

# **AGENDA FOR THE VILLAGE OF SHOREWOOD HILLS**

## **Public Works Committee**

**Date and Time:** Monday, March 11, 2019 – 7:00 P.M.

**Location:** Village Hall – 810 Shorewood Boulevard

1. Call to Order
2. Roll Call
3. Note compliance with open meeting law
4. Consider approval of previous meeting minutes
5. Review and possible recommendations on stormwater utility finances/rates and functions
6. Update on Edgehill Drive traffic calming options and objective criteria for Village streets calming policies and possible recommendations
7. Status report on DPW projects including Bike Path/Marshall Court and University Avenue reconstruction
8. Discussion/ recommendation on Water runoff on Topping
9. Discussion/recommendation Garden on Topping/Oak Way (from Garden Club)
10. Discussion/recommendation on Sidewalk repair at the school
11. Discussion/recommendation Parking at the school
12. Next meeting date and agenda items
13. Adjourn

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PLEASE TAKE NOTICE, that any person who has a qualifying disability as defined by the Americans with Disability Act that requires the meeting or materials at the meeting to be in an accessible location or format, should contact the Municipal Clerk, 810 Shorewood Boulevard, or phone 267-2680, during regular business hours at least 48 hours before the meeting so that reasonable arrangements can be made to accommodate each request.

It is possible that members of, and possibly a quorum of members of other governmental bodies of the Village of Shorewood Hills who are not members of the above committee, commission or board may be in attendance at the above stated meeting to gather information. However, no formal action will be taken by any governmental body at the above stated meeting, other than the Board, committee or commission identified in the caption of this notice.

**Village of Shorewood Hills Safer Streets Guidance Document**  
**Adopted XX/XX/20XX**  
**Updated XX/XX/20XX**

The Village of Shorewood Hills has taken on many efforts in the past decades to improve safety throughout the Village street network for pedestrians, cyclists, and motorists. The more modern efforts began in 2004 with the Safer, More Walkable Community Task Force (SMWC), furthered by the Traffic Committee (TC), and in 2019 advanced by the Public Works Committee (PWC).

These various groups have been charged with receiving resident concerns, determining the appropriate response, and enacting temporary/permanent measures as each issue merits. The intent to this document is to provide more consistent guidance for these groups in the future to evaluate concerns and offer alternatives for safety improvement.

University Avenue is a regional commuter route and is not included in this guidance document. The Village has completed and adopted an intergovernmental project titled University Avenue Corridor Study with the City of Madison and University of Wisconsin.

Locust Drive serves as a collector street with heavy use by emergency response vehicles and commercial traffic, with a dedicated sidewalk continuously along its entire length and is also not included in this guidance document.

### **Background**

The existing narrow, hilly curving features of many Village streets contribute some passive traffic calming features, as does the absence of consistent sidewalks throughout the Village, which results in pedestrians and cyclists sharing the roadways with motor vehicles on many streets. This can also have the opposite effect of making pedestrians and cyclists feel more unsafe due to proximity to vehicles.

In 19xx, a 20 miles per hour (mph) speed limit was instituted for all streets other than Locust Drive.

From 2004 to 2006, the SMWC Task Force identified a number of streets and parks that were felt to be of more need of dedicated pedestrian walkways. Discussion of these recommended pedestrian routes are incorporated in the design process of street reconstructions. Many of these recommendations have been implemented, while others were not due to resident opposition at time of reconstruction.

During several street reconstruction efforts from 2008 to 2018 the Village elected to further construct permanent items throughout the Village to discourage high speeds, as follows:

- Deliberate street narrowing (with curbs and gutters)
- Lane narrowing (with paint)
- Elevated cross-walks
- Installing electronic speed display/recording signage
- Partial speed humps (in front of Shorewood School)
- Restricting the use of “Y” shaped intersections that allow for higher speeds.

The Village further utilizes a demonstrably successful traffic safety program consisting of education, enforcement and monitoring based on the posted speed limits. Physical traffic calming measures such as chicanes, speed humps and tables have been experimented with but were often not permanently installed due to concerns with drainage, cyclist navigation, snow plow-ability, and emergency vehicle use.

The lack of comprehensive sidewalk coverage has generally been a result of challenging topography and, in some cases, resident opposition. Debate amongst neighbors on the same street have centered around safety, cost, snow removal, appearance, and the presence of other items in the corridor (existing trees, gardens, etc.).

### **Summary of Data and Conditions**

Industry standards generally provide for increased speed limits as classifications and volumes rise. Speed limit is usually established using the 85th percentile speed of existing traffic and limits are then set within 10 miles per hour of the 85th percentile. The 85th percentile speed is the speed at which 85% of the vehicles are traveling at or below. Generally speaking streets having less than 3,000 vehicles per day are classified as local.

Measured speeds on Village streets vary with season, time of day, and pavement condition. However, the 85<sup>th</sup> percentile speeds on all Village streets is typically less than 29 miles per hour and on most streets the 85th percentile speed is 25 miles per hour or less. Traffic volumes on all Village streets is typically less than 3000 vehicles per day and on most streets traffic volumes are less than 800 per day. Notable exceptions to those speeds and volumes are University Bay Drive, Lake Mendota Drive, Edgehill Drive, and Oxford Road.

The Village maintains a record of historical traffic counts and speed data on its GIS mapping system.

The existing narrow, hilly curving features of many Village streets also contribute to lower speeds. While many communities adopt a standard minimum width of 32 to 36 feet for a residential street, most streets in the Village are 20 to 28 feet wide (somewhat less than generally accepted modern engineering standards). In addition, the presence of garden triangles at intersections and the offset nature of many intersections act to decrease traffic speeds. Nearly all Village streets reflect one or more of these attributes.

