



# North Wilson Drive

Public Informational  
Meeting #1  
June 29, 2017



# Meeting Overview

## Agenda

- Project History
- Planning Process
- Safety Study
- Traffic Study
- Design Considerations
- Alternative Development
- Preferred Alternative
- Project Schedule



# Wilson Drive Corridor Public Involvement Approach

**Educate**



**Collaborate**



**Enrich**



**Build**



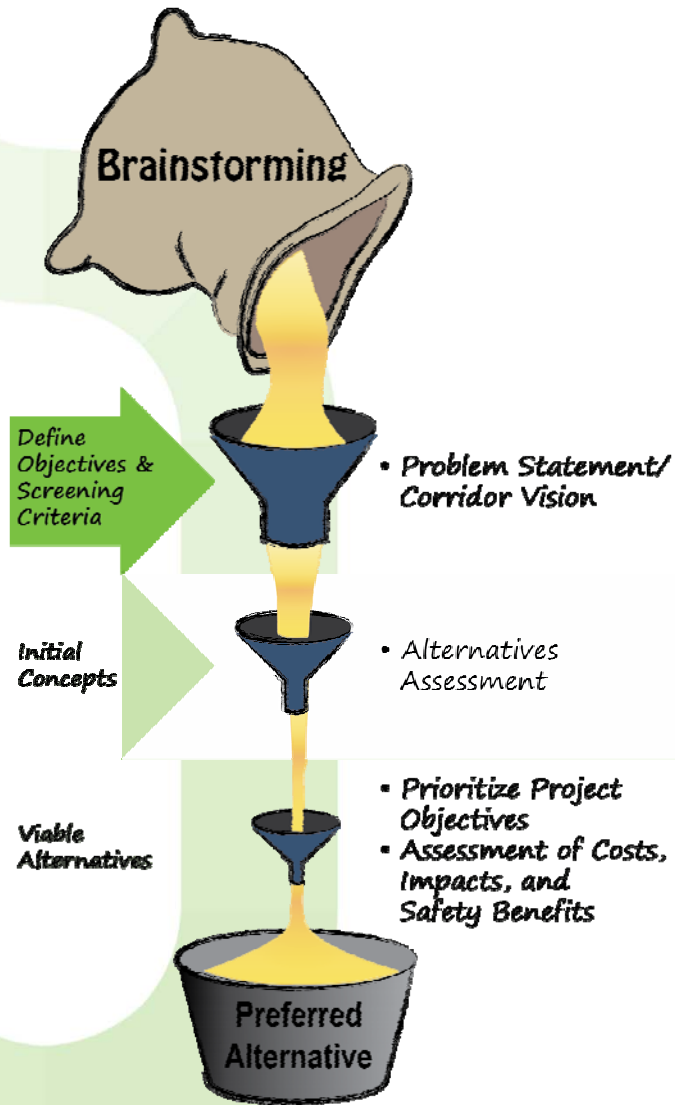
# Wilson Drive Corridor Project History

- Wilson Drive task force established with four work groups:
  - Environmental
  - Traffic & Safety
  - Park & Recreation
  - Development
- Steering committee communication plan to ensure public participation
- June 15, 2016 – open house with over 140 comment sheets
- Wilson Drive conceptual planning report exploring four roadway scenarios
- Village selected GRAEF design team to move forward engineering study



# Planning Process

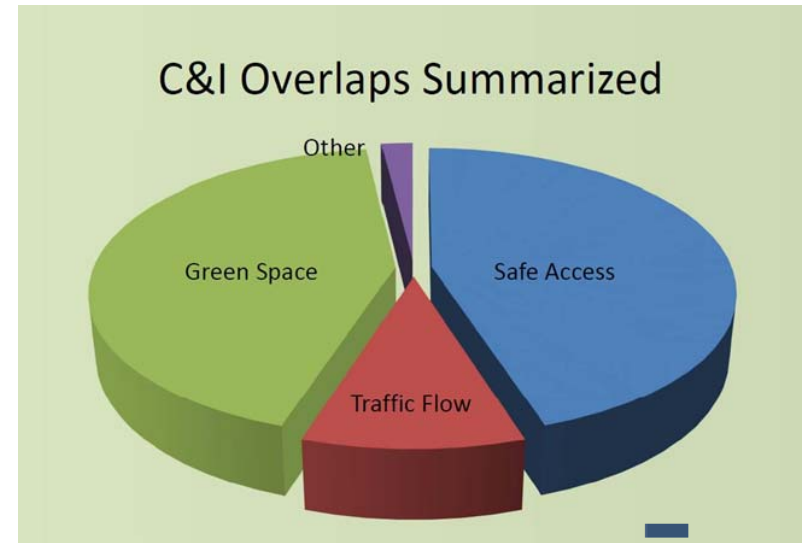
## Define Objectives & Screening Criteria



