park and/or building along Wilson Dr. will necessarily decrease the amount of vegetation available for birds. As the amount of vegetation decreases, the park's attractiveness to migrants will decline. As the number of migrants declines, so will the quality of the park.

**2. Window collisions:** Construction will increase the number of windows on the park's periphery. Birds that fly or look out from the park will see branches or leafy vegetation reflected in the glass and may attempt to move to them, resulting in collisions. According to researchers

from the Smithsonian Migratory Bird Center and the U.S. Fish and Wildlife Service's Division of Migratory Birds, such collisions claim between 365 million and 988 million birds in the United States every year (Loss et al., 2014).

**3. Dogs and cats:** Construction of residences also increases the likelihood that dogs and cats will also live on the edge of the park, subjecting birds to even more disturbance and predation than they experience now. According to *The State of the Birds 2014 Report*, published by the U.S. Committee of the North American Bird Conservation Initiative, predation by domestic cats is the No. 1 direct, human-caused threat to birds in the United States and Canada. In the United States alone, outdoor cats kill approximately 2.4 billion birds every year.

**4. Non-native species:** Construction along Wilson Dr., will increase opportunities for non-native, invasive House Sparrows and European Starlings to nest on the park's periphery. (House Sparrows are already nesting in American Legion Post 331, at 4121 N. Wilson Drive, and have for years.) Both species nest in eaves, gutters, downspouts, and other structures and readily use nest boxes when available. They compete ferociously with Black-capped Chickadees, Eastern Bluebirds, and other native cavity-nesting birds and are known to destroy nests and eggs and kill nestlings and adults while taking over an occupied nest site.

**5. Nest parasitism:** Finally, as the amount of open space in the park increases, the easier it will become for Brown-headed Cowbirds, a brood parasite, to discover the nests of native species. A brood parasite lays its eggs in the nest of other species. The cowbird typically sneaks onto a host's nest, damages or removes one or more of the host's eggs, and replaces them with one or more of its own. The host then unknowingly raises the young cowbirds, usually at the expense of the host's offspring. Parasitism by cowbirds has been implicated in population declines of several rare species, such as Kirtland's Warbler and Black-capped Vireo.

## Sources

Bird species recorded in Estabrook Park, Milwaukee Co., Wis. (eBird)

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Date: June 15, 2016  
TO: Wilson Drive Community Task Force  
FROM: Charles Hagner  
SUBJECT: Birds recorded in Estabrook Park, Milwaukee County, Wisconsin: Last 10 Years

169 bird species have been recorded in Estabrook park over the last 10 years. Each species is listed below along with the date on which it was last recorded. Most recent sightings are listed first.

1. Mallard, 11 Jun 2016
2. Hooded Merganser, 11 Jun 2016
3. Green Heron, 11 Jun 2016
4. Killdeer, 11 Jun 2016
5. Spotted Sandpiper, 11 Jun 2016
6. Rock Pigeon, 11 Jun 2016
7. Mourning Dove, 11 Jun 2016
8. Chimney Swift, 11 Jun 2016
9. Red-bellied Woodpecker, 11 Jun 2016
10. Downy Woodpecker, 11 Jun 2016
11. Eastern Wood-Pewee 11 Jun 2016
12. Great Crested Flycatcher, 11 Jun 2016
13. Warbling Vireo, 11 Jun 2016
14. Red-eyed Vireo, 11 Jun 2016
15. Blue Jay, 11 Jun 2016
16. American Crow, 11 Jun 2016
17. Northern Rough-winged Swallow, 11 Jun 2016
18. Tree Swallow, 11 Jun 2016
19. Barn Swallow, 11 June 2016
20. Black-capped Chickadee, 11 Jun 2016
21. White-breasted Nuthatch, 11 Jun 2016
22. House Wren, 11 Jun 2016
23. Blue-gray Gnatcatcher, 11 Jun 2016

