

Public Involvement Meeting #2

Summary of Comments & Questions Received

<u>Comments & Questions :</u>	<u>(City of Milwaukee) City Response :</u>
Request speed limit change to 25 MPH; more frequent and clear crosswalks; more comfortable/ wider bike lanes; prioritize bike/ped safety; reduce parking to increase safety	Speed Limit reduction changes in the City of Milwaukee is under review at the City. Crosswalks at each intersection will be provided, those that will have high-visibility crosswalk markings are also under review by the City. The City's Traffic Section also indicated that they will look into the signalized intersection right turn timings for the design alternatives closely and make a decision soon. City DPW Traffic Signals (Scott Reinbacher) mentions the City of Milwaukee incremental approach to safety installations. All improvements are considered.
Short pedestrian walk timings at signalized intersection of E. Kenwood Boulevard at N. Lake Drive. A chance for left turns to be allowed at Lake Drive from eastbound Kenwood Blvd?	City DPW Traffic Signals mentions the City of Milwaukee proposed left turn lane along Kenwood Avenue to allow a left turn movement into northbound Lake Drive in all project alternatives. Also mentions the project to have updated signal length timings.
Current striping was major improvement; need to improve biker direction and safety at Kenwood intersection; wants to see single lanes of traffic in each direction at intersection; note that it is currently hard to exit driveways during high traffic times	City DPW Traffic Signals indicated that they will look into the traffic movement requirements for the design alternatives closely and make a decision soon on through movements. The City's Traffic Section also indicated that they will look into the signalized intersection crosswalk timings for the design alternatives closely and make a decision soon.
Wants a single left on Lincoln Memorial Drive, on East Kenwood Blvd. Wants a single left on Kenwood Blvd. Offered a comparison of southbound Lake Drive as being similar to a racetrack.	City DPW Traffic Signals mentions Lincoln Memorial Drive as being a Milwaukee County Parks roadway. Also mentions the two left turn lanes from southbound North Lake Drive to Lincoln Memorial Parkway as justified.
Need for people to have a safer pedestrian crossing of Lake Park. City of Milwaukee offers curb bump outs.	City of Milwaukee received results of 2022 parking space studies north of Kenwood Blvd. These results added to 2021 parking space studies south of Kenwood Blvd. Parking space study results show that eliminating a parking lane from one side of the road would enable buffered bike lanes on North Lake Drive; therefore, buffered bike lanes on North Avenue are under review by the City of Milwaukee. Buffering parking lanes are also under review by the City of Milwaukee. An absence of on-street parking use does not suggest that u-turn driving movements are necessary. An absence of parking on side streets also does not suggest a need by motorists to circle around the block.
Leave lane configuration as is; removing parking by Lake Park would cause more people to cross the street (safety issue); worries bump outs will impede snow removal and get damaged over time; 2 lanes from Lincoln Memorial turning north on Lake is good - worried about a backup if reduced	Protection of bike lanes is proposed to be bettered by having improved/buffered bike lanes or protected bike lanes. Protection of bike lanes bettered by having street-level gaps in curb bumpouts (gaps that drain bike lanes and parking lanes) that induce motorists to stay towards the center of the roadway are also under review by the City of Milwaukee. These bumpout can be marked to ensure visibility in the winter.
Lanes are too wide (encourages speeding); painted bike lanes are not sufficient to improve safety; too much emphasize on car driving/parking, need to prioritize other modes	Current roadway width is preserved when buffered pavement markings are introduced. The buffered bike lane pavement marking creates more opportunities for all vehicle traffic to be farther from people roadway's edge. Buffered bike lanes and/or buffering parking lanes will assist motorist to stay towards the center of the roadway, making for a shorter length of traffic being crossed within marked and unmarked crosswalks.
With parking on only one side, there will be lots of people making u-turns to park. I think that would be dangerous for pedestrians.	City plows remove snow from street lanes and bike lanes. City plow drivers minimize damages to concrete curb bump outs with training and practice.
I like the expanded median in the middle section.	It must be written that WisDOT recognizes that Lake Park venues would be a destination of people at the end of the week.
I think effort should be made to make the signage and traffic lights more historically appropriate. Hope the streetlights will be too.	
Why study the parking on the north segment? Is there is consideration of going to only one side of parking instead of the preferred alternative? I think that would create circling around the blocks, u-turns, more pedestrian safety concerns because more people would have to cross the street. The preferred alternative looks good from what I can tell. I definitely like the wider driving lanes.	
Asked about parking study south of Kenwood Blvd. Why a jump of parking numbers during the Friday and Saturday of the study.	
Follow suit with Shorewood and Whitefish Bay upgrades to make road consistent; preserve the beauty of the roadway	The City of Milwaukee is choosing the preferred design alternative that contains the three segments based on results of all public involvement provided. Continuity is still enabled with better bike lanes from one end of North Lake Drive to the other.
Why does parking get preference over bike facilities?	The City of Milwaukee is choosing the preferred design alternative that contains the three segments based on results of all public involvement provided. Parking space study results show that eliminating a parking lane from one side of the