## Brainstorming

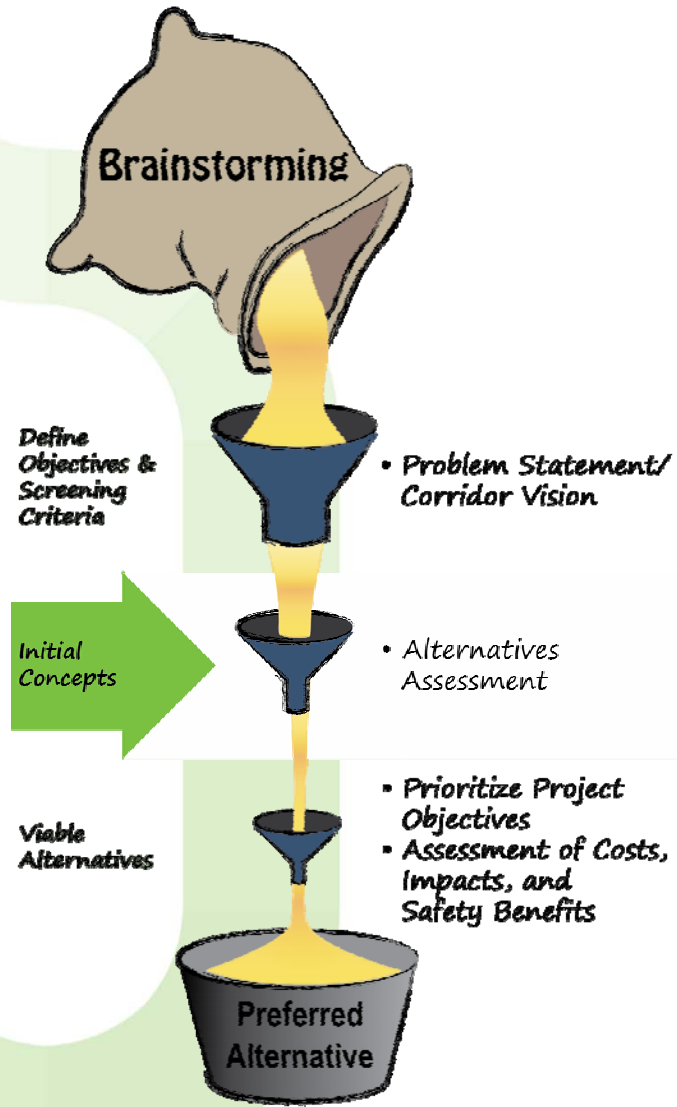


## Values



# Planning Process

## Initial Concepts - WDTF



Scenario A



Scenario B



Scenario C



Scenario D



# Safety Study

- Crash data evaluated for 2011-2015
- Annual crash rate of 155 crashes per HMVM (Hundred Million Vehicle Miles) compared to the statewide 2011-2015 average was 350 crashes per HMVM
- 20 crashes
  - Zero fatal
  - 12 occurred at intersections
  - Zero involving bicycle or pedestrians

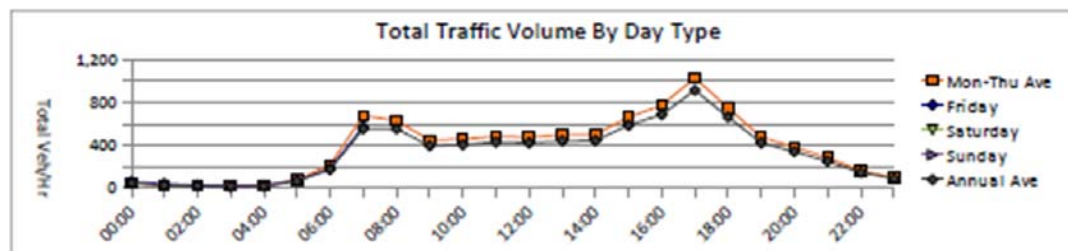
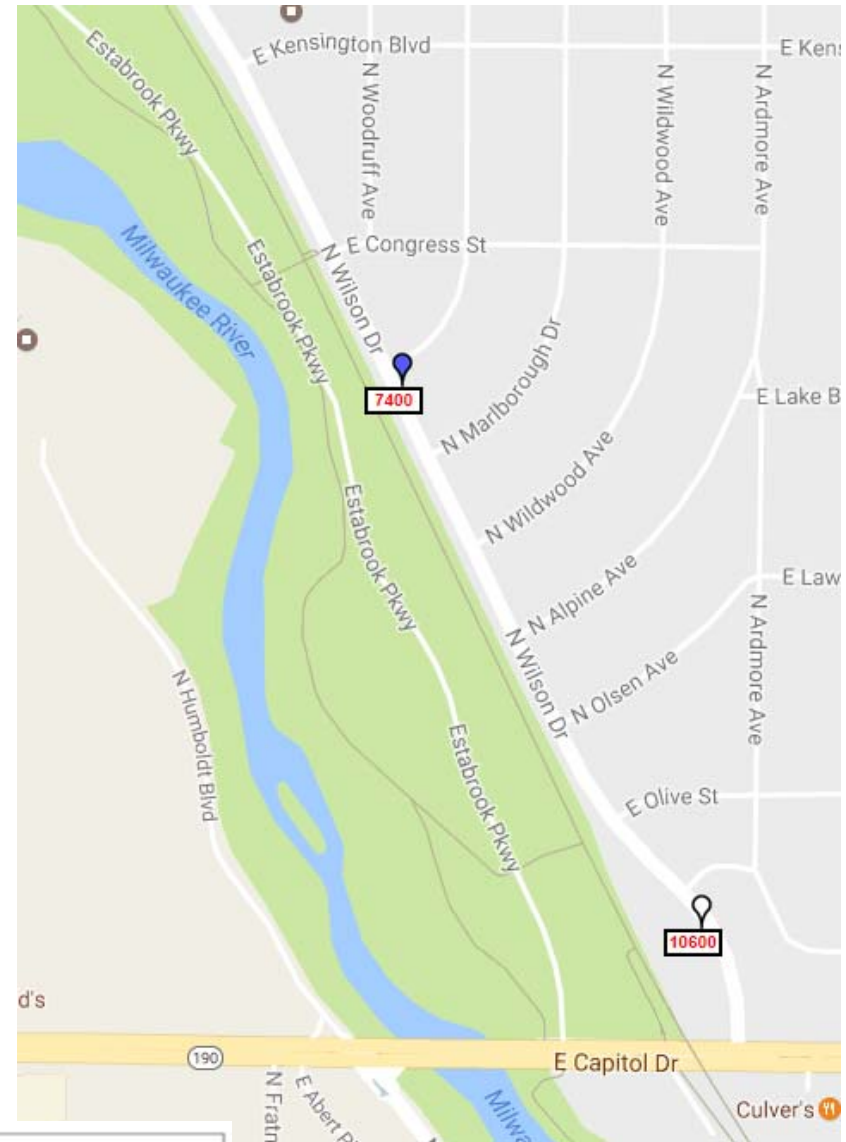
Segment Crash Rates

