



WIS 100 (South 108th Street and North Mayfair Road) Corridor Study

Layton Avenue to I-94
and
Watertown Plank Road to Silver Spring Drive
Milwaukee County
Project ID 2030-00-06



1st Public Involvement Meetings

January 20, 2015, 5 to 8 P.M.

NORTH SECTION

Wauwatosa West High School
11400 W. Center Street
Wauwatosa, WI

January 27, 2015, 5 to 8 P.M.

SOUTH SECTION

Madison Elementary School
1117 S. 104th Street
West Allis, WI

WIS 100 Corridor Study



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Welcome

Welcome to the first public involvement meeting for the Wisconsin State Trunk Highway 100 (WIS 100) Corridor Study. The Wisconsin Department of Transportation (WisDOT) is studying WIS 100 to evaluate the impacts of reconstructing the highway from Layton Avenue to I-94 and from Watertown Plank Road to Silver Spring Drive in Milwaukee County.

The one mile portion of WIS 100 from I-94 to Watertown Plank Road was included in the Zoo Interchange project and had improvements constructed in 2013. It will not be studied as part of this project.

This meeting has an open house format. We invite you to view the exhibits, talk with WisDOT and consultant staff, ask questions and provide comments.

Purpose of meeting

This meeting introduces the corridor study to the public with the goal of receiving feedback that will assist with the study.

Information at the meeting

Informational displays demonstrate the corridor's roles and importance in sustaining economic vitality in the region. Displays also identify the project purpose and the various transportation-related corridor needs. Aerial maps of the featured corridor section are provided to help gather comments and suggestions about the needs along the corridor. Information for both the north and south sections is available at each meeting location. Depending on the meeting date, the display boards will focus on either the north or south section with the other section's information available at a designated table. Project staff is on hand to answer questions and accept comments for both sections.

Share your comments

We appreciate your verbal or written comments. For written comments, please complete the form provided and leave it with us or mail it to us in one of the postage-paid envelopes provided.

Contact Information

Vida Shaffer, P.E.
WisDOT Project Manager
 141 NW Barstow Street
 Waukesha, WI 53187
 (262) 548-6766
 Email: Vida.Shaffer@dot.wi.gov



