

DESIGN CONSIDERATIONS:

TRAFFIC STUDY

- GRAEF evaluated the need for left turn lanes at the count locations using 2 different methodologies that yielded the same recommendations:
 - Using recommendations in the AASHTO Guide for Geometric Design
 - Performing operational analysis using SimTraffic and evaluating the model for queues/predicted back-ups
- Both methodologies yielded recommendations for Southbound (SB) left turn lanes at Olive, Kensington, and Glendale. Analysis at Congress indicates that the intersection will operate acceptably without the left turn lane.
- These locations are in line with what would be recommended from a safety perspective to avoid rear-end collisions on a two-lane roadway.

CRASH ANALYSIS

- Crash reports were received from the Shorewood Police Department for the past five years. There were 20 total crashes within the project limits over the past 5 years yielding a very low crash rate for the corridor. There were no crash reports that indicate either pedestrian or bicycle crashes.

PARKING

- GRAEF reviewed past reports from the Village that document low occupancy of the on-street parking on the west side of the roadway.
- Both design alternatives propose elimination of on-street parking on the west side of the roadway:
 - Existing on-street parking stall quantity = approximately 298
 - Proposed on-street parking stall quantity = approximately 130

TRANSIT

- GRAEF reviewed the existing transit data and locations of bus stops. The MCTS #14 bus travels along N. Wilson Drive, the frequency is approximately every 20 minutes during the peak hour.
- Team considered far side/near side and ADA accessibility in locations of proposed bus stops.