N. Wilson Drive	Year	Crash Severity			Total No. Crashes	Crash Rate <sup>(1)</sup> 2011-2015	Statewide Crash Rate <sup>(1)</sup> 2011-2015
		Fatal	Injury	Property Damage			
North of E. Capitol Drive to E. Glendale Avenue	2011	0	2	2	4	X	X
	2012	0	1	2	3		
	2013	0	2	2	4		
	2014	0	1	3	4		
	2015	0	4	1	5		
<b>Total</b>	<b>2011-2015</b>	0	10	10	20	155	350

<sup>(1)</sup> Crash rate based on 100 million vehicles miles traveled (100 MVMT)

# Traffic Data

- 7,400-10,600 Average Daily Traffic well within range of 2-lane roadway with acceptable operations
- Goal of study was to analyze southbound backups / queue blocking of SB lefts with microsimulation
- Intersection counts were collected at Glendale, Kensington, Congress and Olive during PM peak



Source: WisDOT  
2013 Hourly  
Volumes North of  
Capitol Drive  
(8,100 ADT)



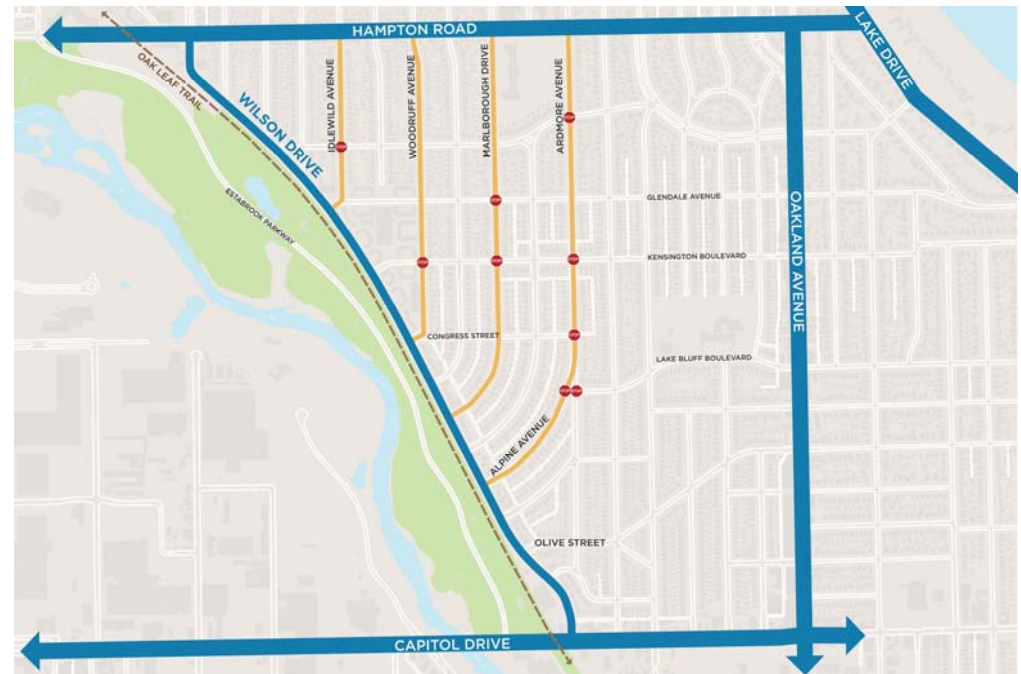
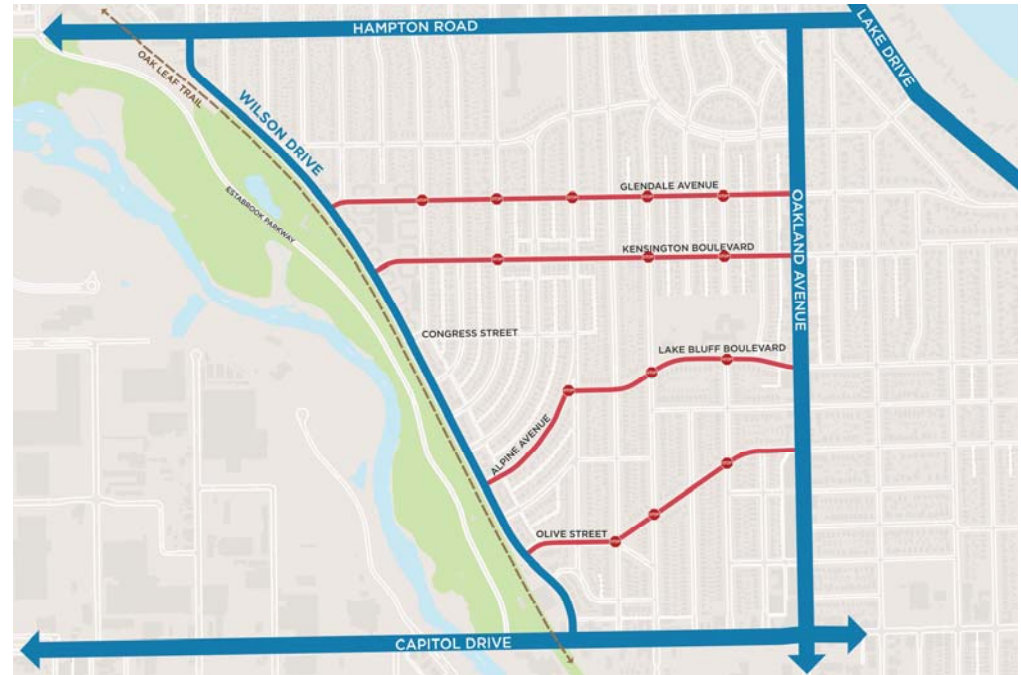
# Traffic Study

