

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) – provide summary
- Draft Vision and Goal updates (April/May)
- Solicit additional feedback at public engagement meeting #1 (June 6th)
- Draft plan updates and Complete Streets Policy (June/July)
- Provide draft updates to Parks and Public Spaces Committee (August)
- Public Open House to present final draft (September)

How to provide input

The following set of 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 boards, 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!



Proposed Vision

“Multi-modal transportation within Shorewood is a fundamental component of the Village’s identity. 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?*





SHOREWOOD 
PEDESTRIAN & BICYCLE
MASTER PLAN

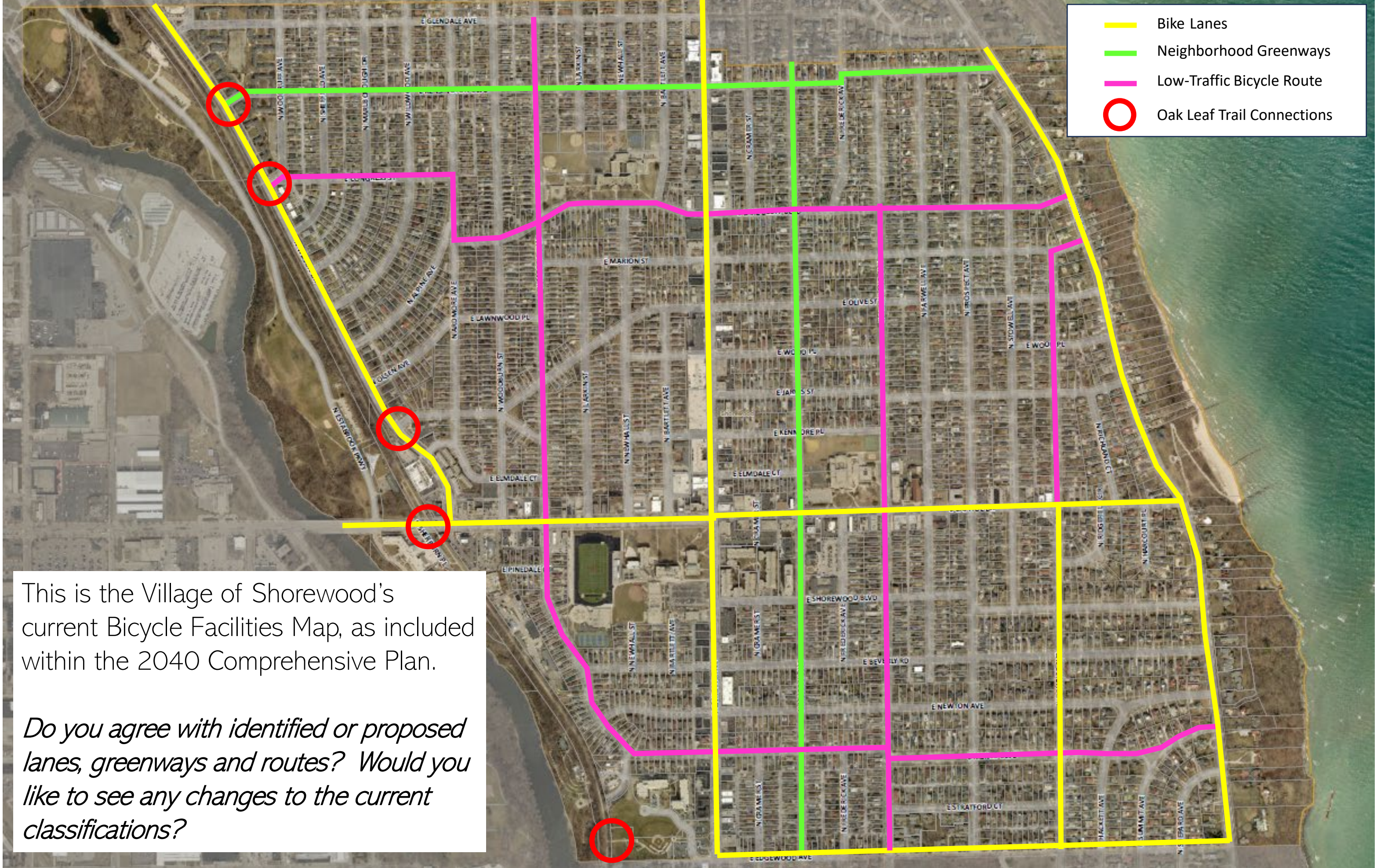
Proposed Goals

A goal is an overarching principle that should be referenced during related decision-making activities, such as project, policy or program prioritization, budgeting and design. Goals are future-focused and detail expected outcomes. The following goals were identified for this plan update:

- High-quality, multi-modal transportation infrastructure that prioritizes safety within local context is designed and maintained utilizing a data-driven process that allows all interested stakeholders an opportunity to participate.
- Opportunities for community education and encouragement related to all types of transportation options are available and routinely shared and refined in line with the community's healthy, environmentally-conscious, person-focused culture.
- Decisions that impact transportation choice and behavior are considered within policy and project implementation, and expectations pertaining to enforcement are understood and shared by all users.

Do you have any thoughts about the proposed goals? Edits? Improvements?

-  Bike Lanes
-  Neighborhood Greenways
-  Low-Traffic Bicycle Route
-  Oak Leaf Trail Connections



This is the Village of Shorewood's current Bicycle Facilities Map, as included within the 2040 Comprehensive Plan.