WIS 100 Study Corridor Map

Website

<http://wisconsindot.gov/Pages/projects/by-region/se/100wau/default.aspx>

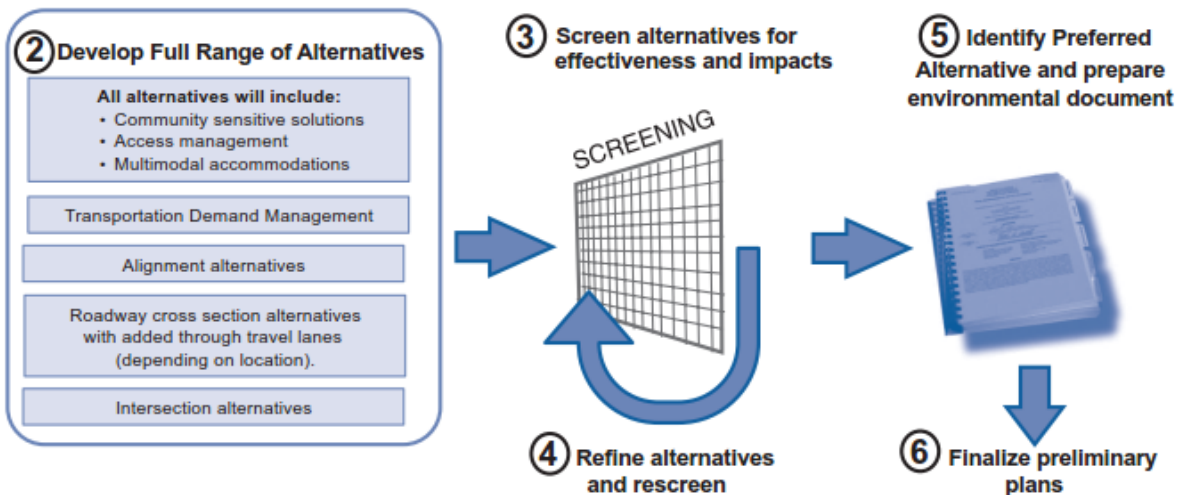
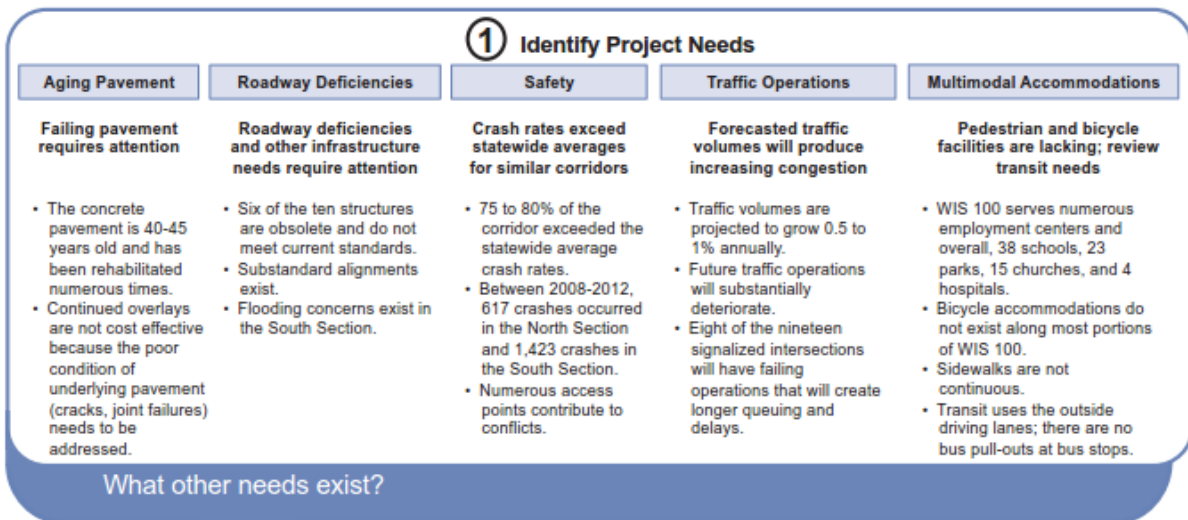
Project Purpose

The purpose of the project is 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.

WIS 100 is a vital north-south arterial that spans four communities within the project limits and serves as an important link to jobs and commercial destinations.

The study will follow a 6-step process that is illustrated below. The study will culminate with preliminary plans and an environmental document. The project needs identified by the study team are summarized in Step 1, explained further on the next page, and detailed on the displays at this meeting. WisDOT encourages you to provide comments and input on these and other corridor needs.

6-STEP CORRIDOR STUDY PROCESS



There will be public involvement opportunities provided throughout the study.

Project overview

The WIS 100 study will assess safety, operations, pavement and roadway conditions, and multimodal accommodations. Alternatives considered to address project needs will be evaluated for how they meet the long-term transportation goals for this important roadway in Milwaukee County.

The corridor study is divided into two sections (see map on page 1):

- South Section - This 4.8-mile section is between Layton Avenue and I-94 in the cities of Greenfield and West Allis.
- North Section - This 5.0-mile section is between Watertown Plank Road and Silver Spring Drive in the cities of Wauwatosa and Milwaukee.
- 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.

Project needs

After reviewing the existing conditions along the WIS 100 corridor the following project needs were identified:

Replace aging pavement - The majority of the WIS 100 corridor was last reconstructed in the late 1950s and 1960s. Resurfacing projects have been occurring from the 1980s through 2014, but the average age of the underlying concrete pavement is 40-45 years old. Continued overlays are not cost effective due to the poor condition of the underlying pavement which needs to be addressed.

Improve safety – Crash rates are a problem with rates higher than the statewide average for similar highways along 80% of the corridor. Crashes involving injuries are also above the statewide average for most of the corridor. The numerous driveways and median openings along the corridor create conflicts that likely contribute to safety concerns. Crashes involving pedestrians are a particular concern.