E. Hampshire St. and E. Edgewood Avenue has bike lanes not at curb? Why?	road would enable buffered bike lanes on North Lake Drive; therefore, buffered bike lanes on North Avenue are under review by the City of Milwaukee. Buffering parking lanes are also under review by the City of Milwaukee.
Enjoys Alternative 3, concerned with on-road bike lanes	WisDOT mentions that a curbed street with parking should have the bicycle lane be on the roadway side of the parking lane. This allows for motorists visibility and predicting the movement of the bicyclist. The bicyclist will have the ability to move left to avoid the opening of a driver's side door of a vehicle that is parked in the parking lane. As North Lake Drive is a state highway, bike lanes on roadway side of the parking lane is provided. As recent parking studies have shown, parking on both sides of North Lake Drive is not prudent. Buffered bike lanes, or buffering parking lanes, are under review by the City of Milwaukee. These bufferings all still provide a bicyclist the ability to move left to avoid an obstacle, or to make a legal left turn movement. Protected bike lanes, often called raised cycle tracks, would not built when a roadway is enabled to feature buffered bike lanes or buffering parking lanes. A two-way, two lane, protected bikeway facility also would not built when a roadway is enabled to feature buffered bike lanes or buffering parking lanes that allow a legal left turn movement.
Include raised cycle track in final design, preferably throughout the entire project limits	
Can a parking lane be removed to get raised bicycle lanes?	
Asked about the South Segment's Alternative 3 and what is the separated bike lane. Why cost justified?	
Asked about transitions from separated bike lane to on-road bike lane.	
Improve bike/ped safety along Lake Drive including the intersection with Kenwood; parking is lightly used - could be good space for a two-way protected cycle track	
Prefer Option 3 south segment (protected bike lanes); supportive of a left turn from Kenwood to northbound Lake Dr	
Prefer Option 3 south segment (protected bike lanes)	
Consider raised crosswalks to better protect pedestrians	Raised crosswalks function as a speed table. The raised crosswalk combines the benefits of a raised speed reducer with increased accessibility and enhanced visibility for pedestrian crossings. To achieve roadway speeds above 15 miles per hour and less than posted speed limits, raised crosswalks would not be built on North Lake Drive nor East Kenwood Boulevard. Raised crosswalks on unsignalized side street crosswalks are under review by the City of Milwaukee.
Trying to get flashing (beacon) lights at E. Hartford Avenue. Concern with University of Milwaukee SCE Edith S. Hefter Conference Center. Concern with street lighting at North Lake Drive & E. Hartford Avenue intersection.	City DPW Traffic Signals has a request for a flashing beacon light crosswalk system being looked at closely and will make a decision soon. This message continues the effort the City of Milwaukee has been making prior to, and since April 29th.
Any reason for Torah Center students to wait for flashing (beacon) lights?	
Prioritize ped/bike safety, especially at Kenwood intersection and near Hefter Center	
Will there be any pedestrian safety upgrades at Lake and Hartford intersection?	
Address pedestrian crossing safety issues at Lake and Hartford intersection now; request meeting with City of Milwaukee and WisDOT decision-makers by 5/17 to discuss RRFB installation request	
Demands flashing (beacon) lights at E. Hartford Avenue and Lake Drive.	WisDOT acknowledges law enforcement as a way to mitigate speeding. A flashing beacon light crosswalk system instructs traffic to stop for pedestrians.
Added more input about E. Hartford Avenue and Lake Drive intersection.	
Mentions flashing (beacon) lights as a better speed mitigator at E. Hartford Avenue.	The City DPW Street Lighting unit indicated that they will look into the street lighting requirements for the design alternatives closely. Changes to facilities are under review by the City of Milwaukee and will only occur if necessary.
Do not over-light the street; blue-white toned LED lights are too bright and would ruin the historic feel; please have lights face down, not out	
Are there any existing guidelines or decisions on what the lighting upgrades will entail? Will the harp lamps be maintained? Will the warm color temperature be maintained, or will they be replaced with cool-white LED lights?	City of Milwaukee provided an emailed response on April 19, 2022. Lake Drive is a low speed, urban roadway contributing less noise to neighborhoods. Furthermore, the joints in the concrete roadway will be machine saw cut, and the joints get sealed with asphalt, creates less noise than unsealed concrete roadways often found on freeways. Unlike past practices the new concrete pavement will not be tined to reduce additional noise resulting from concrete pavements.
Concerned concrete pavement will increase roadway noise - requested asphalt be used	
Why concrete roadway pavement instead of asphalt roadway pavement?	City of Milwaukee sent an email responding to this concern in advance of the virtual presentation.
Can motorcyclist groups' noise be controlled in summers?	City of Milwaukee aldermanic office offered contacting City of Milwaukee Police Department and sharing concern.
Asked how will project impact Lake Park? Bartolotta's restaurant.	City of Milwaukee Support for Business will assist.

Likes Alternative 3, the narrowing roadway. Opposes roadway widening	The City of Milwaukee is choosing the preferred design alternative that contains the three segments based on results of all public involvement provided. The improvement of the North Lake Drive is a pavement replacement improvement that does not include widening any roadway width.
Why not widen for buffered bike lane in north segment?	
Mentions initiatives by the State of Wisconsin to use money now available for crossings that help children & elderly to cross roadways.	City of Milwaukee DPW Traffic Signals (Scott Reinbacher) mentions the City of Milwaukee incremental approach to safety installations. All improvements are considered. Further financial assistance has been helpful.
East Kenwood Boulevard has permanent signage that reads "Do Not Enter" for motorists entering Lake Drive intersection at Kenwood Boulevard, no matter if motorist is coming from Lake Drive, Lincoln Memorial Drive or eastbound Kenwood Boulevard. GPS directions still routes vehicles in a way that induces a violation of this signage. What is being done to stop vehicles violating wrong way signage or Do Not Enter signage.	East Kenwood Boulevard is not constructed as a boulevard between North Lake Drive and North Lake Park Road. This curb street offers two-lane, two-way, drive lanes to local residences without allowing direct entry into the North Lake Drive signalized intersection. DPW continuing to keep the permanent signage and keep some accessibility to DPW snow removal/plowing vehicles to this road segment is under review by the City of Milwaukee. Project design that mitigating issues caused by GPS errors or illegal U-turns is also under review by the City of Milwaukee.
Request closing "access" to Kenwood Boulevard that sits on eastern side of intersection with Lake Drive.	