

Village of Shorewood Hills
PUBLIC WORKS COMMITTEE
Tuesday, September 22, 2020 - 7p.m.

AGENDA

To register to speak on an agenda item, send an email to info@shorewood-hills.org before 8:00 am on September 22, 2020 detailing which item is of interest. Your comments may be limited to 3 minutes.

You can listen to the meeting by dialing: 1 312 626 6799 US (Chicago). Enter Meeting ID: 860 2077 3161 and Access Code: #

Written comments on the agenda can be sent to info@shorewood-hills.org before 8:00 am on September 22, 2020.

Member	Present	Absent	Excused	Member	Present	Absent	Excused
Tracy Bailey (<i>Chair</i>)				Tracy Koziol			
Rick Chappell				--vacant--			
Cara Coburn Faris				Laura C. Valderrama			
David DeVito – Minutes				Karl Franz (Administrator)			
Others in attendance:							

Time	Item	Materials
7:00pm	Call to order Note compliance with open meeting law Approve minutes, if applicable	Materials: Draft Minutes
7:10	Topic 1: Edgehill Speed Humps <ul style="list-style-type: none"> ● Observations ● Compliance options ● Date of follow-up speed study 	Materials:
7:30	Topic 2: Odds & Ends <ul style="list-style-type: none"> ● Survey walking paths, incomplete sidewalks, etc. 	Materials: Maps
7:45	Topic 3: Lake Mendota Drive (LMD) Bridge <ul style="list-style-type: none"> ● Review materials for Public Input Meeting (PIM) #1 ● Confirm first PIM on October 8th 	Materials: Draft KL Engineering PIM #1 Presentation
8:30	Topic 4: Complete Streets	Materials: Draft
<i>note:</i>	Next meeting - Incident Reporting; parking lots	
9pm	Close	

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 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.

Resident Input / Communication			
Date	Topic	Resident	Action

Committee Follow-up			
Date	Owner	Action	Completed
February 2020	Services	Survey	
April 2020	PW	Yield sign at Colgate/Amherst	

Parking Lot			
Date	Topic	Next steps	Completed
	SHES Drop-off / Traffic		
	Garden Triangles		

Future Meetings	Minute Taker	Minute Instructions
September 10, 2020	David DeVito	<ul style="list-style-type: none"> ● Admin includes a non-PDF copy of Agenda ● Minute taker uses this copy as the template ● Change header from “Agenda” to “Minutes” ● Change “Materials” to “Minutes” <ul style="list-style-type: none"> ○ Note actions and motions ● Mark attendance including guests (absent means did not show and/or notify Chair) ● Please type and then email to Chair
October 12, 2020	Cara Faris	
November 9, 2020	Rick Chappell	
December 14, 2020	Laura Valderrama	
January	Tracy Koziol	

Village of Shorewood Hills

PUBLIC WORKS COMMITTEE

August 5, 2020 - 2:30p.m.

--draft-- MINUTES

AGENDA

Member	Present	Absent	Excused	Member	Present	Absent	Excused
Tracy Bailey (<i>Chair</i>)	x			Tracy Koziol	x		
Rick Chappell	x			--vacant--			
Cara Coburn Faris	x			Laura C. Valderrama	x		
David DeVito Minutes		x		Karl Franz (Administrator)			
Others in attendance: Brian Berquist, Mike Meier, Chad Halverson							

Time	Item	Materials
2:30pm	Call to order Note compliance with open meeting law Approve previous minutes, if applicable	2:33pm
2:40	Topic 1: Lake Mendota Drive (LMD) Bridge <ul style="list-style-type: none"> ● KL Engineering presentation ● Public Input #1 planning ● Discussion of options & costs 	Presentation: KL Engineering Materials: Potential Bridge Cross Sections Chad presented several potential designs for the bridge Lake Mendota Drive bridge. The minimum width of the road component is 20 feet. A future sidewalk on Lake Mendota Drive would most likely be placed on the south-side, although many pedestrians use both sides of the road. Approximate cost of bridge removal is \$30,000-\$40,000, but could affect the SMA funding. We have to accommodate maintenance vehicles on the road underneath the bridge. First public meeting will be a listening session and 3 cross-sections and a no-bridge option will be presented to give an idea of what some of the options are. The PWC would like the road to be as narrow as possible with two sidewalks.
3:20	Topic 2: Edgehill Speed Humps <ul style="list-style-type: none"> ● Observations ● Speed data ● Next steps 	Materials: Speed data Speed humps are in and data has been collected. Volume has been lower because of the COVID-19