Do you agree with identified or proposed lanes, greenways and routes? Would you like to see any changes to the current classifications?

Bicycle Facilities

Additional Bike Network Opportunities?



This map includes streets and street segments have been discussed as possible additions to the Village's Bicycle Facilities Map.

Do you think that any of these should be added, and if so, at what type of classification?

Bicycle Facilities

Neighborhood Greenways

Neighborhood Greenways, also/formerly called Bike Boulevards, are low volume/speed streets where prioritized infrastructure, from signage to traffic calming measures, is employed to create a low stress roadway where pedestrians and bicyclists feel prioritized. These improvements also benefit residents along the route who enjoy reduced vehicle speeds and volumes with increased safety.

Successful Neighborhood Greenways start by identifying ideal routes on low volume/stress roadways that connect desirable locations, such as schools, parks and trails, and businesses. The Village has currently designated N. Murray Ave. and E. Kensington Blvd. as its neighborhood greenways, but other opportunities also exist. (See previous exercise.)

As a next step, preferred signage and pavement markings should be determined, followed by traffic calming measures, including any volume management or street crossing strategies.

Do you have thoughts on how to make Neighborhood Greenways successful in Shorewood?

Tread pass through for emergency response vehicles and bicycles



Speed Management Measures



Volume Management Measures

Traffic Calming

Traffic calming measures are intended to slow traffic, typically on low speed/volume roadways where the actual speed or volume is incompatible with the adjacent land use. They are utilized to reduce the negative effects of vehicular traffic by altering driving behaviors and improve conditions for non-motorized traffic, such as pedestrians and bicyclists.

There are two primary types of traffic calming measures: horizontal, which narrow or restrict the roadway by extending the curb or installing a barrier within the roadway, or vertical, which involve raised elements that must be driven over. Horizontal elements are oftentimes most effective on wider roads, whereas vertical elements are typically best employed on already-narrow roadways.

Factors such as street maintenance (sweeping, plowing, refuse collection), existing infrastructure (storm sewers), drainage, parking, traffic controls and engineering advice would need to be taken into consideration prior to installing any traffic calming measures.

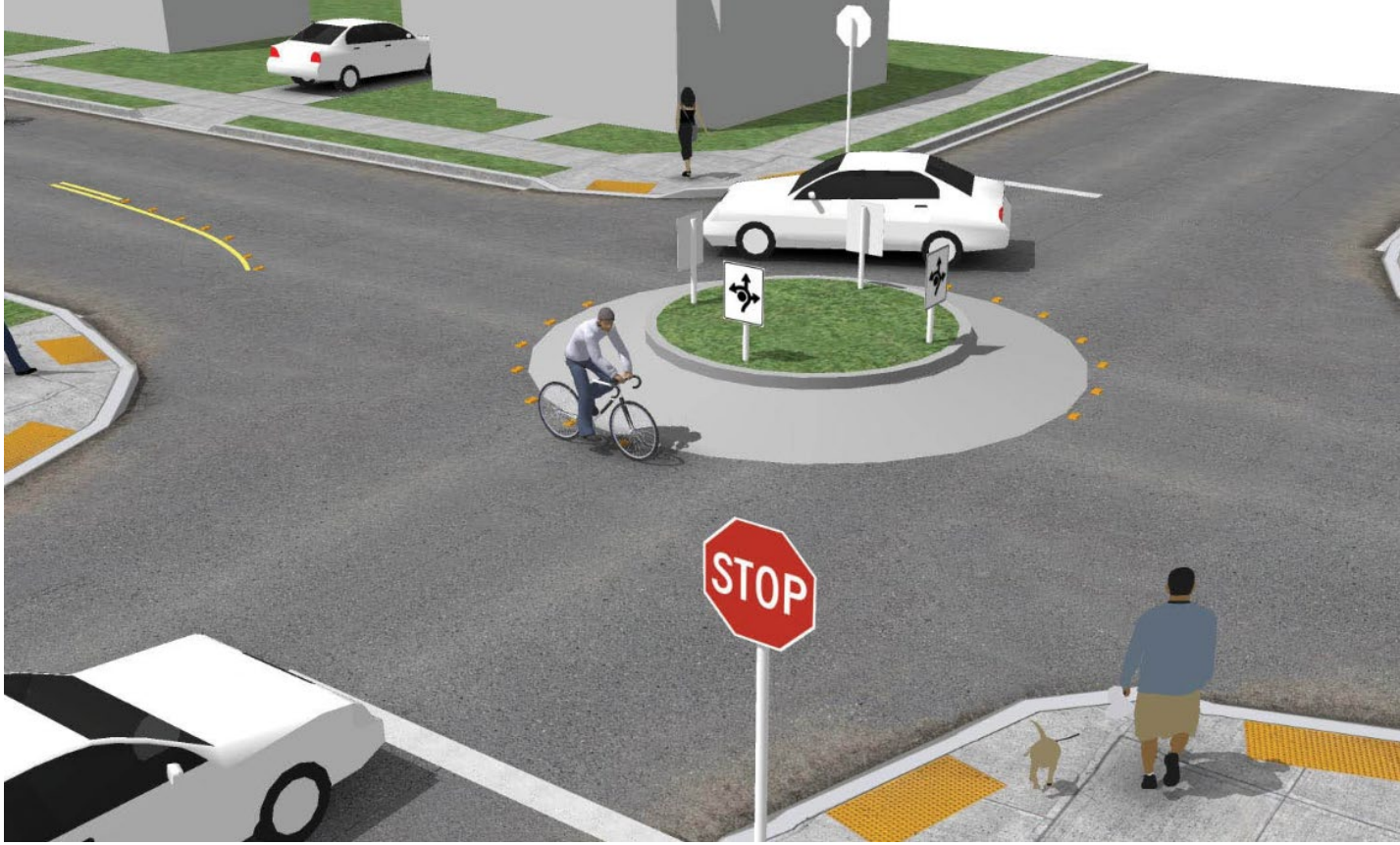
	Horizontal	Vertical
Examples	Curb Extensions (bump outs, bus bulbs or neckdowns), Medians, Traffic Circles, Chicanes	Speed Humps, Raised Crosswalks/Intersections
Typical Roadway	Arterials/Collectors (34 ft or greater)	Local Roads (under 34 ft)

