

Public Involvement Meeting Handout

**Lake Drive (WIS 32), Village of Shorewood
Edgewood Ave to Kensington Blvd
Milwaukee County**

Project ID: 2225-13-00



June 21, 2022

**4 – 5 p.m. (Virtual) & 5 – 7 p.m. (In-Person)
Shorewood Village Center Meeting Room
3920 N. Murray Avenue, Shorewood, WI**

Purpose of the meeting

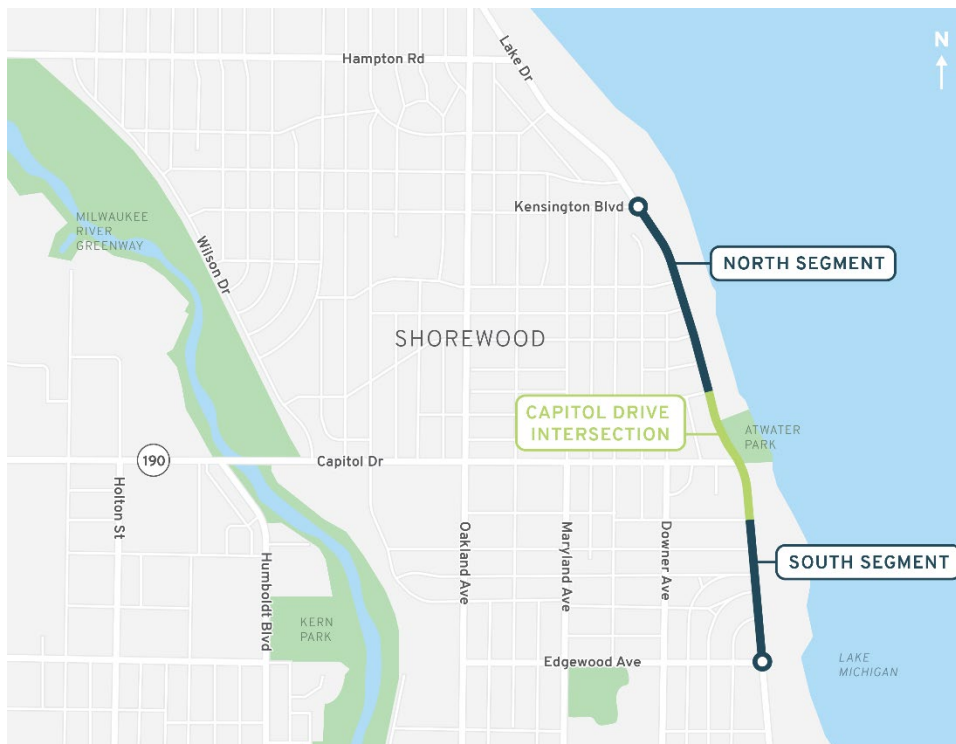
The Wisconsin Department of Transportation (WisDOT) is in the initial stages of a designing proposed improvements for Lake Drive (WIS 32) in Shorewood. The project will address needed improvements, evaluate the impacts of alternatives, and ultimately recommend an alternative that best addresses needs and minimizes impacts.

This public involvement meeting is an open house format. A brief, formal introduction of the study will be presented at the beginning of the meeting. After the presentation, WisDOT staff and their consultants will be available throughout the evening to answer any detailed questions you may have as you view the exhibits.

During the open house we encourage you to:

- Introduce yourself to project team members
- Review the project purpose and need
- Understand and provide input on the remaining alternatives
- Provide comments on any issues you feel are important to address
- Ask any questions you may have about the project

Project Location



Project Purpose and Need

The purpose of the project is to address deteriorating pavement conditions and upgrade existing municipal underground facilities in the Village of Shorewood.

The proposed action must consider bike and pedestrian accommodations, as well as driving and parking lane widths. The base construction cost estimate will range from \$7M to \$7.7M. Federal and state funds will go towards driving lanes; village funds will go towards parking lanes.