		<p>pandemic. Oak Way and Edgehill noted construction on the roads during data collection, which calmed traffic.</p> <p>Many drivers are going around the speed humps, even crossing lanes to avoid the speed humps. Installing posts may be possible as a means to prevent drivers from being able to avoid the speed humps.</p>
3:50	Topic 3: Complete Streets RFP	<p>Materials: Draft</p> <p>Moved to the next meeting.</p>
4:10	Topic 4: Pier Pickup Services	<p>Materials: Summary Document</p> <p>Some marinas and homes are on cliff sides and are not accessible for all for cleanup. The Pier Pickup Services would help keep Lake Mendota clean. It was suggested to have the Marina Committee cover the cost of the service. Further information and discussion will take place.</p>
4:20	Topic 5: Summer Streets	Potential lane-closures
4:30	Close	

Introduction to Complete Streets

March 2015



What are Complete Streets?



Complete Streets are streets for everyone, no matter who they are or how they travel.



Smart Growth America
Making Neighborhoods Great Together



National Complete
Streets Coalition

What are Complete Streets?

Safe Comfortable Convenient



What are Complete Streets?

Safe Comfortable Convenient



Americans want choices

66%

of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

73%

currently feel they have no choice but to drive as much as they do.

57%

would like to spend less time in the car.

Future of Transportation National Survey (2010)

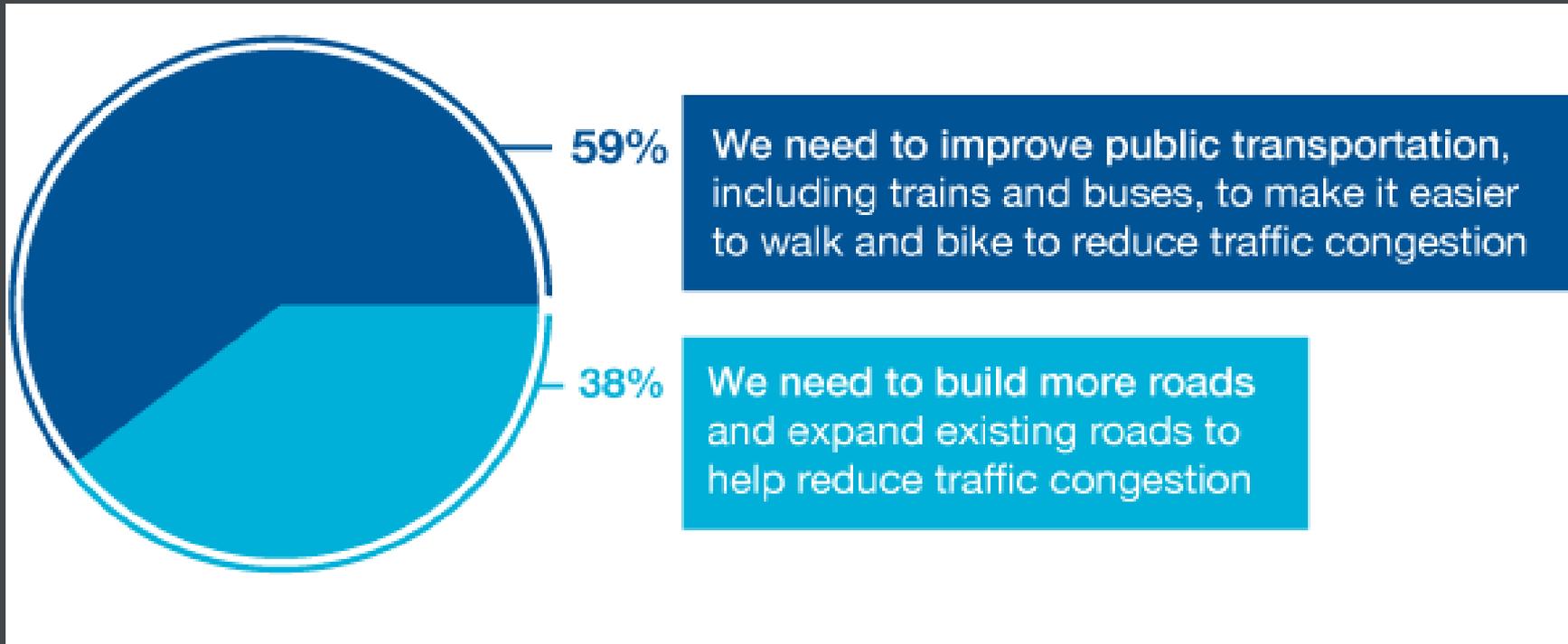


Smart Growth America
Making Neighborhoods Great Together



National Complete
Streets Coalition

Getting out of traffic



Future of Transportation National Survey (2010)