- Operational Considerations

- Exclusive southbound left turn lanes are recommended
  - E. Olive Street
  - E. Kensington Boulevard
  - E. Glendale Avenue
- Likelihood of traffic diversion to local streets

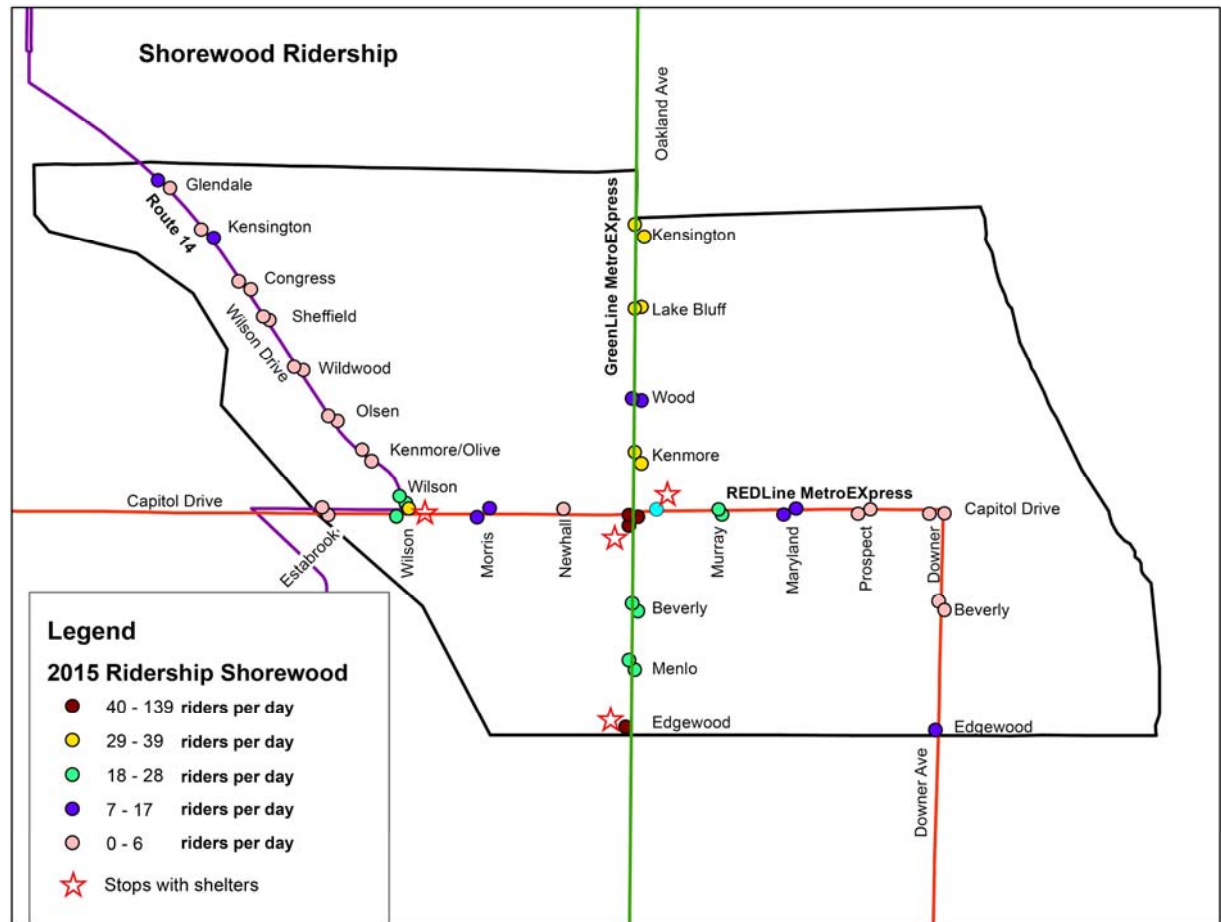
- Additional Planning Considerations

- On-street parking
- Transit
- Pedestrians
- Bicycles
- Oak Leaf Trail connections



