

Project Overview

- Current plan adopted in 2015
- Used as reference for street improvements and resident requests
- Update Plan for current context, reconfirm best practices, add clarity and flexibility, develop clear process for implementation

Tentative timeline/milestones

- Public engagement meeting #1 (April 4th)
- Confirm project goals (April 9th)
- Draft updates – solicit feedback (June 6th)
- Draft Complete Streets Policy (June/July)
- Present final drafts to PPS (August 13th)
- Public Open House (September)

How to provide input

The following set of display slides contain information on various topics that will be addressed in the Pedestrian and Bicycle Master Plan update.

Please take a moment to reflect on the information that has been presented and consider offering your thoughts about it. Sample questions have been included on most slides, but all comments are welcomed.

An [online comment form](#) is available to submit your thoughts on any of the topics, or you may email your thoughts directly to Bart Griepentrog at bgriepentrog@shorewoodwi.gov. All comments will be compiled and shared throughout the planning process to ensure that the updated Plan reflects the needs and desires of the community.

Thank you for participating!



Vision

“Shorewood will be a safe and welcoming place to walk, bike or utilize other legal modes of transportation for persons of all ages and abilities that is well-connected both internally and to the region, and promotes and encourages healthy transportation and recreational lifestyles for people and the environment alike.”

*Do you have any thoughts about the proposed vision?
Edits? Improvements?*

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Goals

Utilizing the same goal framework as identified in the existing Plan, the following categories will guide proposed recommendations:

Infrastructure

- Design
- Process
- Maintenance

Education

- Opportunities
- Partners

Enforcement

- Legislation
- Expectations

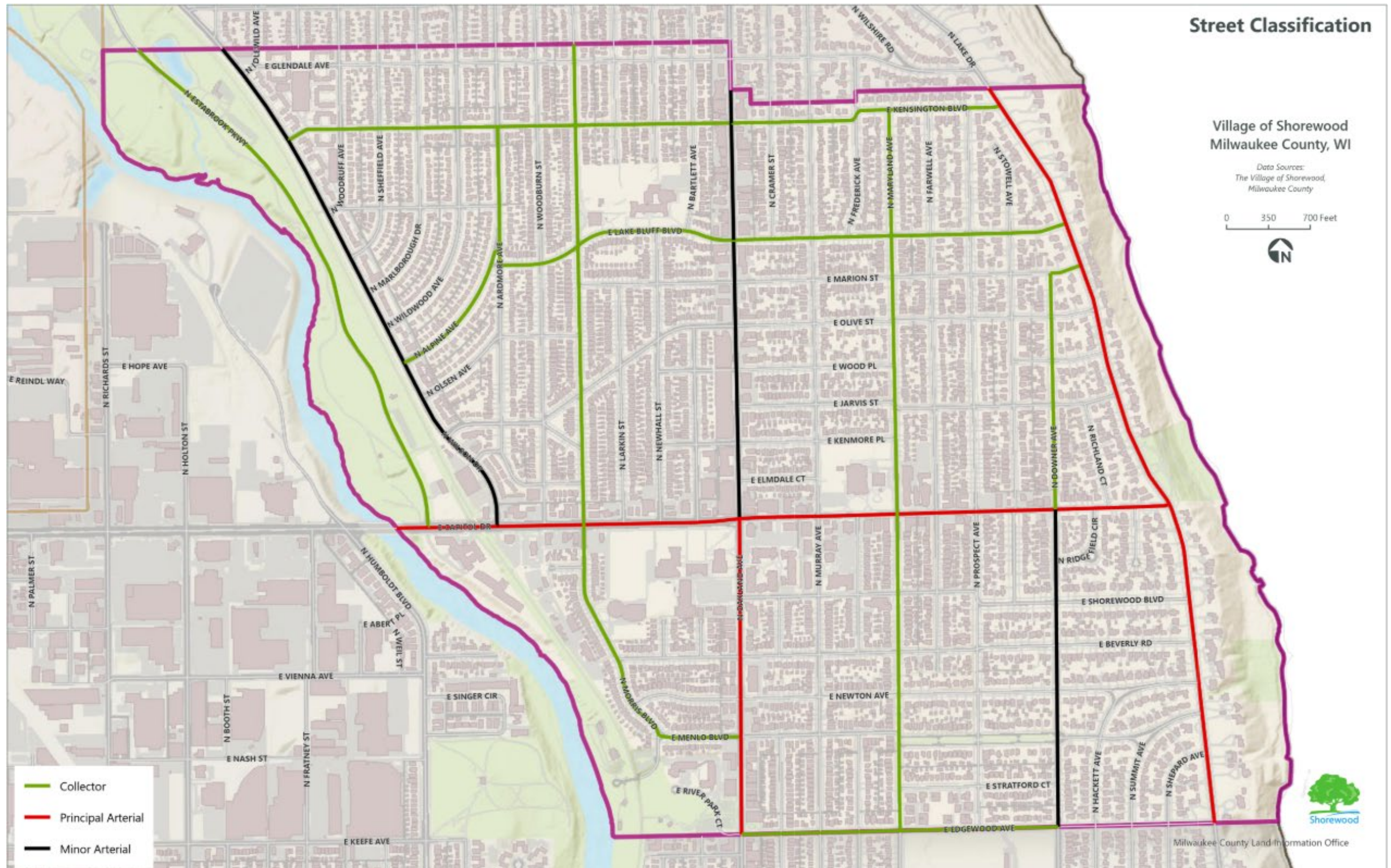
Do you think any categories are missing?