The tremendous potential

Of all trips:

50%

are less than
3 miles

28%

are less than
1 mile

60%

are driven



of these trips...

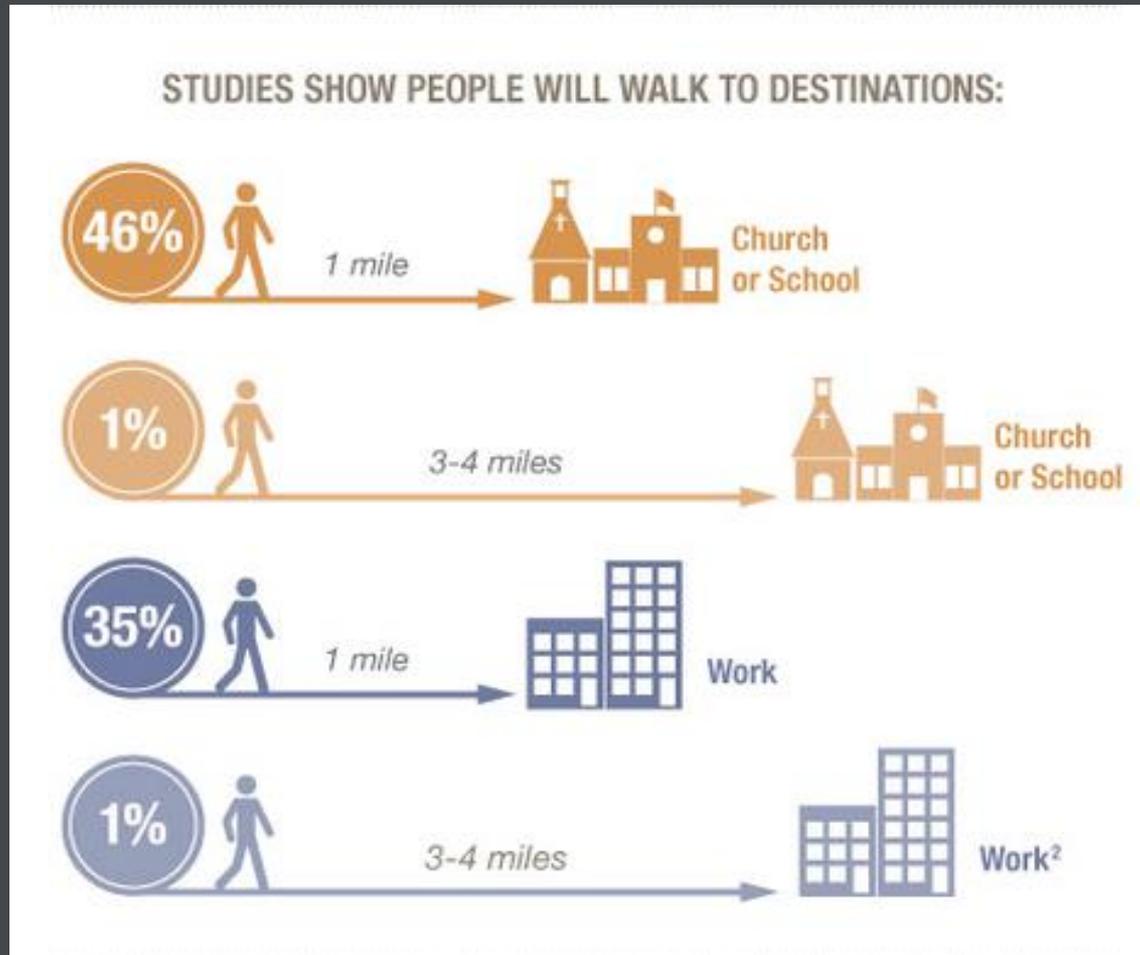


National Household Travel Survey (2009)

The tremendous potential

Every trip starts and ends with walking.

