



Mr. Chris Swartz
Village Manager
Village of Shorewood
3930 North Murray Avenue
Shorewood, Wisconsin 53211

September 1, 2005

Subject: Village of Shorewood – Pedestrian/Bicycle Safety Intersection Review

Dear Mr. Swartz:

Thank you for taking the time to listen to our ideas to improve pedestrian and bicycle safety at your targeted intersections. We are excited about this opportunity to assist Shorewood.

Shorewood will benefit from our:

- ✓ in-house capabilities to complete your project from planning to construction.
- ✓ creative ideas.
- ✓ public involvement expertise.
- ✓ commitment to communication.
- ✓ experienced staff dedicated to a successful project.

This is a very important project for the residents of Shorewood, and we look forward to working with you. Please give us a call if you have any questions or would like additional information.

Very truly yours,

BAXTER & WOODMAN, INC.
CONSULTING ENGINEERS

A handwritten signature in black ink, appearing to read "John V. Ambrose".

John V. Ambrose, P.E.
Vice President

A handwritten signature in black ink, appearing to read "Robert W. Benson".

Robert W. Benson, P.E.
Vice President/Regional Manager

JVA/RWB:rk

256 South Pine Street

Burlington, WI 53105

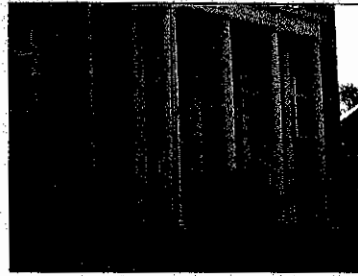
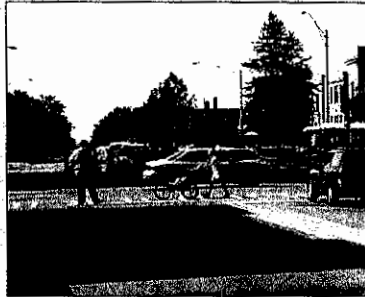
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Village of Shorewood

Pedestrian/Bicycle Safety Intersection Review



Presentation Team

- Robert W. Benson, P.E. – Vice President/
Burlington Regional Manager
- Jason J. Fluhr, P.E. – Project Manager
- John V. Ambrose, P.E. – Vice President/
Transportation Group Leader



Approach

➤ Public Awareness and Education

- ❑ Review effectiveness of existing safety measures already in place
- ❑ Evaluate need for additional signage and/or pavement markings
- ❑ Evaluate existing Traffic signal equipment



Existing Signs on Capitol and Maryland



Approach

➤ Public Awareness and Education (continued)

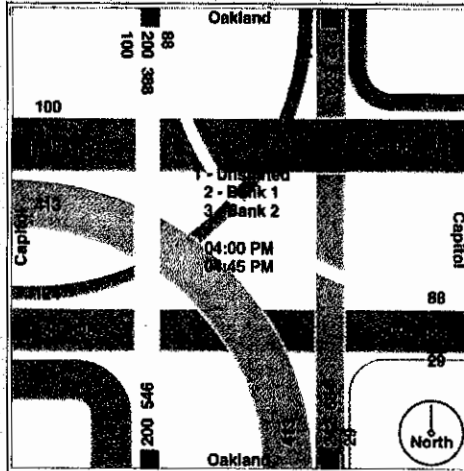
- ❑ Utilize Village website to promote Pedestrian Safety Committee actions and goals, solicit resident feedback, etc.



Approach

➤ Collect Traffic and Pedestrian Counts at 10 Intersections

- ❑ Study existing traffic, bicycle and pedestrian patterns for safety concerns
- ❑ Survey pedestrians and bicyclists to learn safety concerns
- ❑ Do the demographics warrant longer than the recommended 4 ft/s crossing time at certain intersections?
- ❑ Are intersections "pedestrian friendly"?