PEDESTRIANS

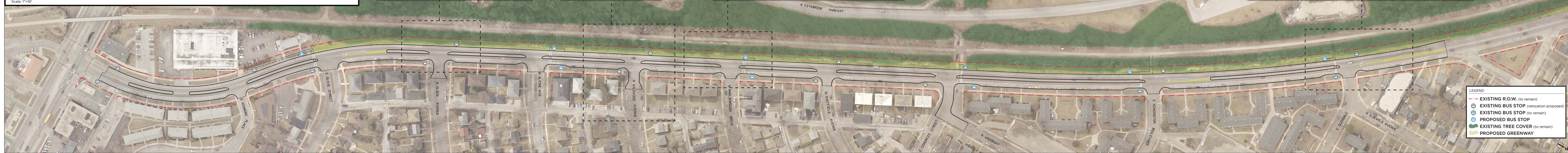
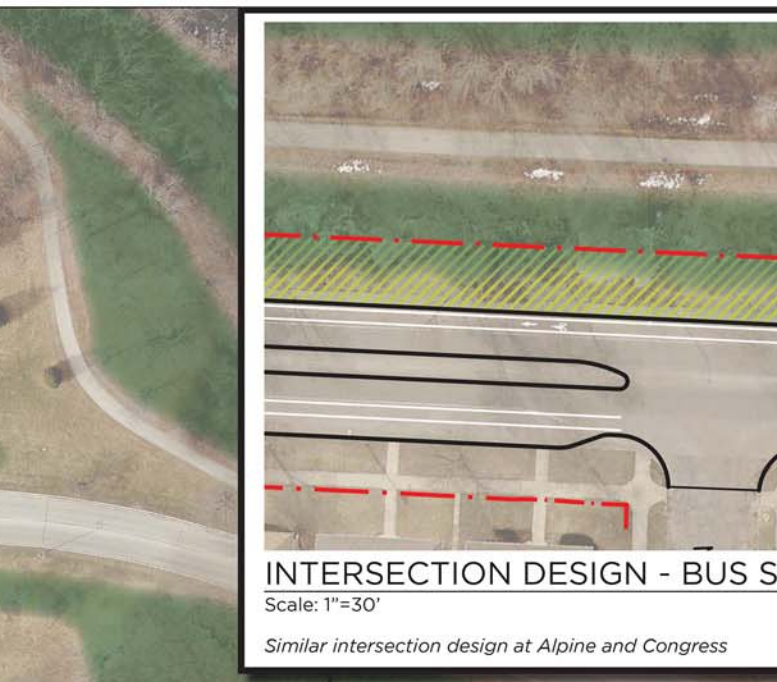
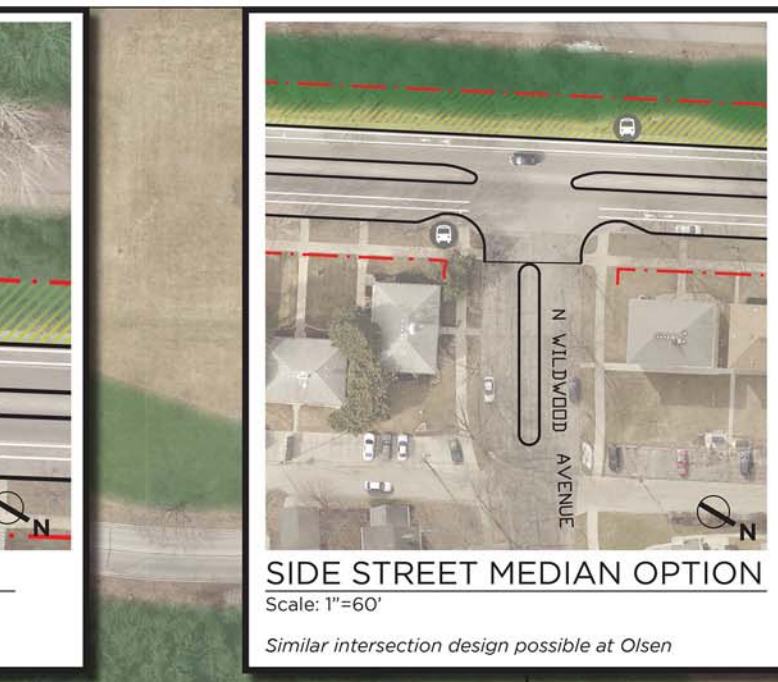
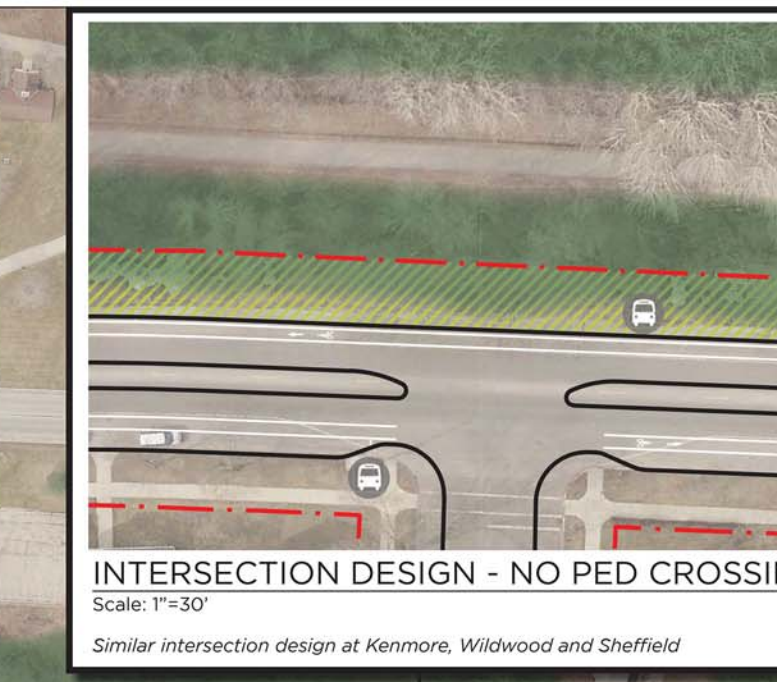
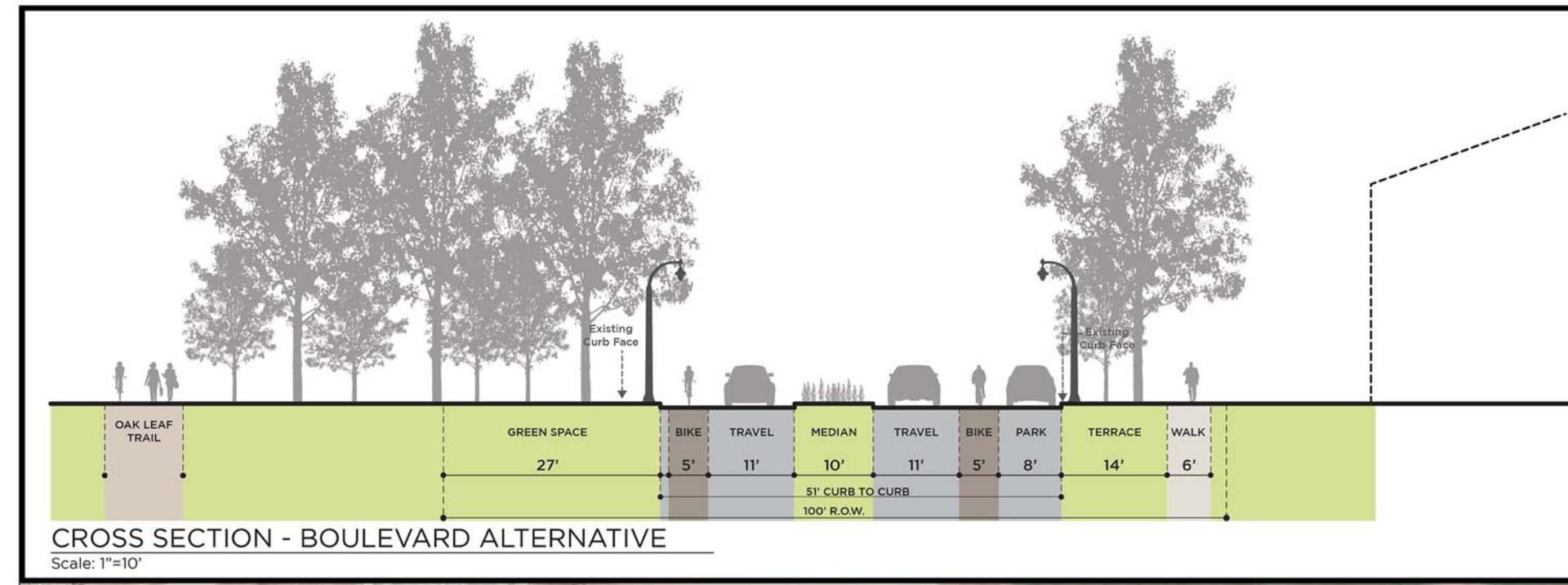
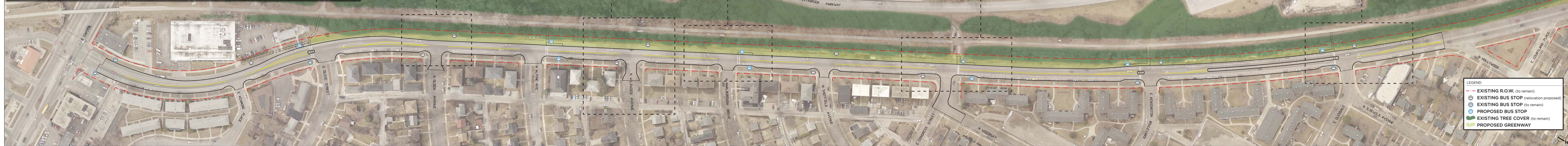
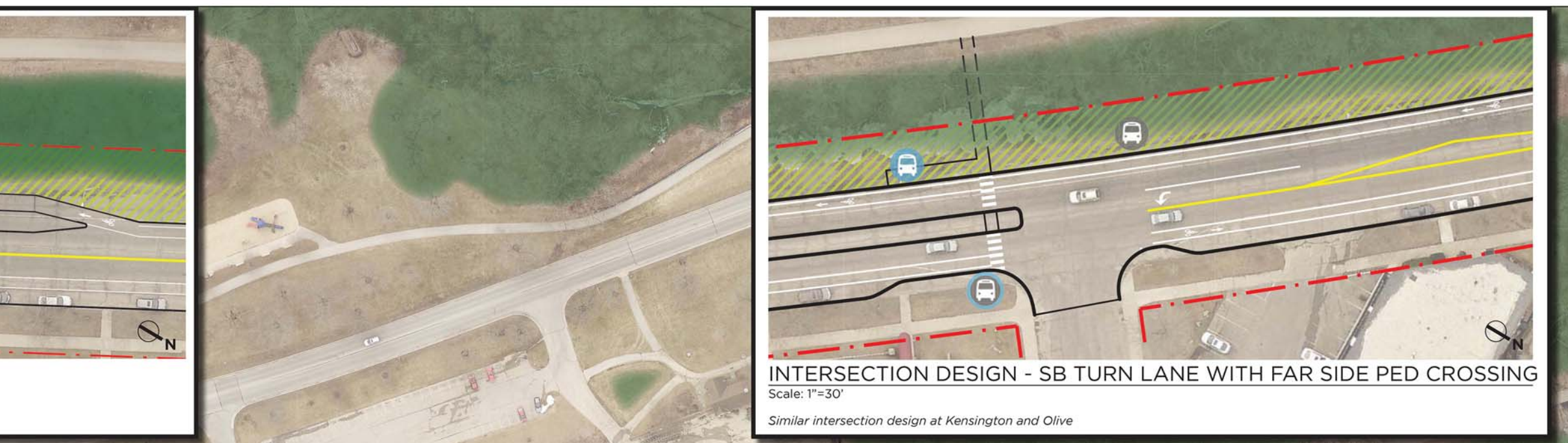
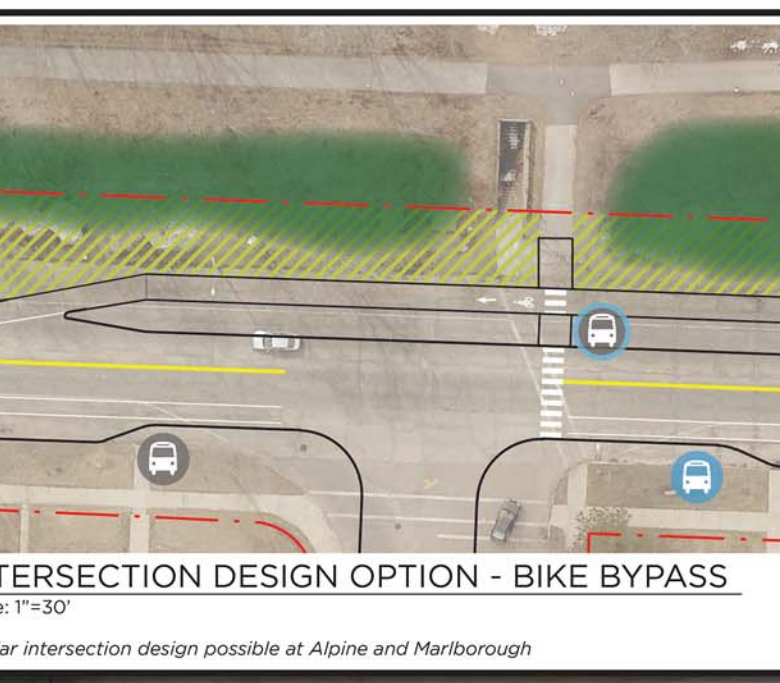
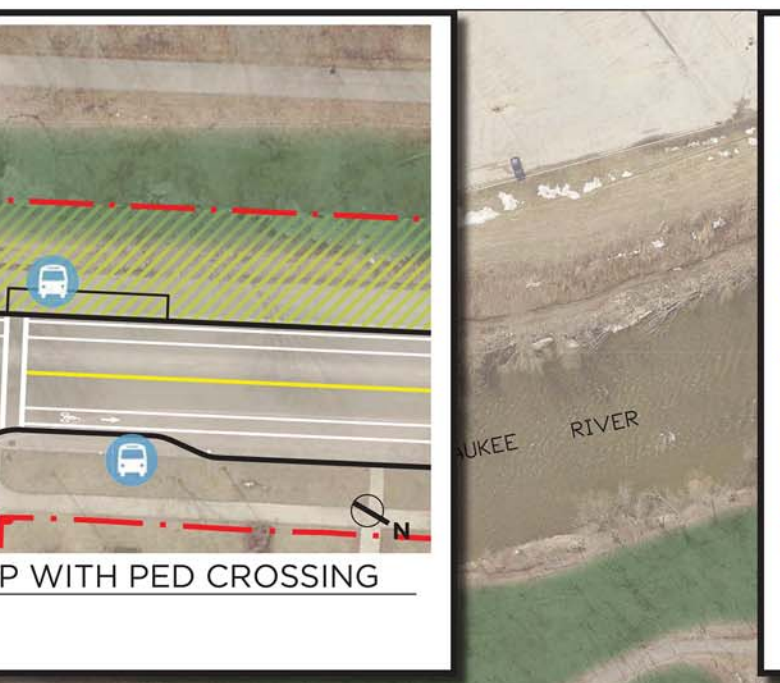
