

**WILSON DRIVE TASK FORCE
STEERING COMMITTEE**

Wednesday September 14, 2016 7:30 PM
Village Hall Court Room
3930 N. Murray Ave, Shorewood, WI 53211
AGENDA



1. Call to order.
2. Consider approval of August 24, 2016 meeting minutes.
3. Discuss design service scope, consultant responses, cost estimates, grants and next steps.
4. Recommend design consultant to Village Board.
5. Adjourn.

DATED at Shorewood, Wisconsin, this 8th day of September, 2016.

VILLAGE OF SHOREWOOD
Tanya O' Malley, Village Clerk WCPC

Should you have any questions or comments regarding any item on this agenda, please contact Ericka Lang, Planning Director, Planning & Development Department, at (414) 847-2640.
Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals.

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

September 14, 2016

To: Wilson Drive Steering Committee
From: Planning Director Ericka Lang & WDSC Chairs
RE: Wilson Drive Design Recommendation

The Village received three responses to the design scope of work request. Staff prepared a summary table of the responses for easier comparison. Before reviewing the responses, staff would like to discuss a) reducing the number of road scenarios to two options and b) modifying the scope. This determination is based on the following reasons:

a) Narrow number of road scenarios

1. Each consultant discussed the need to remove two road scenarios, expressed during discussions with staff. They recommended removing the “boulevard/median” and “keeping the road the same width at 56 feet” scenarios. The reasons were based on best practices (see attached) and the concerns and interests list they were provided. One planner added that a boulevard should not be parallel to a park: perpendicular is a best practice.

Staff reviewed the 130 public comments from the June open house event and tallied comments about keeping the road as-is or adding a boulevard.

	Resides west of Morris Blvd	Resides east of Morris Blvd
Keep Road As-Is	4	2
Boulevard	8	7
Keep Road As-Is, No Development	7	1

2. Reducing the number of scenarios reduces design costs.

b) Modify design scope

3. The charge of the WDSC is to make recommendations to the Strategic Initiatives Committee (SIC) of possible road scenarios that best address the concerns and interests. The SIC shall review the recommendations and seek further professional services to complete a full road design. Design services at this stage are to provide visuals that help convey the ideas in the context of the concerns and interests.

The WDSC would present the two preferred scenarios from the chosen consultant to the SIC, providing a summary report.

Design concepts could be completed by one of the design firms or by a volunteer on one of the work groups- there are at least three known architects in the work groups.

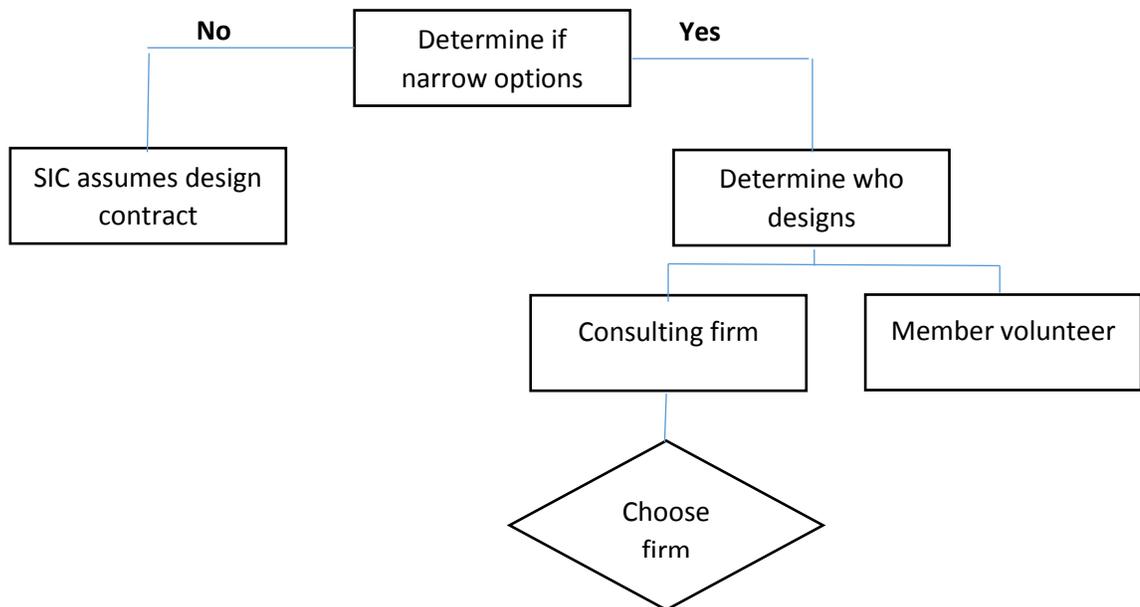
To keep the project on schedule, if your committee does not agree on narrowing the number scenarios, an option is to have the SIC assume the responsibilities of a design contract. The WDSC would put together a formal recommendation to the SIC.