# Transit – Ridership & Bus Stop Locations

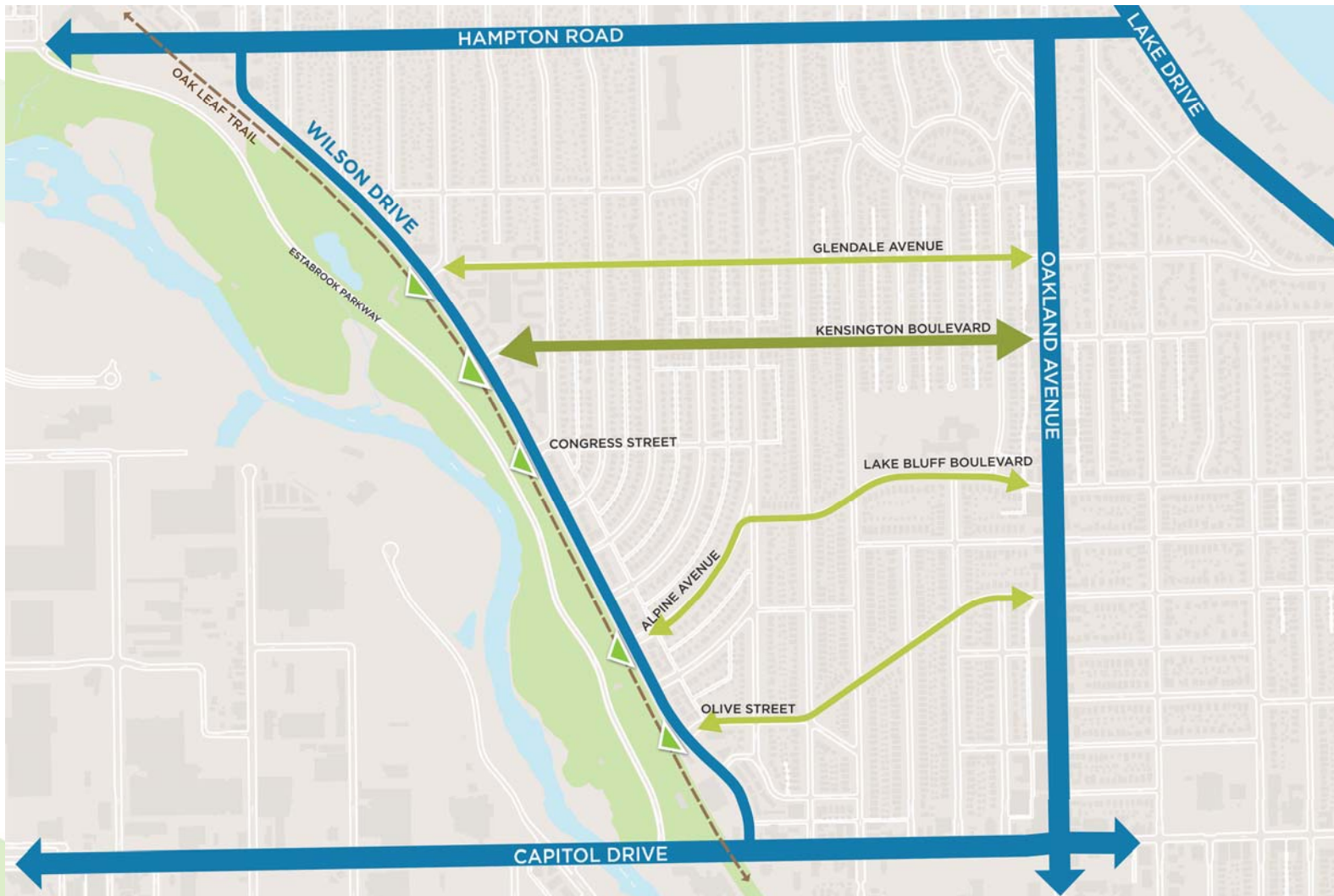
- Bus frequency
- Bus stops
  - Locations
  - Near/far Side
- Pedestrian access & crossing locations