People will walk



Centers for Disease Control and Prevention 2012, newpublichealth.org

Who wants Complete Streets?

47%

of older Americans say it is unsafe to cross a major street near their home.

54%

of older Americans living in inhospitable neighborhoods say they would walk and bike more often if the built environment improved.

56%

express strong support for adoption of Complete Streets policies.

Planning Complete Streets for the Aging of America, AARP

Who wants Complete Streets?

Millennials are driving less and looking for other transportation options.



Incomplete streets are unsafe

More than 40% of pedestrian deaths in 2007 and 2008 occurred where no crosswalk was available.

National Highway Traffic Safety Administration's Fatality Reporting System

Incomplete streets are unsafe

Especially for:

- People of color
- Low-income communities
- Older adults
- Children



Streets are inadequate

- No sidewalks
- Too dangerous to cross on foot



Streets are inadequate

- Unsafe for people on bicycles



Streets are inadequate

- Traffic jams on arterials
- Too many crashes



Streets are inadequate

- Uninviting for bus riders



Streets are inadequate

- Inaccessible for wheelchair users



Streets are inadequate

- No room for people!



We know how to build right



We know how to build right



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Making Neighborhoods Great Together



National Complete
Streets Coalition

We know how to build right



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Streets Coalition

Yet too many roads still turn out like this:



or this:



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Streets Coalition

or this:





The Solution: Complete Streets Policies

Complete Streets policies

Ensure that the entire right-of-way is planned, designed, constructed, operated, and maintained to provide safe access for all users



Complete Streets:

Is a high-level policy direction

Changes the everyday decision-making processes and systems

Represents an incremental approach

Has long-term results



Complete Streets is not:

- One “special” street project
- A design prescription
- A mandate for immediate retrofit
- A silver bullet; other issues must be addressed:
 - Land use (proximity, mixed-use)
 - Environmental concerns
 - Transportation Demand Management



Rural roads with shared use trails



Paved shoulders on bridges





Low-traffic, low-speed skinny residential streets

Skinny residential streets with sidewalks



Main streets



Shared commercial streets



Bus-only lanes



Bus Rapid Transit



Traffic circles



Neighborhood greenways



Angled head-out parking



Protected bike lanes



Advisory bicycle lanes



Modern roundabouts



For more information

- Model policies & reports
 - *Best Complete Streets Policies*
 - *Local Policy Workbook*
- Implementation resources
- Latest news

www.completestreets.org

www.smartgrowthamerica.org

National Complete Streets Coalition Steering Committee

AARP

AECOM

Alliance for Biking & Walking

America Walks

American Planning Association

APTA

American Society of Landscape
Architects

Association of Pedestrian and
Bicycle Professionals

Institute of Transportation
Engineers

National Association of City
Transportation Officials

National Association of Realtors

Nelson\Nygaard

Smart Growth America

SRAM

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Smart Growth America

Making Neighborhoods Great Together

Smart Growth America is the only national organization dedicated to researching, advocating for and leading coalitions to bring smart growth practices to more communities nationwide.

www.smartgrowthamerica.org

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JOIN THE HEIDEN HAUS FUNDRAISING COMMITTEE!

Now that the Heiden Haus renovation plans are completed, fundraising will be kicking off soon! Are you interested in being part of creating this fantastic community space? Then consider joining this committee. The fundraising committee will be determining how best to acknowledge donors, planning fundraising events, creating marketing materials, and helping spread the word about this fantastic project. If you are saying to yourself, “I am way too busy to join a committee!” or “I hate fundraising!”, but you have the ability to help in other ways please do not hesitate to reach out. Please email Tracy Koziol at tracykoziol@gmail.com if interested in joining the committee, can offer support in other ways, or just want to learn more about the project. Updated plans can be found on the Village website ([Approved Design Plans](#)). Check them out!

PUBLIC WORKS COMMITTEE ESTABLISHES SUBGROUP TO WORK ON A COMPLETE STREET POLICY FOR BOARD CONSIDERATION

In 2004, the Village of Shorewood Hills adopted “Safer, More Walkable Community” policies. Those policies were developed by a Village task force headed up by then Village Trustee Greg Lampe. Since that time, many of the policy recommendations in place have been implemented and many goals achieved. It was a huge and successful undertaking.

Much has evolved from a transportation policy perspective to increase the viability of and encourage multimodal transportation options since then. One of the newer major planning tools that is being implemented internationally are Complete Streets policies and programs.

