



North Wilson Drive Public Information Meeting #1 June 29, 2017 Frequently Asked Questions

1) General \ PI Related FAQ's:

- Q) If I have comments after tonight's meeting, whom should I contact?
 - Please feel free to email questions and comments directly to WilsonDriveProject@villageofshorewood.org or fill out the comment form here today.
- Q) When will there be another public meeting?
 - The next meeting is planned for late summer / early fall of 2017.
 - There are currently two meetings planned for the project.
- Q) Is development being considered for the west side of N. Wilson Drive?
 - No, the alternatives presented at this meeting do not allow for development on the west side of N. Wilson Drive.

2) General Project Study FAQ's:

- Q) What is being studied and what are the geographic limits?
 - N. Wilson Drive is planned for a complete reconstruction from Capitol Drive to the North Village limit, located north of E. Glendale Avenue.
- Q) Can people suggest improvements directly related to their individual properties?
 - The public is free to use the maps or comment cards available at this meeting to address issues and express concerns along the project corridor.
- Q) How much will this project cost? Who pays?
 - The project team is currently estimating project costs. Planning study costs have indicated the construction cost is anticipated to be in the range of \$1.5 - \$2 M. The cost of project will be influenced by decisions regarding stormwater and aesthetics which have not yet begun.
 - The reconstruction project will be paid for by the Village of Shorewood.
- Q) Is real estate acquisition anticipated as part of the project?
 - Real estate acquisition is not anticipated for the reconstruction project. Temporary easements may be necessary to accommodate the reconstruction of the sidewalk and upgrades to pedestrian ramps.
- Q) When will the project be constructed?
 - The design team is currently working with a goal to complete plans to allow for construction in the 2018 calendar year.

3) Traffic, Safety & Operational Related FAQ's:

- Q) Will the speed be reduced on N. Wilson Drive?
 - There is no intent to lower the speed on N. Wilson Drive as part of the project. The current roadway is posted at 30 mph.
- Q) What is the average daily traffic on N. Wilson Drive?
 - According to the Wisconsin Department of Transportation (WisDOT), the Year 2016 annual average daily traffic (AADT) along N. Wilson Drive ranged from 10,600 vehicles per day (vpd) between E. Kenmore Place and E. Capitol Drive to 7,400 vpd north of E. Marlborough Dr.
- Q) When did the project team conduct traffic counts?
 - Traffic counts were performed in the PM hour on Tuesday, April 25, 2017 at the intersections of Wilson Drive & Olive, Kensington, Glendale, and Congress. School was in session on this day and counts were done in accordance with best practice, collecting data on a Tuesday, Wednesday, or Thursday in good weather. The counts were collected from 3:00 pm – 6:30 pm and the peak hour was identified from 5:00 – 6:00 pm.
- Q) What did the operational analysis indicate?
 - GRAEF evaluated the need for left turn lanes at the count locations using 2 different methodologies that yielded the same recommendations:

1. Using recommendations in the AASHTO Guide for Geometric Design
 2. Performing operational analysis using SimTraffic and evaluating the model for queues/predicted back-ups
- Both methodologies yielded recommendations for 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 assure to avoid rear-end collisions on a two-lane roadway.
- Q) What type of growth sensitivity will the recommended alternative accommodate?
- The average daily traffic (ADT) along Wilson Drive could grow 30%-40% and the recommended design would still accommodate the traffic at an acceptable level of service.
- Q) Will the change in geometry impact cut through traffic on adjacent village streets?
- Traffic data indicates that operations will not influence traffic to detour. Existing stop control on many village streets do not make the streets convenient or quick. Additionally, the geometry of the streets on the south end, do not lend themselves to detours for SB traffic.
- Q) What does the crash history along the project corridor?
- The Village of Shorewood provided crash summary for the most recent five-year period (January 1, 2011 through December 31, 2015). It should be noted that property damage crashes with less than \$1,000 of damage do not need to be reported in Wisconsin. During the five years, 20 crashes were reported within the study area including zero fatalities and 10 injury crashes. No bicycle or pedestrian crashes were reported.
 - The annual crash rate for N. Wilson Drive from Year 2011 to 2015 was 155 crashes per HMVM. The Year 2011 to 2015 statewide crash rate was 350 crashes per HMVM.
 - Of the 20 total crashes, zero were fatal, one was an A-level injury, and four were B-level injuries, for a total of 5 KAB crashes during the five-year period. The annual KAB crash rate for N. Wilson Drive from Year 2011 to 2015 was 39 crashes per HMVM. The Year 2011 to 2015 statewide KAB crash rate was 40 crashes per HMVM.
 - Of the 20 crashes, 12 occurred at intersections.
- Q) What bus routes operate along N. Wilson Drive?
- The Milwaukee County Transit System (MCTS) operates bus route 14 which travels along N. Wilson Drive with stops at E. Capitol Drive, E. Olive Street, N. Wildwood Ave, N. Sheffield Ave, E. Congress St, E. Kensington Blvd, and E. Glendale Ave intersections.
 - The route 14 travels on N. Wilson Drive approximately every 20 minutes during the peak periods.
- Q) Is the team promoting signing the pedestrian crossings with RFB?
- Pedestrian-activated beacons ideal for uncontrolled and unsignalized crosswalks. The team is considering the installation of these devices at major crossing locations including Olive, Congress, Kensington, and Glendale
- Q) What level of bus ridership would be necessary for the design team to recommend designated pull-outs for the buses?
- Ridership at stops exceeds 30 riders per hour. Bus pullouts are provided primarily on high-volume and/or high-speed arterials. Bus pullouts are frequently constructed at bus stops with a high number of passenger boardings such as large shopping centers, factories, and office buildings.

4) Other questions

- Q Will property owners be assessed for the project?
 A No

5) Questions related to previous work on the Corridor:

- Q What work had been done to date when the design team took over the project?
 A Wilson Drive task force (WDRF) steering committee was formed with four work groups in December 2015. Steering committee had a communication plan to ensure public participation. An open house was held on June 15, 2016 with over 140 comment sheets. WDRF (assisted by MSA Professional Services, Inc.) produced a conceptual planning report exploring four roadway scenarios

6) Project Statistics:

- a) Number of Intersections along the route: 10
 b) Number of Signalized Intersections: 0
 c) Project length: 0.8 miles