What are your thoughts on the Village installing these types of traffic calming measures?

Do you have any preferences or concerns with any of the following horizontal Traffic Control measures?



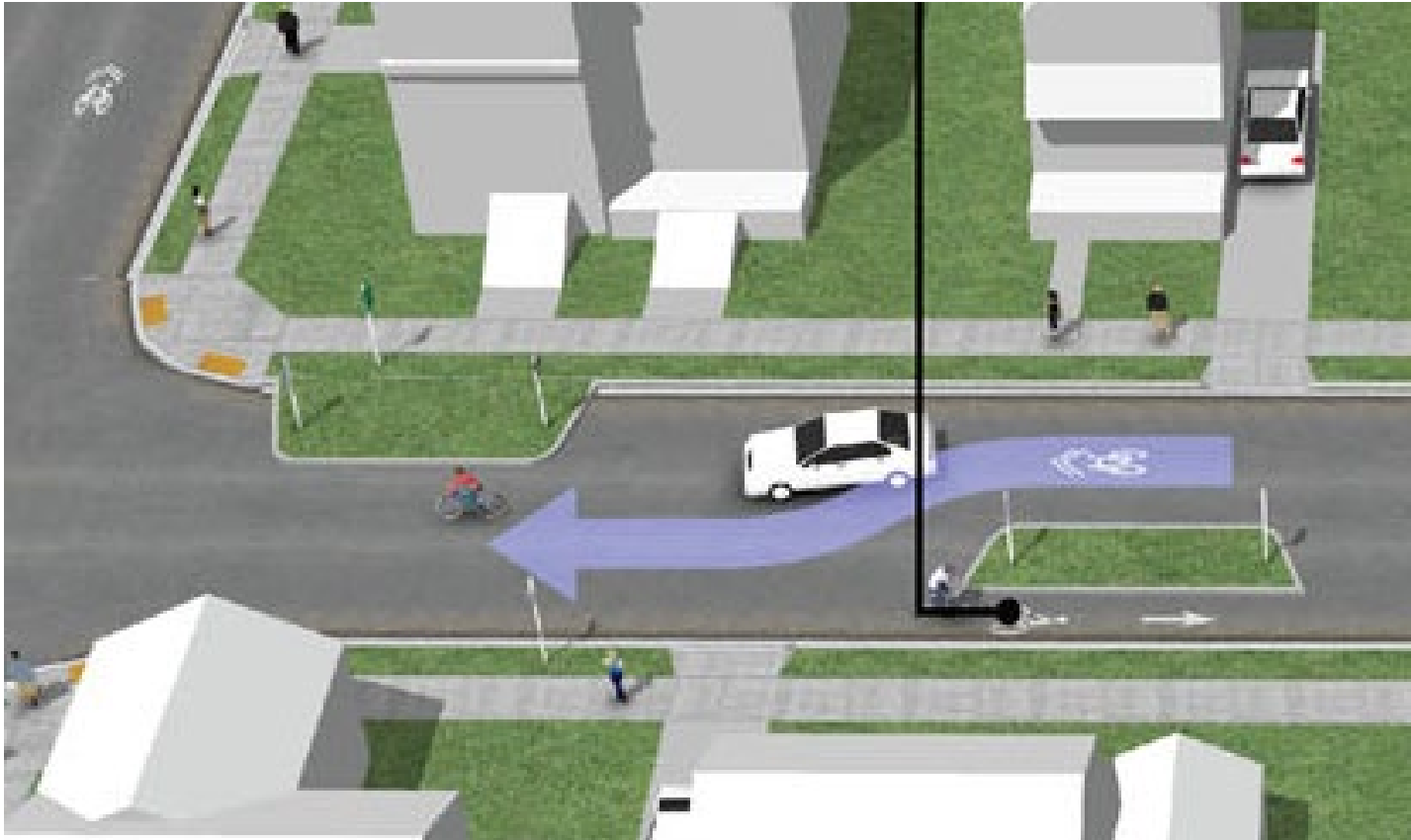