The Village Public Works Committee has decided that it is time to develop a Complete Streets program tailored to the Village’s unique characteristics.

Complete Streets are “streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.”^[1] Complete Streets are for everyone.

As Smart Growth America^[2] puts it:

Streets are a vital part of livable, attractive communities. Everyone, regardless of age, ability, income, race, or ethnicity, ought to have safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. But, too many of our streets are designed only for speeding cars or creeping traffic jams.

A Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. This helps to ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments.

In the past decade and a half, over 1,500 communities in the U.S. have adopted Complete Streets policies. These policies take different forms depending on the unique characteristics and needs of their jurisdictions.

Countless features of Shorewood Hills welcome all people and support their well-being. However, since the majority of Village right-of-way does not provide for physical separation between motor vehicles and pedestrians, some, particularly families with children, may feel unsafe. Add to this the perennial challenge of controlling motor vehicle speeds (“traffic calming”) and it is no wonder that some people may not be comfortable moving through the Village on foot and bike on some streets.

The Committee has heard of people who care for kids in the Village, say that they don’t allow children to move about freely here. Certain routes may be allowed only at certain times of the day, and in some cases, people do not feel safe permitting children to walk unaccompanied to Shorewood Hills Elementary School, Four Corners, the Pool, and friends’ homes.

How did we get here? It seems that vehicle-centric thinking may have snuck up on us, the way that so many

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things do. Over the 20th century, single-car households became two- and even three- or four-car households. The prospect of smooth roads, parking spaces, and convenience led to automobile based transportation policy decisions sometimes at the expense of bikers, pedestrians and users of public forms of transportation.

Last year, the Village Board of Trustees unanimously adopted the [2020-2025 Sustainability Plan](#), which was developed through extensive resident feedback, including a village-wide survey. The plan demonstrates our commitment to looking forward and considering the environmental, economic, and social implications of our choices which includes “ensuring that public health needs are met through recreational and social opportunities, accessibility, safe streets that support people-powered and public transportation, government transparency and accountability, and a welcoming and inclusive community.”

The Public Works Committee believes that a Complete Streets policy will make our community more livable. More Complete Streets could leverage the things we value—access to the lake for boating, swimming, fishing, and winter recreation; our trees and wooded areas; a wonderful elementary school; an amazing pool and other recreational amenities; charming architecture and landscaping; our history; convenient access to retail, transit, hospitals, and the University; and the kindness of our neighbors.

The pandemic has brought unspeakable pain and loss. We are experiencing a world unlike any we could have contemplated. When all of this is over, we will try to return to what we loved about our pre-COVID lives. However, the pandemic is giving us the opportunity to witness what streets are like with less traffic and how they become more useable and safe for other modes of transportation.

In March, appropriately-spaced pairs of children chalked a hopscotch court that ran from the intersection of Blackhawk and Edgehill Drives all the way up the hill toward the Country Club. Until the rain washed it away days later, it was a destination. Parents and other caretakers of elementary school-age kids in Shorewood Hills started sending their children out their front doors for walks and bike rides. With traffic volumes on our streets much less than what they were pre-COVID, our transportation network had become more accessible to walkers and bikers and people seem to feel more comfortable with children using it. In short, we were—and still are—experiencing what Complete Streets can feel like right now.



The Committee believes a Complete Streets Policy and program would benefit our community in both quantifiable and unquantifiable ways, today and far into the future. They will be developing policy recommendations for the Village Board to consider and providing for ample public participation in the process.

^[1] U.S. Department of Transportation, <https://www.transportation.gov/mission/health/complete-streets>

^[2] <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>

RECYCLING TIPS – ALUMINUM CAN RECYCLING

Recycling of aluminum cans has been going on for decades but modern, automated recycling systems require new ways to prepare your cans for recycling. The short answer is make sure the can is empty and toss it in your recycling cart. Many of us used to crush cans to save space or carry more cans to the recycling center. Pellitteri's system is designed to accept cans in their original form. A flattened piece of aluminum can be mistakenly identified as paper by the machines and could contaminate the recycled paper stream. So don't flatten your cans, just throw them in the recycling cart as is.

To watch a short video on Aluminum Cans (and other recycling tips) go to: www.shorewood-hills.org/pellitteri

Next Bulletin Deadline: Monday, May 18