On-street parking is allowed on some streets based on the available width as follows, with some exceptions:

- Parking two sides – 28 feet or wider
- Parking one side – 24 to 28 feet
- No parking – 24 feet or narrower

The narrow street widths can create potential conflict with bicycles and pedestrians, as there are many areas without formal sidewalks creating the need to share lanes. Lane sharing is also a common technique to reduce traffic speeds, but also can introduce risks due to closer proximity.

There are no Village streets that exhibit repetitive accidents involving vehicles, bicycles, or pedestrians.

### **Complaint Handling Process**

Complaints regarding safety on Village streets shall be directed to the Village Administrator and/or Police Chief. Through discussion and examination of existing pertinent data in the area of complaint, the concern may be resolved without further action. However further action may be warranted and take form of targeted enforcement, educational email blasts, articles in the Village bulletin, and deployment of the speed board in the identified area.

The Village may also engage in data collection in order to re-evaluate 85<sup>th</sup> percentile speeds, traffic volumes, and physical street characteristics to see if there have been any changes. Available data will be evaluated to determine a street (or block of street) meets **three** of the following standard criteria:

- 85<sup>th</sup> percentile speeds exceed **25** mph
- Average daily traffic exceeds **1000**
- Street widths are at or below:
  - **36** feet for streets with sidewalks or paths on both sides
  - **32** feet for streets with sidewalks or paths on one side
  - **28** feet for streets with no sidewalks or paths, and parking on one side
  - **26** feet for streets with no sidewalks or paths, and parking on both sides
  - **24** feet for streets with no sidewalks or paths, and no parking
- Consensus among the residents along a street (or block), as measured by **51** % of the electorate on the street (or block)

If conditions exceed **three** of the above standards established by the Village, additional traffic calming techniques and/or more formal pedestrian accommodations may be considered and the matter brought to the attention of the Public Works Committee for possible further recommended actions that may ultimately involve consideration by the Village Board.

### **Resulting Safer Streets Guidance**

Physical traffic calming measures and changes to pedestrian accommodations will only be considered if the conditions listed above are satisfied. The type, placement, and temporary/permanent status will be determined by the Public Works Committee and ultimately the Village Board.

The Board will have to consider both the immediate residents and the broader implications to the Village as a whole (avoiding re-routing traffic to other potentially unsafe areas, available budgets, etc.).

Other measures listed below are also available and may be pursued at any time at the Village staff level.

The Village police department proactively enforces speed limits through systematic patrol, use of radar and enforcement through warning and ticketing.

Comprehensive educational efforts are made possible through the monthly Village bulletin that is mailed and emailed to approximately 85% of all Village residents and through a blast email system.

The Village deploys a mobile speed board to alert motorists to the posted speed limit and the speed that they are travelling. The speed board is also able to collect and store speed and volume data for analysis.

The Village also deploys speed and volume tubes on Village streets in order to collect and analysis data to ensure that 85<sup>th</sup> percentile speed and traffic volumes are within the parameters that the Village has adopted though this document.

### **Reconstruction of Streets with Bicycle/Pedestrian Accommodations and Traffic Calming**

When a Village street is scheduled for reconstruction staff will compile and analyze accident, speed and volume data for that street. Residents residing on the street under consideration will be specifically invited to a series of meetings which are also posted and open to the general public. At these meetings input into design decisions will be afforded and concerns related to traffic speed and/or volumes and pedestrian/bicycle accommodations addressed as part of a collaborative design process.

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## Village of Shorewood Hills Safer Streets Initiative Edgehill Drive

The Village of Shorewood Hills has undertaken an effort to consolidate historic traffic, pedestrian, and bicycle transportation goals in to a cohesive Safer Streets Initiative.

The intent of this document is to specifically examine Edgehill Drive from Topping Road to Shorewood Boulevard to provide options for discussion of potential future improvements. The improvements may be stand-alone, or part of a future street reconstruction.

### **Option:** Speed Humps

**Description:** Pavement raised 3 to 5 inches over a 10-15 foot distance

**Estimated Budget Cost:** \$20,000 - \$30,000 (approximately \$10,000 per hump)

#### **Pros:**

- Can reduce 85<sup>th</sup> percentile speeds 2-5 mph
- Passive device, provides effect year-round

#### **Cons:**

- Efficacy significantly decreases at lower base speeds (< 30 mph)
- Can create issues for drainage, snow removal, and EMS vehicles

### **Option:** Width restrictions, or neck-downs

**Description:** Constrict the width of the roadway to simulate continuously parked cars

**Estimated Budget Cost:** \$21,000 to \$28,000 (approximately \$7,000 per neck-down)

#### **Pros:**

- Has been part of successful speed reduction on University Bay Drive
- Passive device, provides effect year-round
- Not as impactful to EMS vehicles

#### **Cons:**

- Some impact to drainage and snow removal
- Eliminates at least one parking stall per neck-down
- Not as effective when traffic volumes are low

### **Option:** Moving pedestrians off roadway entirely

**Description:** Construct sidewalk near current on-street painted pedestrian route

**Estimated Budget Cost:** \$100,000 for sidewalk, \$32,000 for curb and gutter

#### **Pros:**

- Provides horizontal and vertical separation for pedestrians
- In use in other areas of Village

#### **Cons:**

- Topography and existing driveway slopes result in higher costs
- Likely would eliminate most areas of on-street parking to minimize retaining wall costs (costs above assumed no walls, but loss of parking)
- Would impact one side of street more than other
- Would be most cost effective as part of a street reconstruction (anticipated in late 2020s)