a. Curb extensions and neckdowns



b. Traffic circles

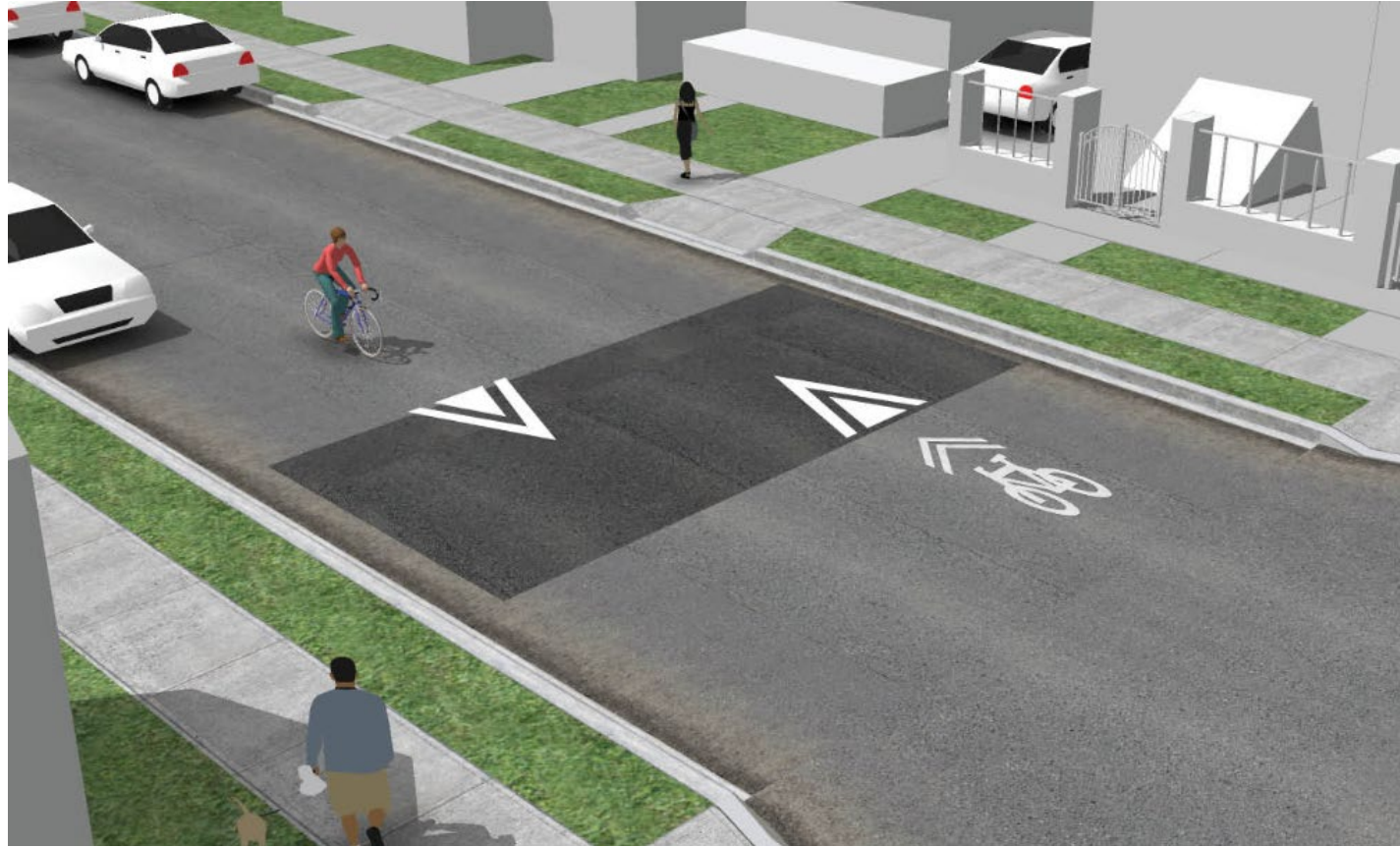


c. Medians



d. Chicanes

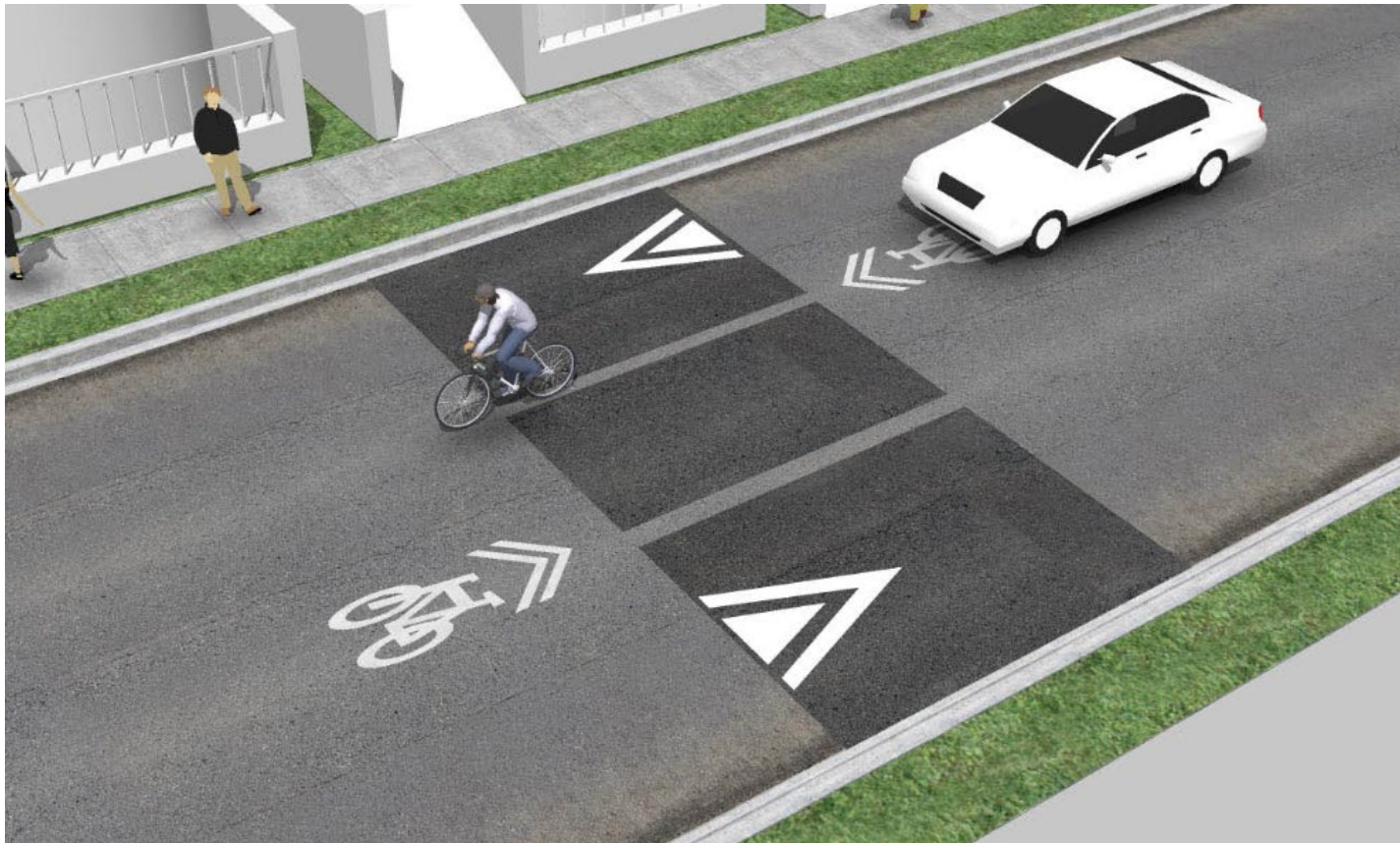
Do you have any preferences or concerns with any of the following vertical Traffic Control measures?