24. Eastern Bluebird 11 Jun 2016
25. American Robin, 11 Jun 2016
26. Gray Catbird, 11 Jun 2016
27. European Starling, 11 Jun 2016
28. Cedar Waxwing, 11 Jun 2016
29. American Redstart, 11 Jun 2016
30. Song Sparrow, 11 Jun 2016
31. Northern Cardinal, 11 Jun 2016
32. Rose-breasted Grosbeak, 11 Jun 2016
33. Red-winged Blackbird, 11 Jun 2016
34. Common Grackle, 11 Jun 2016
35. Brown-headed Cowbird, 11 Jun 2016
36. Baltimore Oriole, 11 Jun 2016
37. House Finch, 11 Jun 2016
38. American Goldfinch, 11 Jun 2016
39. House Sparrow, 11 Jun 2016
40. Canada Goose, 4 Jun 2016
41. Cooper's Hawk, 4 Jun 2016
42. Olive-sided Flycatcher, 4 Jun 2016
43. Black-and-white Warbler, 4 Jun 2016
44. Great Blue Heron, 28 May 2016
45. Black-crowned Night-Heron, 28 May 2016
46. Turkey Vulture, 28 May 2016
47. Great Horned Owl, 28 May 2016
48. Hairy Woodpecker, 28 May 2016
49. Northern Flicker, 28 May 2016
50. Eastern Phoebe, 28 May 2016
51. Wood Thrush, 28 May 2016
52. Magnolia Warbler, 28 May 2016
53. Chestnut-sided Warbler, 28 May 2016
54. Canada Warbler, 28 May 2016

55. Wilson's Warbler, 28 May 2016
56. Wood Duck, 21 May 2016
57. Red-tailed Hawk, 21 May 2016
58. Ruby-throated Hummingbird, 21 May 2016
59. Belted Kingfisher, 21 May 2016
60. Red-headed Woodpecker, 21 May 2016
61. Swainson's Thrush, 21 May 2016
62. Ovenbird, 21 May 2016
63. Tennessee Warbler, 21 May 2016
64. Nashville Warbler, 21 May 2016
65. Northern Parula, 21 May 2016
66. Blackburnian Warbler, 21 May 2016
67. Yellow Warbler, 21 May 2016
68. Black-throated Green Warbler, 21 May 2016
69. White-crowned Sparrow, 21 May 2016
70. Indigo Bunting, 21 May 2016
71. Pied-billed Grebe, 18 May 2016
72. Ring-billed Gull, 18 May 2016
73. Ruby-crowned Kinglet, 18 May 2016
74. Common Yellowthroat, 18 May 2016
75. Palm Warbler, 18 May 2016
76. White-throated Sparrow, 18 May 2016
77. Lincoln's Sparrow, 18 May 2016
78. Yellow-bellied Sapsucker, 18 May 2016
79. Peregrine Falcon, 18 May 2016
80. Northern Waterthrush, 18 May 2016
81. Chipping Sparrow, 18 May 2016
82. Herring Gull, 17 May 2016
83. Red-breasted Nuthatch, 17 May 2016
84. Veery, 17 May 2016
85. Yellow-rumped Warbler, 17 May 2016



86. Least Flycatcher, 14 May 2016
87. Eastern Kingbird, 14 May 2016
88. Bank Swallow, 14 May 2016
89. Orange-crowned Warbler, 14 May 2016
90. Swamp Sparrow, 14 May 2016
91. Eastern Towhee, 14 May 2016
92. Double-crested Cormorant, 14 May 2016
93. Willow Flycatcher, 14 May 2016
94. Blue-headed Vireo, 14 May 2016
95. Cliff Swallow, 14 May 2016
96. Cape May Warbler, 14 May 2016
97. Clay-colored Sparrow, 14 May 2016
98. Scarlet Tanager, 13 May 2016
99. Hermit Thrush, 13 May 2016
100. Black-throated Blue Warbler, 13 May 2016
101. Winter Wren, 12 May 2016
102. Blue-winged Teal, 10 May 2016
103. Field Sparrow, 9 May 2016
104. Blue-winged Warbler, 8 May 2016
105. Louisiana Waterthrush, 7 May 2016
106. Caspian Tern, 7 May 2016
107. Marsh Wren, 7 May 2016
108. Sora, 7 May 2016
109. American Woodcock, 7 May 2016
110. Red-breasted Merganser, 5 May 2016
111. Brown Thrasher, 5 May 2016
112. Dark-eyed Junco, 2 May 2016
113. Brown Creeper, 1 May 2016
114. Common Merganser, 25 Apr 2016
115. Golden-crowned Kinglet, 23 Apr 2016
116. American Tree Sparrow, 16 Apr 2016