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Map

Reference this map to provide comments on any areas of interest or concern, including positive feedback on existing conditions /new improvements.



Pedestrian Components

The village has a complete sidewalk system that includes various elements of supplementary pedestrian infrastructure, including:

- Sidewalk Program
- Crosswalks
- Curb ramps
- Curb extensions (“bump-outs”)
- Signage & signals
 - Beacons and detectors
- Crossing guards



Do you have any pedestrian infrastructure issues/areas that you'd like the Village to know about?

Bicycle Components

When adequate space is available, bicycle infrastructure may be included on the Village's roadway network as improvements are constructed, most commonly on collector and arterial roads. Existing types of infrastructure include:

- Pavement markings (bike lanes)
- Parking racks

As additional funding and proposed improvement projects are identified, additional infrastructure may be developed to include:

- Signage
- "Neighborhood Greenways" / "Bike Boulevards"
- Green lanes or bike boxes
- Separated lanes
- Bike share



Would you like to see any additional or specific bicycle infrastructure considered/added to Shorewood?

Transit

Milwaukee County Transit System (MCTS) operates three bus routes through the village (Red Line, Green Line, 14). These routes serve destinations such as UWM, Mitchell International Airport and Bayshore Town Center. Since all trips begin and/or end with a pedestrian (or bicycle) user, they also rely on local infrastructure, such as walkways, lighting, benches or shelters for accommodation.



*What would make you ride the bus more frequently?
Are you aware of the WisGo / Umo App (or others)?*

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Accessibility

Shorewood values inclusion and strives to be as accessible to all users as possible.

- Accessible curb ramps with detectable warning pads have been installed at (marked and unmarked) crosswalks throughout the village.
- Motion-sensed pedestrian activation signals were recently installed at the intersection of Capitol and Oakland.
- ADA-compliant parking stalls will be proposed at Atwater Park as part of circulation improvements



Do you have ideas for making Shorewood more inclusive to multi-modal users?

Scooters

In 2019 State of Wisconsin authorized regulation of e-scooters providing the following powers to local governments:

- Restrict or prohibit them on roadways with speed limits above 25 mph.
- Restrict or prohibit their operation on sidewalks.
- Establish parking limitations.
- Restrict or prohibit short-term commercial rental to the general public.



Should Shorewood allow e-scooters or enact any of the allowable restrictions/prohibitions?

Traffic Calming

When traffic controls, such as signage or pavement markings, prove to be inefficient at lowering speeds or increasing safety, physical design elements may be installed to force drivers to slow down and pay greater attention to their actions. These can take form as:

- Traffic circles / “Mini roundabouts”
- Medians or pinchpoints
- Speed tables or humps
- Raised intersections

These improvements cannot be installed on all roadway types and have impacts to street operations and maintenance, but where applicable, have been shown to be effective.

Do you have any suggestions for where traffic calming measures could be considered in Shorewood?



Education & Engagement

Education and engagement are critical components to developing a more inclusive transportation culture. Identifying opportunities and partners to help spread the message about pedestrian, bicycle and other transportation issues in the village is a critical first step.



What type of messaging do you think needs to be shared?

Do you have ideas for events, partners or other opportunities to provide education and engagement?



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Enforcement & Encouragement

Enforcement is a necessary component to ensuring rules and regulations are followed, and it is critical to understand that compliance is about more than writing citations. While the Police Department is responsible for matters related to traffic enforcement, other community partners and members have a critical role in encouraging better behavior.

We all play a part: from obeying traffic controls while using the roadway, to not riding our bikes on sidewalks, to making sure our sidewalks are shoveled for safe passage in the winter.

Do you have thoughts on areas of enforcement or encouragement that need to be addressed?

**YES
WE
CAN!**

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