e. Speed humps



f. Raised crosswalk



g. Speed cushions

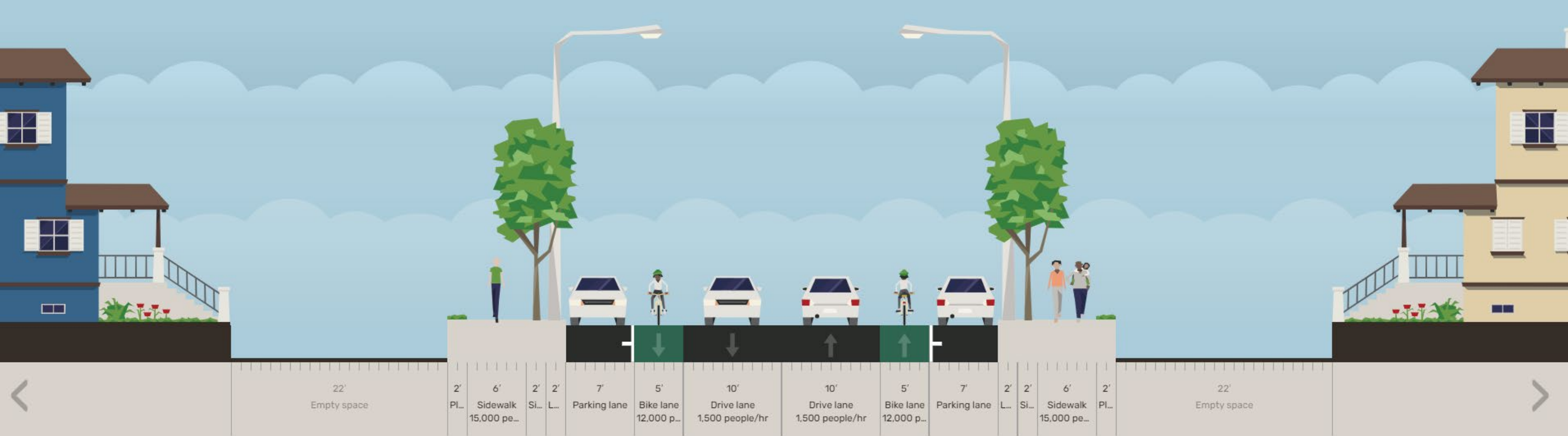


h. Bus bulbs

Street Design & Priorities



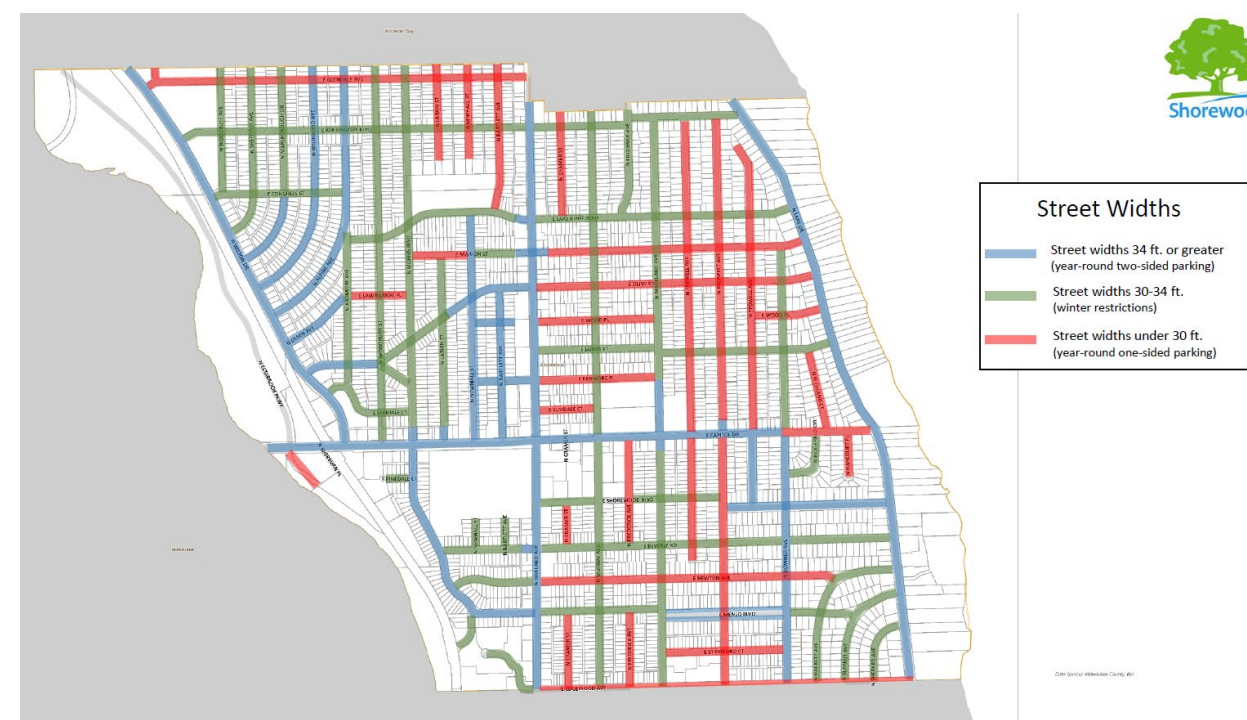
Most neighborhood streets in the village are 34 feet or less and function as “yield” streets without painted center lines or parking/bike lanes. When adequate space is available and demand is there, the presence of parked cars naturally requires all users to be attentive and slow down to yield to oncoming traffic. *If parking demand is more sporadic, should traffic calming amenities may be considered to mimic this natural occurrence?*



Typical street design for two-way traffic, with bike lanes and parking requires 44 feet between curbs.

Due to the limited width of most neighborhood streets, standard bike lanes cannot simply be added to the roadway. *If the Village wanted to prioritize bike accommodations within neighborhoods, what would you consider?* Please rank the following options with 1 being most preferred. If not desired, please indicate with an x.

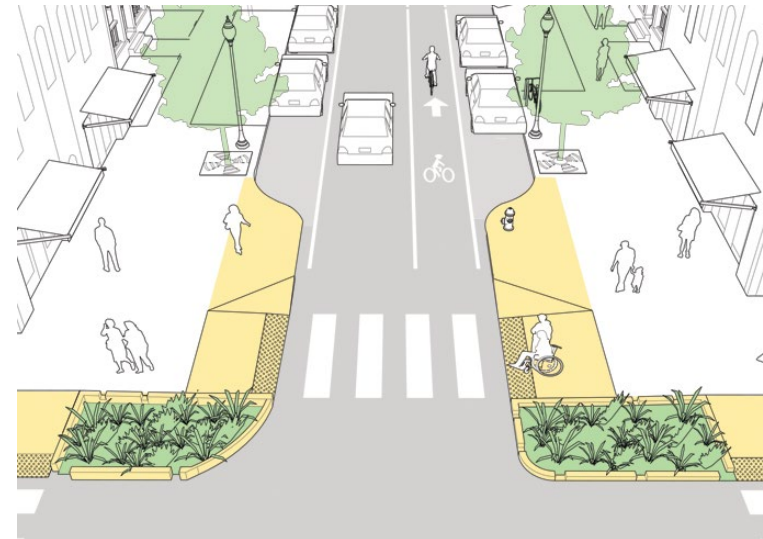
- Traffic calming infrastructure
- “Advisory” bike lanes (Edgewood Ave.)
- Remove parking
- One-way streets
- Other solutions or ideas: _____



Pedestrian Visibility

Shorewood prides itself on walkability and features a complete sidewalk network that allows pedestrians to efficiently walk throughout the village. Shorewood is also a dense municipality with on-street parking, driveways that cross sidewalks, neighborhood residential lighting and mature street trees that can reduce visibility. When walking on the sidewalk and crossing the roadway, pedestrians expect that drivers will see them and assuring or increasing their visibility can be an issue.