SOURCE: MCTS 2015

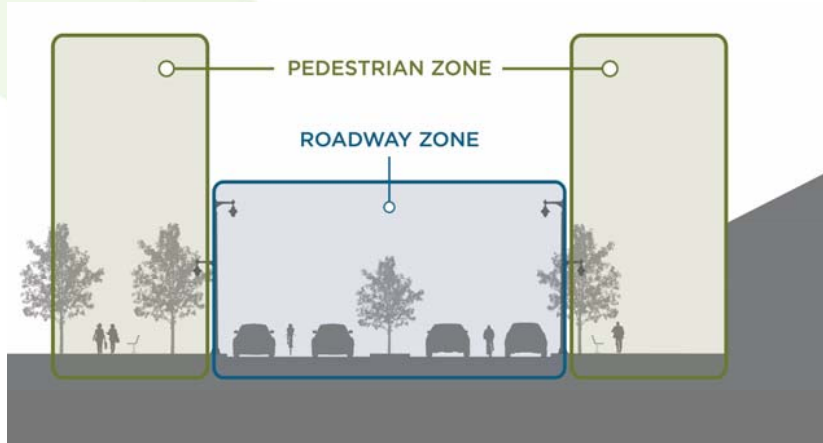
# Bicycle & Pedestrian Planning

## Bicycle Routes, Crossing Locations, and Oak Leaf Trail Connections

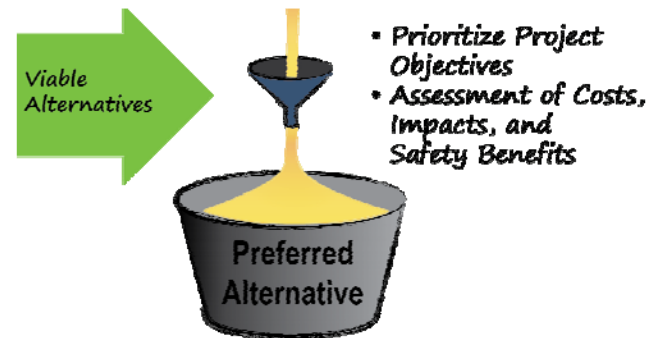


# From Plan to Reality

Refine Alternatives  
Final Assessment

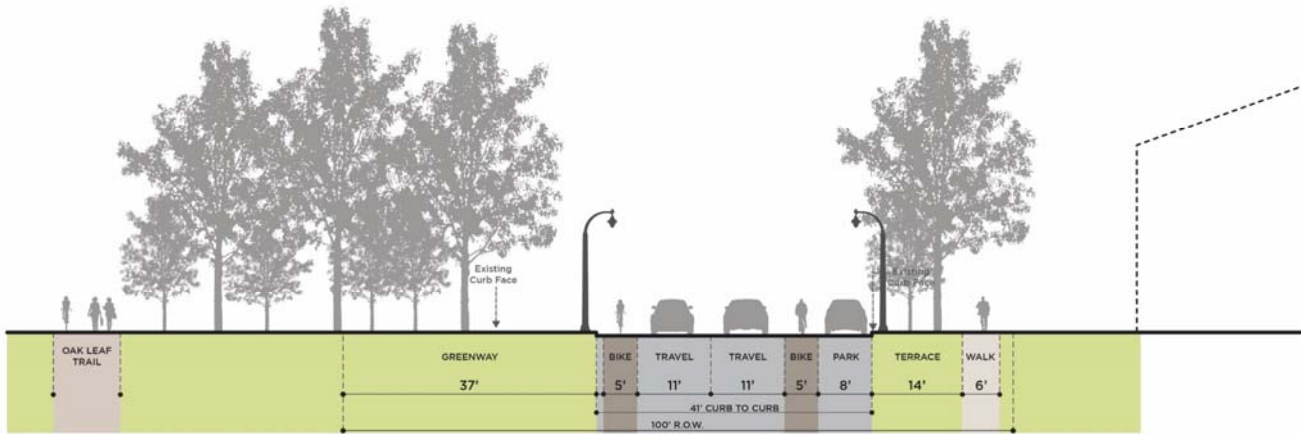


- Refine viable roadway alternatives
- Traffic study implementation including traffic calming
- Complete street approach
- Sustainability / Green Infrastructure
- Place-making potential
- Cost estimates