117. Fox Sparrow, 16 Apr 2016
118. Rusty Blackbird, 14 Apr 2016
119. Cackling Goose, 12 Apr 2016
120. Sandhill Crane, 9 Apr 2016
121. Lesser Scaup, 26 Mar 2016
122. Common Goldeneye, 26 Mar 2016
123. Merlin, 14 Jan 2016
124. Gray-cheeked Thrush, 28 Sep 2015
125. Blackpoll Warbler, 24 Sep 2015
126. Yellow-billed Cuckoo, 31 Aug 2015
127. Golden-winged Warbler, 27 Aug 2015
128. Black-billed Cuckoo, 23 Aug 2015
129. Great Egret, 26 Jul 2015
130. Philadelphia Vireo, 25 May 2015
131. Yellow-bellied Flycatcher, 25 May 2015
132. Mourning Warbler, 23 May 2015
133. Yellow-throated Vireo, 15 May 2015
134. Bay-breasted Warbler, 11 May 2015
135. Summer Tanager, 9 May 2015
136. Sharp-shinned Hawk, 28 Apr 2015
137. American Kestrel, 11 Apr 2015
138. Savannah Sparrow, 16 Sep 2014
139. Eastern Meadowlark, 14 Sep 2014
140. Connecticut Warbler, 13 Sep 2014
141. Prothonotary Warbler, 17 May 2014
142. Horned Grebe, 26 Apr 2014
143. Bufflehead, 12 Apr 2014
144. American Coot, 12 Apr 2014
145. Sedge Wren, 4 May 2013
146. Greater Scaup, 24 Mar 2013
147. Redhead, 24 Feb 2013

148. Common Redpoll, 10 Nov 2012
149. Carolina Wren, 3 Nov 2012
150. Purple Finch, 9 Oct 2012
151. Pine Siskin, 9 Oct 2012
152. Snow Goose, 6 Oct 2012
153. Pine Warbler, 18 Aug 2012
154. Common Nighthawk, 25 May 2012
155. Orchard Oriole, 19 May 2012
156. Solitary Sandpiper, 4 May 2012
157. Bald Eagle, 29 Apr 2012
158. Osprey, 7 Apr 2012
159. Eastern Screech-Owl, 18 Feb 2012
160. Acadian Flycatcher, 4 Jun 2011
161. Northern Mockingbird, 31 May 2011
162. Kentucky Warbler, 30 May 2011
163. Alder Flycatcher, 30 May 2011
164. White-eyed Vireo, 3 May 2011
165. Northern Shoveler, 9 Apr 2011
166. Wilson's Snipe, 3 Oct 2010
167. Broad-winged Hawk, 7 Aug 2010
168. Hooded Warbler, 10 May 2009
169. Tundra Swan, 17 Mar 2007

Observers: Josh Berman, Karen Brown, Dennis Casper, C. R. C., Zoe Finney, James Frank, Charles Hagner, Thomas Hickey, Judith Huf, Paul Hunter, John McCaw, Robert McLure, Andy Meinig, Jym Mooney, Mitchell Ost, Terry Pavletic, Robin Squire, Todd Wilson, Thomas Wood, and Norma Zehner.

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