Staff evaluation of design proposals

Each planning/engineering firm is qualified, having landscape architects, planners, traffic engineers and urban designers on staff.

- *MSA Professionals* provides the most deliverables for cost, creating site plan illustrations for one block per each road scenario, 3D road section, a streetview rendering and a final full colored site plan of the full corridor. They also include preliminary cost estimates, parking and traffic review.
- *RA Smith* places a strong emphasis on traffic and parking review and provides site plans for one block, road sections at two intersections for all four scenarios and a full corridor colored site plan of the final design.
- *Graef* provided a summary response due to current project constraints through September 16th. They propose all meetings at their location to reduce costs and a six-hour design charrette where village staff would apply the ideas to design options.

In summary, we recommend



1. The charge to the WDCTF is to provide the SIC with alternatives, not to do a full-blown due-dilligence effort. That work will take place as part of the formal process of designing and building the road.
2. We have a limited budget and a deadline of December to deliver the option(s) to the SIC. Engaging in a full-blown RFP, etc falls outside the scope of our responsibility and expertise, the budget, and the timeline.
3. The purpose of the engaging with one if these firms is for them to
 - a) put together a professional concept of the scenarios,
 - b) provide an opinion about which option might best meet the concerns and interests, as well as support the ideas generated by the Task Force, and
 - c) an approximate cost estimate with grants and other co-founding options.
4. In order to do this the Task Force is providing the firm (still to be selected and approved by the board) with
 - a) the four scenarios,
 - b) the concerns and interests, and
 - c) the ideas generated.
5. At the last meeting the possibility of reducing the number of road options, and we put that discussion on hold pending professional input.
6. The feedback we got from the consultants are that the “leave as is” and the “boulevard” sub-optimal, as it counter to best practices.
7. I propose that we pick two options tonight.
8. There are concerns about the narrower options as it relates to the possibility of future development, and to that end the recommendation is to make this option acceptable only when done in conjunction with a conservation easement that will constrain residential and commercial development, while allowing the community to develop this as a public space with ideas proposed, like playgrounds, meditation garden, etc.
- 9.

Boulevards

Traditionally, boulevards are wide streets, at least 100 feet, and are balanced, multi-purpose streets. They most often have medians for passive recreation. The design depends on context and needs. The primary function of medians is to protect pedestrians from fast-moving traffic and break down crossing widths making safe havens for pedestrians.

There are standard lane widths for roads (11FT needed for busses), bikes (4-5FT), and parking (8FT). Boulevards can be any width, determined by what the curb-to-curb width is and any other features that are wanted. The question to answer is whether having a boulevard is more important than a complete street, serving all modes of transportation.

There are best practices for boulevards, identifying other features, especially if want to serve another purpose other than narrowing road. It is best to provide a refuge in the center of the boulevard and have bollards or islands at intersections, which makes crossing easier in wider boulevards. It is unusual to place a boulevard parallel with a park. Boulevards require careful design at intersections.

There are pros and cons of boulevards and the design depends completely on what other features are wanted on the road. If bike lanes and parking on both sides are wanted, then it leaves a set width available for a median.

Boulevard Benefits:

- Creates safety zone for pedestrians crossing street
- In this instance, can act as a transect between two differing land uses, transitioning from a residential neighborhood to a park and recreation zone.

Boulevard Cons:

- Increases construction cost because double curb installation.
- Increases time spent plowing with twice as many curbs.
- Increases cost to maintain median.

STAFF RECOMMENDATION: A boulevard/street median is not the optimal street design element to safely cross pedestrians if narrowing the road or adding bumpouts at intersections are feasible.

2016

400-1100-56360

\$15,000 Budget

		Balance
Expenditure		\$15,000
Poster Design	\$150	\$14,850
MySidewalk	\$2400	\$12,450
Postcard mailing	\$1140	\$11,310
Mailing open house	\$229.71	\$11,080.29
Print Open House	\$95	\$10,985.29
Print Open House	\$485	\$10,500.29
Public Comment Transcription	\$239.88	\$10,260.41
Open House Supplies	\$33.70	\$10,226.71
Aerial map	\$103	\$10,123.71
Marketing Open House	\$300	\$9,823.71