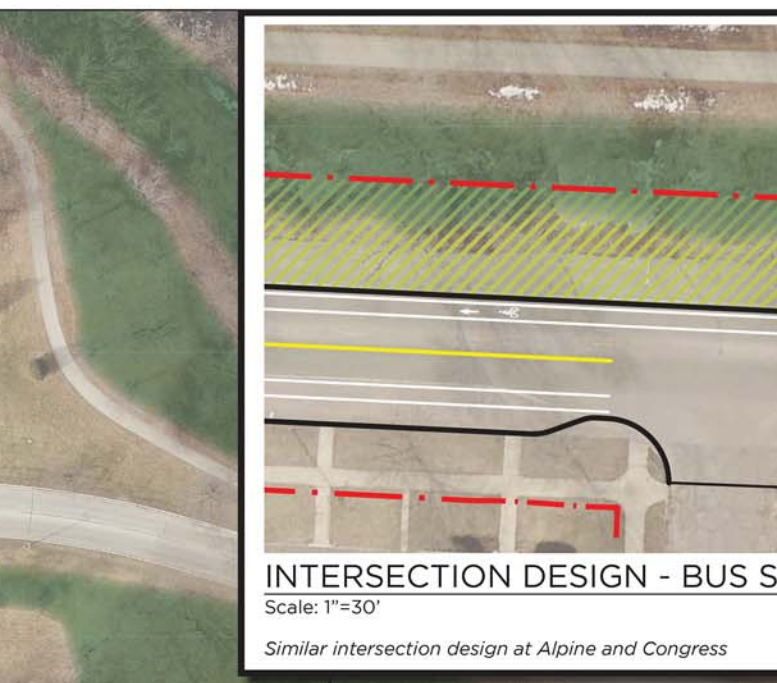
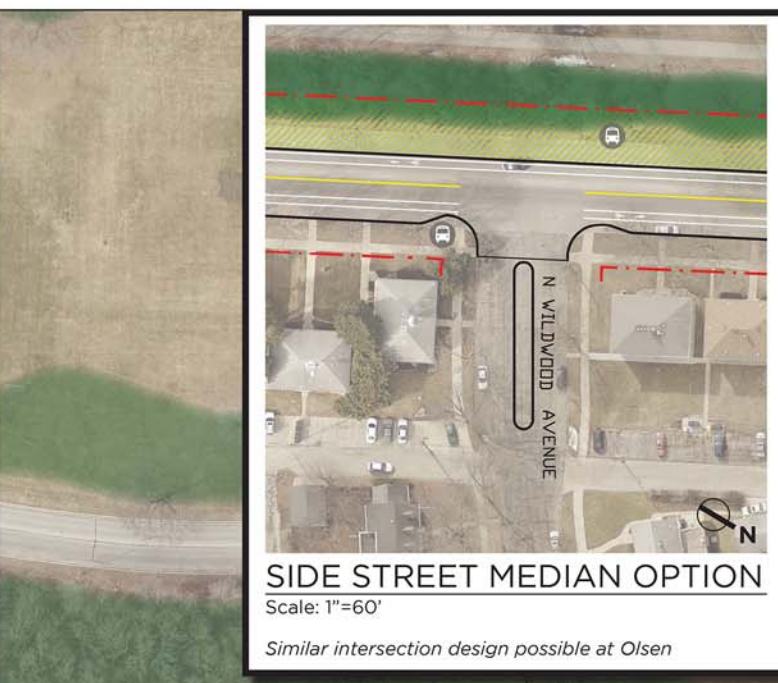
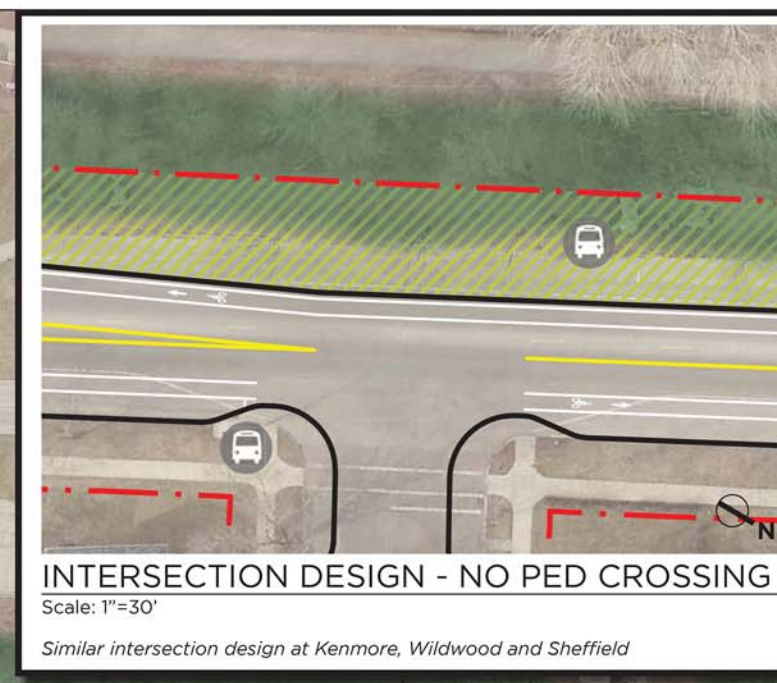
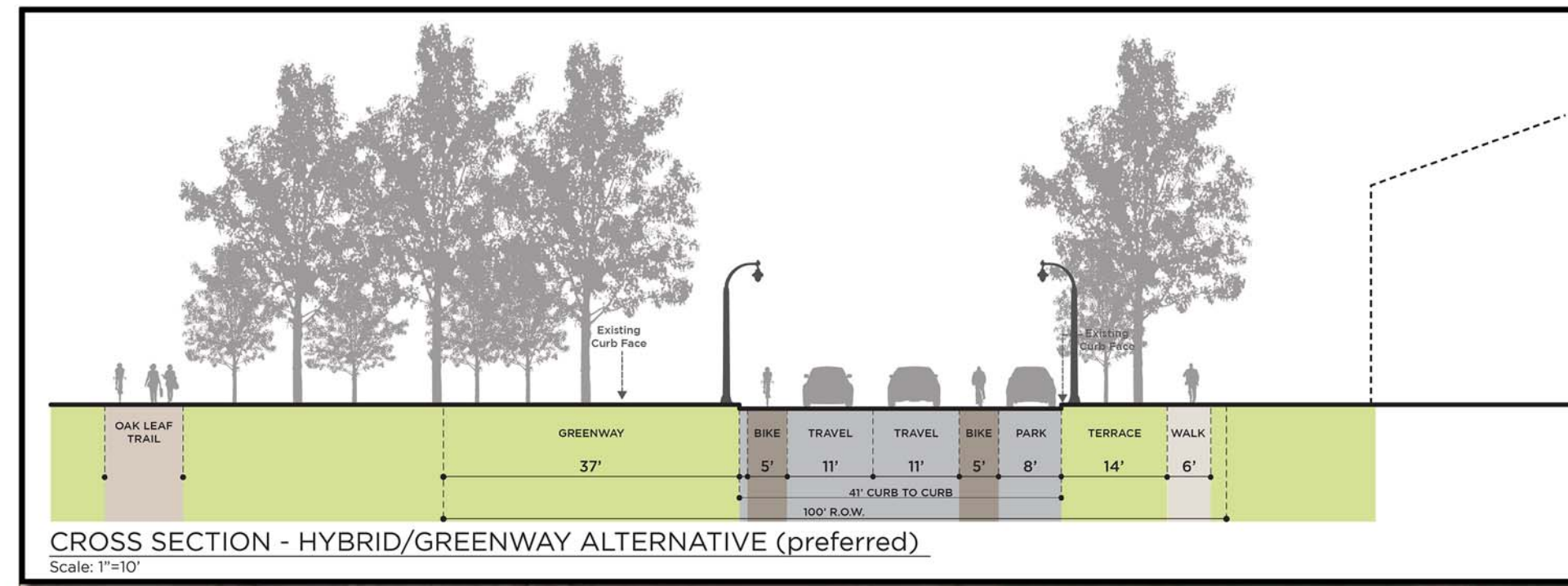
- Village pedestrian plans indicates crossings at all bus stops. The team evaluated the north and south approaches to determine which had the shortest pedestrian crossing (i.e. if a median island is present) and proposed crossings as appropriate.
- A standard, continuous sidewalk is currently NOT proposed for the west side of Wilson Drive. Instead, public input on a path through existing and proposed environmental areas is requested.

OAK LEAF TRAIL CONNECTIONS

- Connections to the Oak Leaf Trail are identified at Glendale, Kensington, Congress, Alpine, and Olive. Exact location and pavement/non-pavement design require additional public input.

OTHER CONSIDERATIONS

- Impervious Area**
 - Existing = 6.55 acres
 - Hybrid/Greenway Alternative = 5.06 acres
 - Boulevard Alternative = 5.06 acres (Assuming pervious median treatment)
- Other Travel Lane Widths within the Village**
 - Lake Drive = 44 feet wide curb-to-curb (Four (4) 11-foot lanes)
 - Downer Avenue = 44 feet wide curb-to-curb (Four (4) 11-foot lanes)
 - Oakland Avenue = varied curb-to-curb widths (Two (2) 11-foot lanes with recently approved bike lanes)
 - Capitol Drive = varied curb-to-curb widths (Four (4) 11-foot lanes with bike lanes west of Oakland; Two (2) 11-foot lanes with bike accommodations east of Oakland)



ROADWAY PLAN - BOULEVARD ALTERNATIVE
Scale: 1"=60'