Existing Traffic Counts From
Oakland and Capitol



Approach

➤ Analyze Peak Hour Traffic and Pedestrian Timing

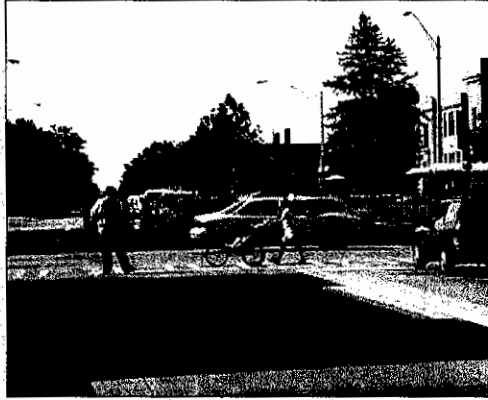
- ❑ West leg has inadequate walk time at Capitol and Oakland
- ❑ Additional walk time can be added to all legs of intersection without affecting traffic capacity



Intersection of Oakland and Capitol



Pedestrian Safety Enhancements

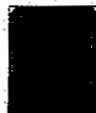
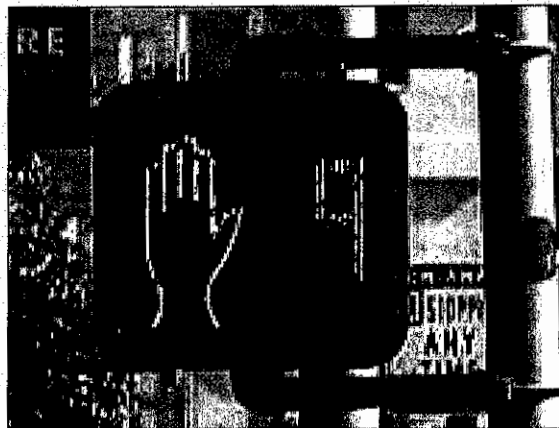


nhtsa "People Saving People"



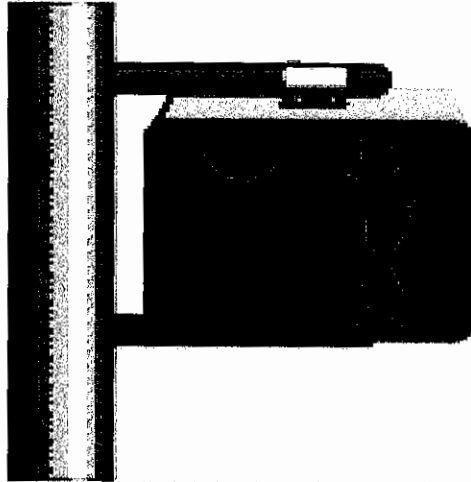
Pedestrian Safety Enhancements

➤ Countdown Timers



Pedestrian Safety Enhancements

➤ Seeing Eyes

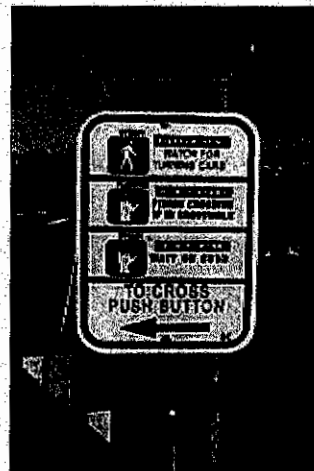


Pedestrian Safety Enhancements

➤ Pedestrian Education



Illuminated Push Button



Pedestrian Signal Signage



Pedestrian Safety Enhancements

➤ In-Pavement Pedestrian Lighting

- ❑ Are the existing mid-block crossings safe?



Pedestrian Safety Enhancements

- "Pedestrian Scramble" (all red) or "Leading walk time"



- ❑ Most effective pedestrian crossing safety enhancement
- ❑ Increased traffic delay has positive effect on businesses in downtown district



Pedestrian Safety Enhancements

➤ Previously Completed Projects

Narrow road, widen sidewalk



Bump-outs with bollards



Sheridan Road – City of Highwood, Illinois



Pedestrian Safety Enhancements

➤ Add Bump-outs at Corners of Intersection?



Intersection of Oakland and Lake Bluff



Bicycle Safety Enhancements

➤ Designated Bike Lanes

- ❑ Extend bike lane on Oakland Avenue south of Edgewood?
- ❑ Signed and/or marked bike path to access Lake Drive?



Intersection of Oakland and Edgewood



Questions / Comments

