

WisDOT SE Region
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Public involvement meetings scheduled

Tuesday, May 24, 2016

WIS 100 South Section
(Layton Avenue to I-94)

Lane Intermediate School
1300 S. 109th Street
West Allis, WI
5 to 8 p.m.

Each facility is wheelchair accessible. Deaf or hard of hearing persons may request an interpreter by contacting WisDOT via the Wisconsin Telecommunications Relay System (dial 711) at least five working days prior to the meeting.

The meetings will have an open-house format, so come when it is convenient. At each meeting, project information for the specified corridor section will be displayed and information for the other corridor section will also be available for review.

All of the meeting exhibits will be available on the project website following the meeting, for further review and comment: www.wisconsin.gov/Pages/projects/by-region/se/100wau/default.aspx

Wednesday, May 25, 2016

WIS 100 North Section
(Watertown Plank Road to Silver Spring Drive)

Wauwatosa Library - Firefly Room
7635 W. North Avenue
Wauwatosa, WI
5 to 8 p.m.

WIS 100 Corridor Study

Wisconsin Department of Transportation
May 2016



This issue

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CONTACT INFORMATION

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WEBSITE

The project website includes an overview of approaches under consideration for the corridor.

Please attend the meeting, view the materials online or call us for more information:
www.wisconsin.gov/Pages/projects/by-region/se/100wau/default.aspx



Public meetings scheduled

The Wisconsin Department of Transportation (WisDOT) will hold public involvement meetings regarding the study of WIS 100 (Mayfair Road/S. 108th Street) on May 24 and 25. *(see back page for details)*

The goal of these meetings is to obtain public input on a preliminary range of alternatives that strive to address the needs of the WIS 100 corridor. Displays will show the alternatives and preliminary real estate and resource impacts.

Challenges on WIS 100:

- High volume of traffic, exceeding capacity of the roadway at times
- Major destinations located on WIS 100 attract regional traffic
- Surrounding neighborhoods and schools with special considerations

A complicated study of intersections and mainline:

- Intersections – high traffic volumes during many hours of the day
- Mainline WIS 100 – significant number of driveways and access points complicate traffic flow; pedestrian, transit and bicycle users need consideration in the corridor

Purpose and need

Why is WisDOT conducting this corridor study?

Purpose:

To provide a safe and efficient transportation system in the WIS 100 corridor that sustains economic viability and meets long term mobility and access needs.

Needs of the corridor:

- Replace aging pavement
- Address roadway deficiencies
- Improve safety
- Address future traffic volumes
- Improve multimodal accommodations

Frequently asked questions

Why is WIS 100 an important transportation corridor?

- WIS 100 is part of the National Highway System, is a state highway and a principal arterial.
- WIS 100 serves as a state long truck route.
- 75,000 jobs and 2,600 businesses are within a 1-mile radius
- Over 90% of those workers commute from outside the area
- Of the 37,000 employed people who live within a 1-mile radius, over 85% work outside the area.

What are the safety and traffic concerns?

- Crash rates are a problem. The crash rates are higher than the statewide average (for similar highways) along 75-80% of the WIS 100 corridor. Crashes involving injuries are also above the statewide average for most of the corridor, with an average of 3 injury crashes per week along both sections of WIS 100.
- Traffic volumes are expected to increase over time. Based on very modest growth rates, several of the intersections will have increasing delays and backups for many hours of the day.
- Multimodal accommodations provide for all modes of transportation (cars, trucks, buses, bicycles, and pedestrians) along a transportation corridor. People need to access destinations along WIS 100 to reach jobs, schools, parks, hospitals, churches, and businesses. Modern standards strive to incorporate transportation choices and provide for vehicles, bikes and pedestrians.

What issues and concerns have been raised by the public?

- Maintain fabric of the community
- Economic sustainability
- Potential relocations
- Pedestrian safety and the proximity of schools
- Bicycles
- Transit
- Access is important
- Traffic issues and crash concerns
- Consider nontraditional designs to reduce need to expand the roadway
- Drainage
- Design aesthetics



PROJECT CORRIDOR



ANTICIPATED STUDY SCHEDULE

Fall 2016
Public meeting #3 - refined alternatives

Winter 2016/17
Public meeting #4 - refined alternatives

Summer 2017
Public hearing

Watch the website for on-going updates and project information



A wide range of alternatives being considered

Intersections

Congestion (delay) along urban arterials like WIS 100 is typically caused by intersections. The amount of time spent waiting at a signalized or unsignalized intersection is a measure of how the intersection operates. This is also known as the "Level of Service" (LOS). LOS is a measure of delay and ranges from LOS A (good) to LOS F (failing).

Each signalized intersection is typically analyzed separately. Because WIS 100 is a corridor with statewide importance, the goal for traffic operations is LOS D or better for all movements at a signalized intersection. The number of lanes needed and how the lanes should function (as a through travel lane, turn lane, or a combination) at a specific intersection is determined by the need to meet the required LOS D operations with the forecasted traffic volumes.

This layout or "footprint" for a traditional type of signalized intersection improvement is also affected by other key items such as multimodal needs, what size of trucks will use the intersection, whether desirable or minimum design standards should be used for the widths of traffic lanes, medians and grass terraces, and maintenance requirements.

Mainline

The alternatives must meet the needs identified by the project team.

- **Replace aging pavement**
The underlying pavement is 40 to 50 years old and has outlived its useful life. Further maintenance and resurfacing efforts are not cost-effective.
- **Address roadway deficiencies**
Six of the ten bridges within the north and south sections are classified as either not meeting current design standards (too narrow) or may not be able to carry heavy loads and replacement should be considered.

Alternatives for WIS 100

Traditional and nontraditional intersection layouts are being evaluated.

The mainline sections of roadway are between the major intersection areas. Multiple types of mainline alternatives are under consideration.

Each alternative considered:

- Provision of multimodal accommodations
- Transit on wide shoulder vs in travel lane
- Bike and pedestrian accommodations
- Lane and median widths
- Desirable vs minimum standards
- Provision for on-street parking, where it exists today (in various sections north of Capitol Drive)

LOCAL COMMUNITIES

Impacts and coordination

WisDOT is coordinating with local communities to accommodate development and redevelopment plans near the corridor and to consider the integrity of adjacent neighborhoods and businesses while addressing WIS 100 needs.

South Section -

This 4.8-mile section between Layton Avenue and I-94 is in the cities of Greenfield and West Allis.

North Section -

This 5.0-mile section between Watertown Plank Road and Silver Spring Drive is in the cities of Wauwatosa and Milwaukee.

Note: The study does not include the approximate one-mile section of WIS 100 from I-94 through Watertown Plank Road that was reconstructed in 2013.