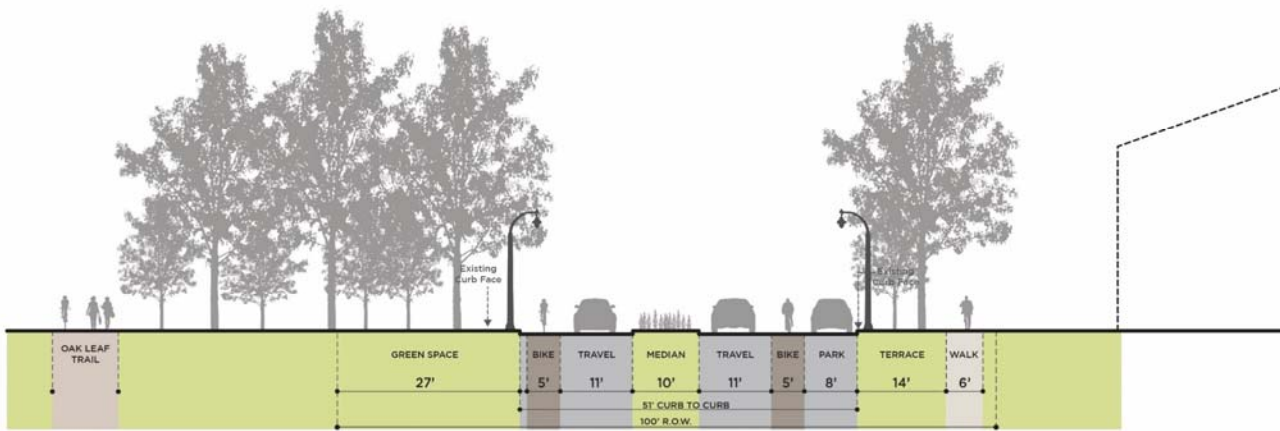


# From Plan to Reality

## Engineered Alternatives



**Hybrid/Greenway Alternative (Preferred)**

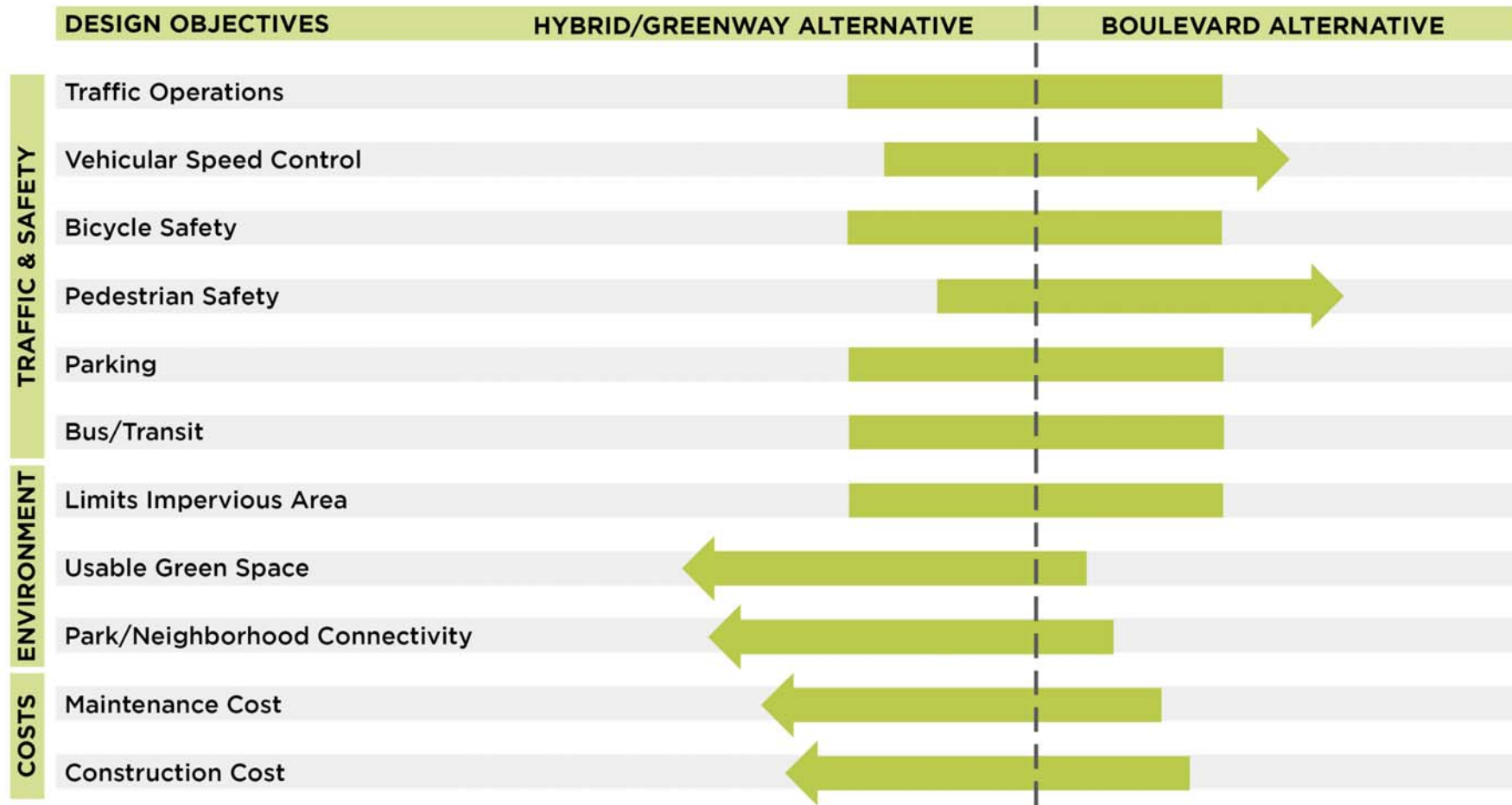


**Boulevard Alternative**



# From Plan to Reality

## Alternative Evaluation & Project Objectives



# From Plan to Reality

## Additional Opportunities

- Stormwater management / green infrastructure
- Landscaping / planting
- Oak Leaf Trail entryway enhancements
- Environmental: native fauna and flora
- Sustainability