This need for improvements is demonstrated through a combination of factors such as:

- Pavement condition
- Concrete curb and gutter
- Curb ramp improvements
- Assess bicycle and pedestrian accommodations & on-street parking



Parking Study

A parking study was conducted in August 2021 that documented on-street parking on both sides of Lake Drive during typical weekend and weekday hours of 10 a.m. to 7 p.m. Parking Lane usage was determined by walking each roadway once per hour while logging the last three license plate characters of vehicles. With the results, occupancy and duration were calculated for each direction on each block.

WisDOT conclusions are as follows: 1) Parking along Lake Drive is utilized most on the weekends and north of Capitol Drive near Atwater Park 2) Parking south of Capitol Drive is primarily underutilized 3) If parking is removed from the west side of Lake Drive, there is sufficient parking available along the Lake Drive corridor to meet demand 4) The Replace In-Kind alternative has been removed from consideration for the North and South Segments.

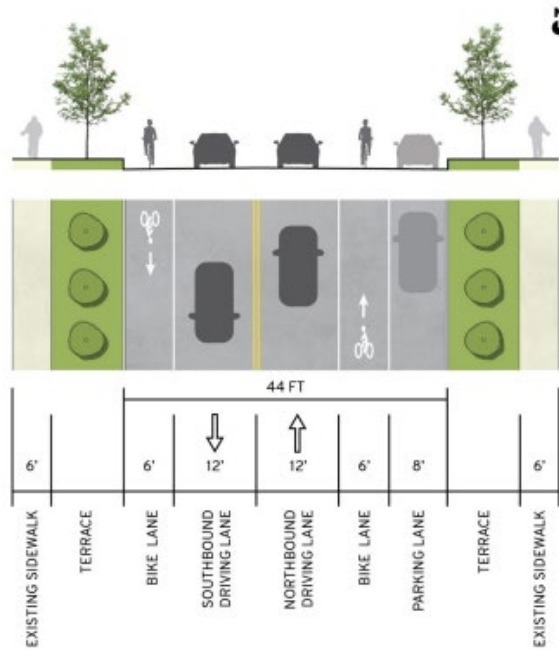
Project Components

Most existing sidewalks will remain. Minor sidewalk replacement will include curb ramps, sewer/water laterals, and sidewalk near Atwater Park. Street lighting requires new wire in conduit and new poles with LED luminaires. Capitol Drive Intersection will receive a traffic signal replacement to prevent knockdowns in NW corner.

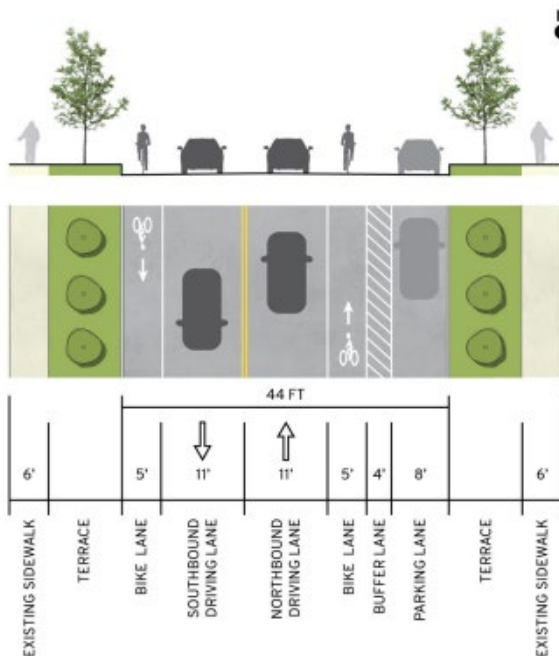
Pedestrian safety remains an important consideration and the following countermeasures will be evaluated: rectangular rapid flashing beacons, high-visibility crosswalks, advance yield markings, curb bump outs, and on-street ADA parking.