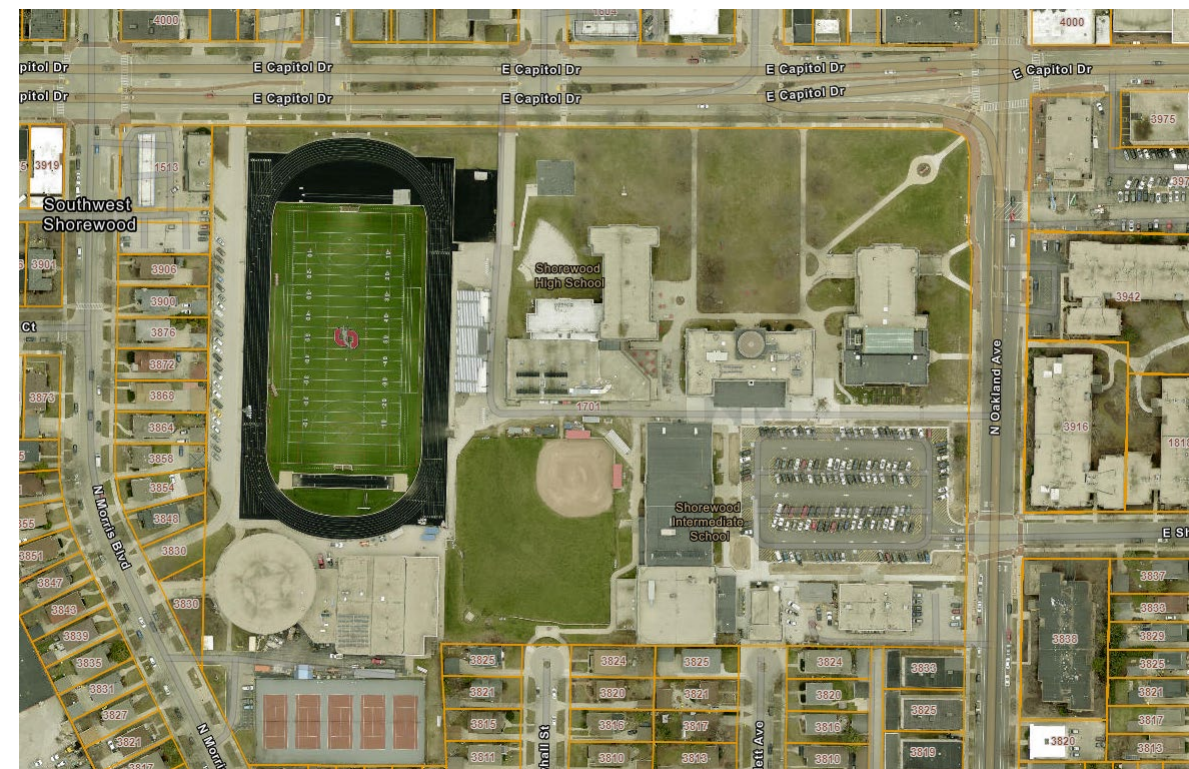
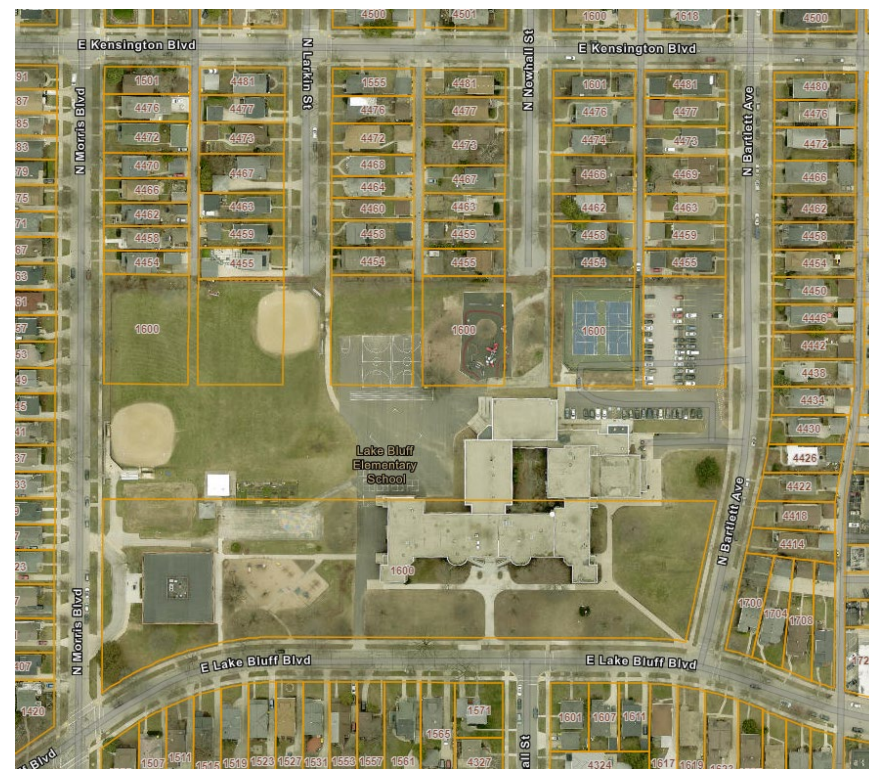
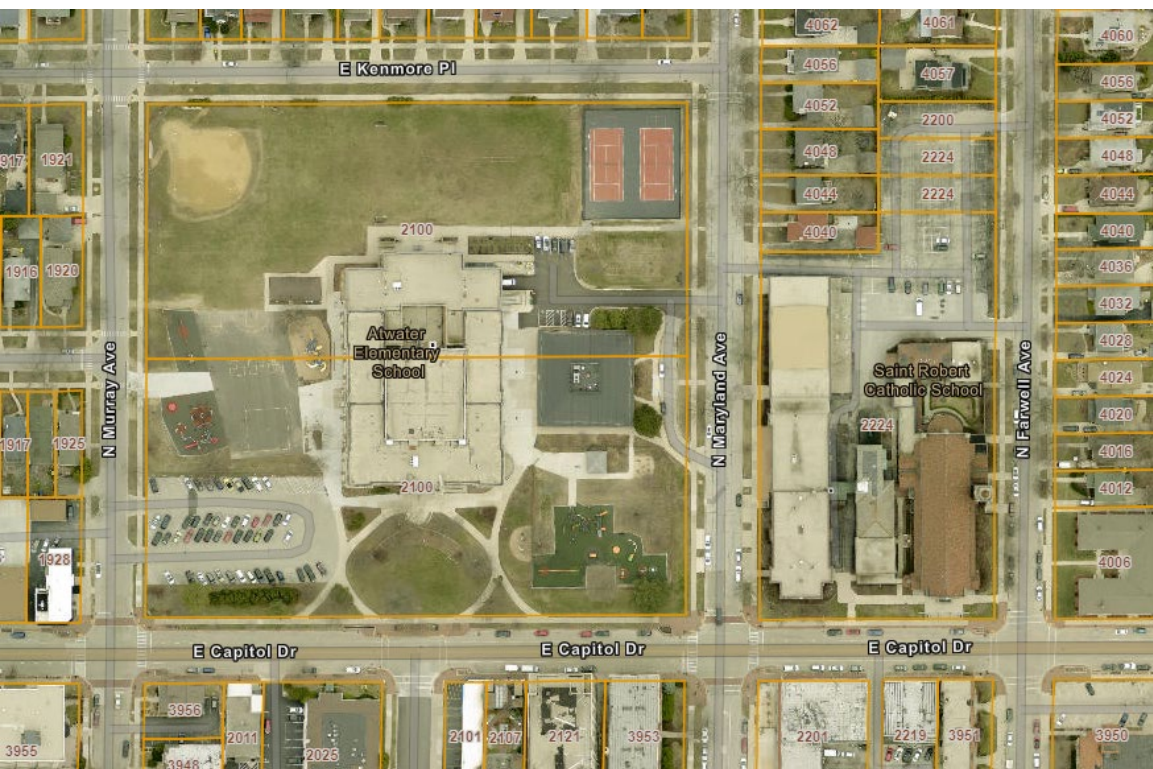
The Village employ various strategies to prioritize pedestrian visibility. They include, but are not limited to, regulating no parking at intersections and prohibiting development (such as fencing) and landscaping in the right-of-way, painting crosswalks and installing rectangular rapid flashing beacons at crosswalks. Traffic calming measures, such as curb extensions or raised intersections, can also facilitate greater pedestrian visibility; however, in practice traffic calming cannot be installed at all intersections.