### Hybrid/Greenway Alternative (Preferred)



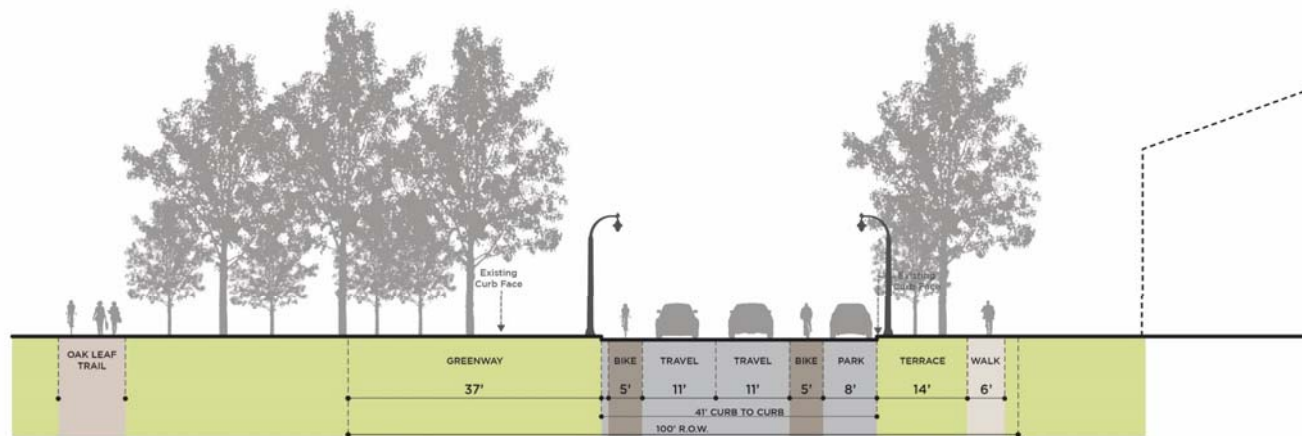
### Boulevard Alternative



# Preferred Alternative

## Hybrid/Greenway Alternative

- Hybrid of previous study alternatives aligning selected typical section with operational and safety needs per location
- Balances other goals of Wilson Drive Task Force
  - Optimizes opportunities for Oak Leaf Trail entryway enhancements
  - Environmental greenway: native fauna and flora opportunities
  - Stormwater management opportunity areas



# Next Steps

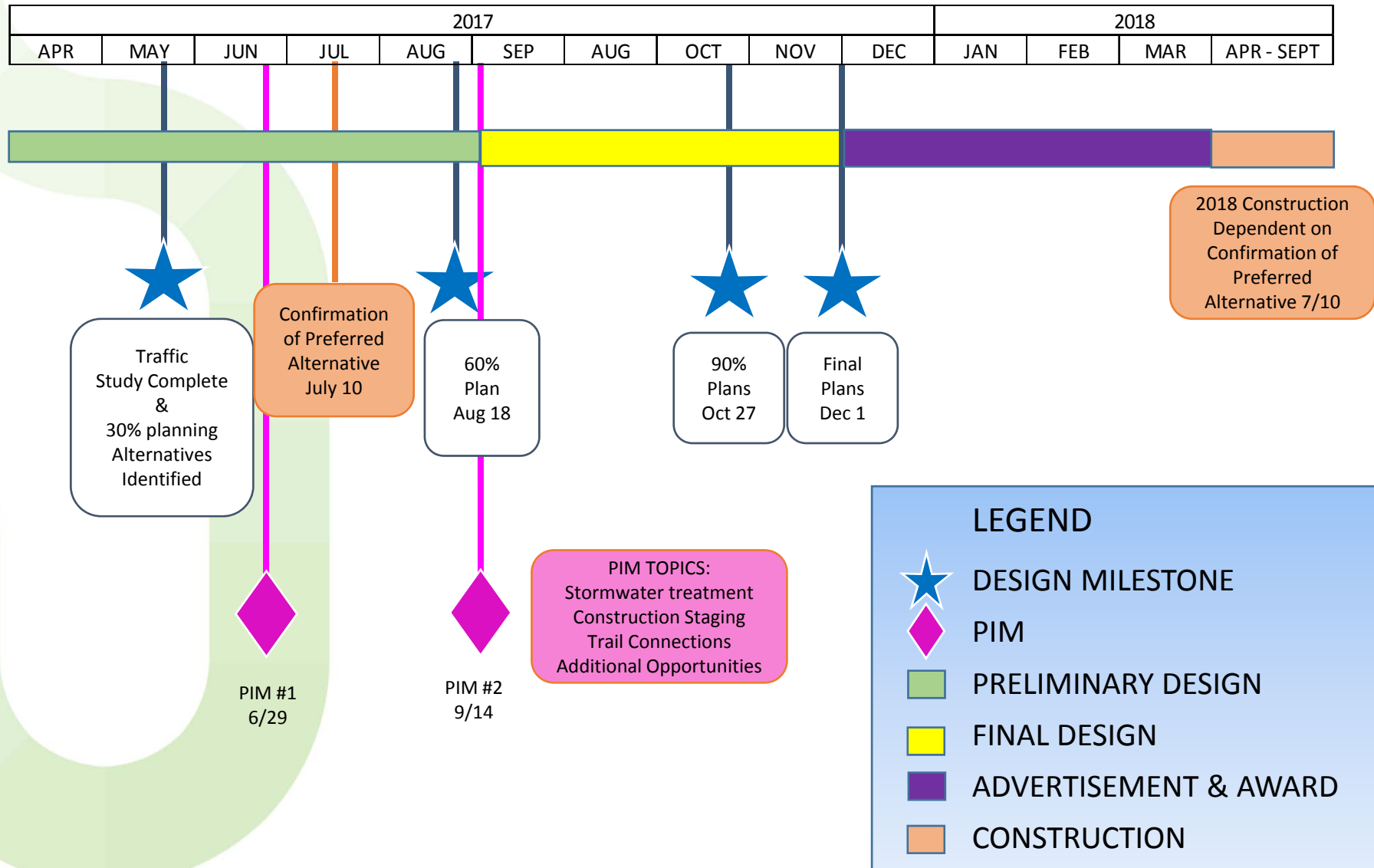
## Design Refinement & Cost Estimating/Budgeting



- Provide necessary infrastructure improvements in 2018 construction project.
- Build design enhancements upon new infrastructure improvements for future installation, if desired.
- Establish funding sources for community support, engagement and ownership.
- Develop a phased approach for additional landscape and flora & fauna habitat improvements based on available funding.

# N. Wilson Drive

## Project Schedule



# Thank you!

Please provide comments on the presentation  
& displays at this meeting or via email to:  
[WilsonDriveProject@villageofshorewood.org](mailto:WilsonDriveProject@villageofshorewood.org)

Please provide comments by July 6, 2017



**GRÄEF**