

Village of Shorewood
Public Works Committee
June 27, 2022

Call to Order: Chairperson Tr. Ircink called the meeting to order at 6:01 p.m. at the Village Hall.

Members Present: Tr. Arthur Ircink, Tr. Melissa Moore Baldauff, Tr. Jerry Lynn

Others present: President McKaig, Tr. Stokebrand, Village Manager Rebecca Ewald, Public Works Director Leeann Butschlick, Planning Director Bart Griepentrog, Consulting Engineer Mustafa Emir, Clark Dietz

1. Discussion Points

Chairman Ircink opened meeting with brief history of project, noting Village Board approval of design concepts and charge to Public Works Committee to review application of concepts into the project corridor on a block-by-block basis.

Consulting project engineer Mustafa Emir reviewed the design recommendations noting that all pavers within crosswalk and bumpout areas would be removed and replaced with concrete and marked in the continental (ladder) style. Additionally, all pedestrian ramps will be replaced to conform with current ADA guidelines.

- Capitol intersection to Elmdale
 - Crosswalk on north side of Capitol to have pavers removed and marked continental (ladder) style to match existing crosswalks on Capitol Drive
 - Addition of two stormwater tree pits
- Elmdale intersection to Kenmore
 - Installation of bumpouts on south side of crosswalk (only) due to turning movements
 - Installation of RFBs
 - Crosswalk replaced in concrete and marked continental style
- Kenmore intersection to Jarvis
 - No changes to intersection geometry
 - Crosswalks replaced in concrete with continental markings
 - Install one stormwater tree pit
- Jarvis intersection to Wood
 - Remove north-side crosswalk as per Traffic and Parking Study recommendation; include design feature (fence, etc.) to discourage crossing
 - Southside crosswalk replaced in concrete with continental style marking
 - Install one stormwater tree pit
 - Install bumpout on north side of south Metro Market entrance
 - Realign west side curb to remove streetscaping and allow on-street parking
- Wood intersection to Olive
 - Install bumpout on NE and SW corners (to account for turning movements and bus stops)
 - Add RFBs
 - Install three stormwater tree pits
- Olive intersection to Marion
 - Install bumpouts on all corners
 - Install RFBs
- Marion intersection to Lake Bluff
 - Install bumpouts at all corners
 - Install RFBs
 - Install one stormwater tree pit
- Lake Bluff intersection to Kensington
 - Install bumpouts on south side of intersection (SE and SW corners)
 - Install two stormwater tree pits

- Existing mid-block crossing with bumpouts to remain
- Kensington intersection to Glendale
 - Option for traffic signals
 - Bumpout installation at NE and SW corners (to account for turning movements and bus stops)
 - Project limits include Whitefish Bay (Oakland centerline is municipal boundary for portion of block)
- Glendale intersection
 - Install bumpouts at SE and SW corners
 - Install RFP on south crosswalk
 - Requires WFB Right of Privilege Right-of-Way Occupancy Agreement

Mr. Emir confirmed the retention of existing bike lanes. There was significant discussion regarding the recommendation for traffic signals at Kensington. A resident noted concern with the width of Kensington not being adequate to allow vehicles to que while waiting for the light without blocking access for vehicles turning from Oakland.

Tr. Lynn moved to approve the recommended roadway design as presented with the exclusion of the traffic signal at the intersection of E. Kensington Boulevard and N. Oakland Avenue. The motion was seconded by Tr. Baldauff and passed, 3-0.

2. Follow Up-Items

Staff was directed to provide additional information regarding traffic signals for Village Board review in conjunction with final consideration of design, including confirmation of adequate roadway width on Kensington Boulevard adjacent to the Oakland intersection.

The Public Works Committee meeting included discussion regarding the impacts of the design – specifically bumpouts - on winter operations. It was noted that the combination of bumpouts with the recent changes in parking restrictions would significantly impact the time necessary to remove snow from parking lanes, parkways and other non-traffic areas. Manager Ewald reported that future discussion with partners would be scheduled.

It was also noted by staff during the meeting that the addition of bumpouts at the majority of the intersections would impact routine maintenance operations. Bumpouts will not allow traffic to be temporarily routed into the parking lanes and as such any routine maintenance operations which occur in the traffic lanes (roadway repair, utility maintenance, etc.) will require traffic to be detoured from Oakland Avenue.

Motion to adjourn carried at 7:23 p.m.

Respectfully submitted,

Leeann Butschlick
Director of Public Works