Have you encountered problems with being visible as a pedestrian in Shorewood? Do you have suggestions for how to improve pedestrian visibility?

School Zones

Shorewood has one private school, two elementary schools, and a combined intermediate school and high school campus. These areas witness high volumes of pedestrian, bicycle and vehicular traffic at peak times during the day. These areas are difficult, if not impossible, to successfully regulate through signage and traffic enforcement alone. In addition to working with the School District to continue the use of crossing guards and educating stakeholders on improved behavior, additional strategies, such as curb extensions, raised or extended crosswalks, painted curbs, bollards, road closures and dedicated onsite pick-up/drop-off areas could be explored.



Are you aware of issues within Shorewood's School Zones that you think could be solved with physical or other modifications? If so, please describe or mark-up on one of the aerial site plans provided.

Bike Parking



This is the Village's standard, branded bike rack. It is found predominantly in the commercial district. While its single pole mount makes it easy to install in tight areas, its size has been questioned with respect to being able to lock multiple or bigger bikes.

Should the Village consider an alternate design for future racks? What type/features would you like to see?



Should the Village consider seasonal on-street bike parking corrals? If so, at what locations?



Regulations

Regulations are a critical component to creating safe and welcoming streets and sidewalks, and the Village is committed to adopting and posting useful and necessary regulations. However, the purpose of the regulations, community expectations and enforcement capacity issues can pose problems to their real or perceived success. Well-designed streets should be the ultimate goal. However, when physical modifications cannot be made to roadways, due to time, budget, space or other constraints, regulations will always play a part of a safe street network.



Do you believe that additional regulations, permanent or temporary, can or should be adopted to create a safer transportation environment? If so, what or where are they?

Understanding that equity issues would need to be addressed, should the Village advocate for the use of technology, such as "red light cameras" to facilitate enforcement?

Scooters



In 2019, the State of Wisconsin authorized regulation of e-scooters. Shortly thereafter, Shorewood deferred consideration of any local regulations, subject to Milwaukee adopting a program.

Now that Milwaukee has adopted their program (2024), *should the Village consider any or all of the following regulations?*

- 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?

Complete Streets

The development of a Complete Streets Policy is an expected complement to the Pedestrian and Bicycle Master Plan Update. Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

A good Complete Streets Policy identifies a clear vision for how to design streets within a community's network. The updated Pedestrian and Bicycle Master Plan will be a valuable resource when future projects are contemplated.

An ideal policy also identifies and includes a diverse set of stakeholders and clear process for the review of transportation projects to ensure that all voices in the community have been represented.



Do you have any suggestions for stakeholders to include within our Complete Streets Policy?

Do you have ideas for how best to engage the whole community on the budgeting, selection and design of future transportation projects?