Remaining Alternatives

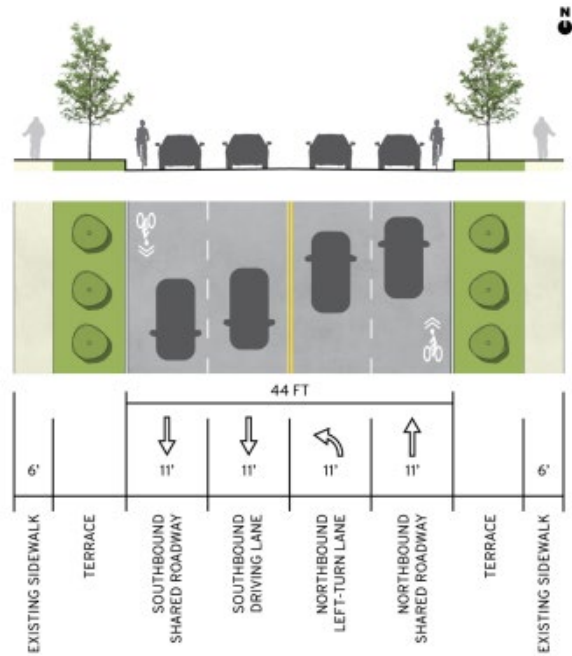
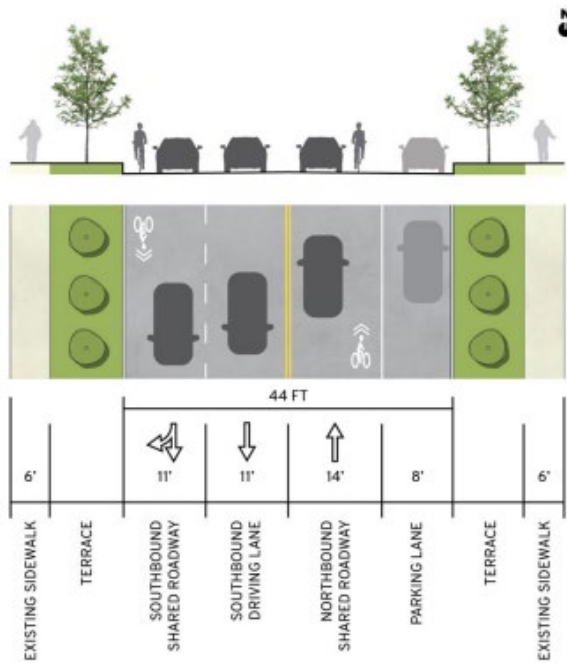
6-Foot Bike Lane: For this alternative, the existing road width of 44 feet will remain unchanged. Parking on the west side will be eliminated and there will be east side parking only. Dedicated 6-foot bike lanes will be added on both sides that will comply with WisDOT bike accommodations. Fits within the base construction cost estimate.



5-Foot Buffered Bike Lane: For this alternative, the existing road width of 44 feet will remain unchanged. Parking on the west side will be eliminated and there will be east side parking only. Dedicated 5-foot bike lanes will be added on both sides that will comply with WisDOT bike accommodations. A 4-foot buffered area will be adjacent to parking and northbound bike lane. Fits within the base construction cost estimate.



Capitol Drive Intersection: For this alternative, the existing road width of 44 feet will remain unchanged. Effective width of outside driving lane is 10-feet. This option does not provide a bike accommodations per WisDOT, and bikes will share 11-foot driving lane south of Capitol Drive, due to the constrained environment.



North of Capitol Drive

South of Capitol Drive

Project Schedule

1. Gather input from the public
30-day comment period (ends July 31st)
LakeDriveShorewood@gmail.com
2. Identify the preferred alternative
Complete environmental document – August 2022
3. Develop preliminary plans
60% plan – October 2022
4. Real estate acquisition
Beginning in 2023
5. Final plans (PS&E)
May 1, 2025

How to Get Involved

We encourage you to talk to the project representatives and ask them questions. Attached to this handout is a sheet for your written comments and input regarding this project. Please either fill it out and leave it at this meeting, or email your comments to the project team or LakeDriveShorewood@gmail.com. The official 30-day comment period runs until July 31, 2022, but your input is welcome and appreciated at any time.

For more information, please contact:

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