Address bridge needs – Six of the ten structures 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.

Improve multimodal accommodations – People need to access many destinations along WIS 100 to reach jobs, schools, parks, hospitals, churches, and businesses. Modern standards strive to incorporate transportation choices. Multimodal accommodations are the inclusion of facilities for all modes of transportation (cars, trucks, buses, bicycles, and pedestrians) along a transportation corridor. Currently, the north and south sections of WIS 100 have no on-street bicycle accommodations. Sidewalk is not present along several sections of WIS 100, particularly in the north section. Several bus routes run along or cross WIS 100. Transit uses the outside driving lane; there are no bus pull-outs at bus stops.

The study team also reviewed existing and forecasted traffic volumes and identified the following project needs

Improve traffic operations – “Level of Service” (LOS) is a measure of delay based on the amount of time spent waiting at either a signalized or unsignalized intersection. LOS ranges from LOS A (good) to LOS F (failing). WisDOT’s goal for traffic operations is LOS D or better for all movements. Traffic modeling of future forecasted traffic volumes (for the year 2045 in the south section and 2050 in the north section) indicates several major intersections will have unacceptable delays and backups during the morning and evening commuting times.

Please let the project team know your thoughts on these and any other corridor needs.

Information on display at this meeting

The following exhibits are displayed around the room in the order shown.

1. People, Jobs, and Businesses in WIS 100 area
2. Corridor Importance - Jobs - employment center maps
3. Corridor Importance - Commuting
4. Corridor Importance - Jobs - major employment categories
5. Corridor Importance - Regional Retail Comparison
6. Corridor Importance - National Highway System and State Long Truck Route
7. Corridor Importance - OSOW and Retail Destination
8. Transit
9. Bicycle/Pedestrian Planning
10. Greenfield Comprehensive Plan maps (South Section)
11. West Allis Comprehensive Plan maps (South Section)
12. Wauwatosa Comprehensive Plan maps (North Section)
13. Milwaukee Comprehensive Plan maps (North Section)
14. Project Purpose and Need summary
15. Need - Replace Aging Pavement
16. Map showing years of last pavement reconstruction
17. The last time pavement was reconstructed - world events
18. Need - Stormwater Deficiencies (South Section only)
19. Need - Address Bridge Needs
20. Need - Improve Safety - Crashes - Total and Injury
21. Need - Improve Safety - Crashes - Intersections
22. Need - Improve Safety - Crashes - Crash severity and types
23. Need - Improve Safety - Crashes - Bike/pedestrian crashes
24. Need - Improve Safety - Access Points
25. Traffic Volumes - existing and forecasted
26. Level of Service - Definition
27. Need - Improve Traffic Operations - AM/PM Peak commuting hours
28. Need - Improve Multimodal
29. Need - Improve Multimodal - roadway cross section deficiencies
30. WIS 100 Existing Roadway Typical Sections
31. Project Schedule

Aerial maps showing key features of the WIS 100 corridor are on display. We encourage people to use the sticky notes available to communicate issues, needs or ideas directly on the maps.

Please note:

The January 20 meeting will display exhibits and aerial maps focused on the North Section. South Section focused exhibits and aerials are available for viewing at the designated table.

The January 27 meeting will display exhibits and aerial maps focused on the South Section. North Section focused exhibits and aerials are available for viewing at the designated table.

WIS 100 Corridor Study



Existing and forecasted traffic volumes on WIS 100

North Section	Existing AADT (vpd)		Design Year AADT (vpd)	Forecasted Annual Growth Rate
	2010	2011	2050	
Hampton Ave to Silver Spring Dr	---	10,600	12,800	0.5%
Capitol Dr to Hampton Ave	14,300	---	17,400	0.5%
Burleigh St to Capitol Dr	20,600	---	26,700	0.7%
North Ave to Burleigh St	31,500	---	44,400	1.0%
Walnut Rd to North Ave	---	36,400 (2013)	47,200	0.8%

South Section	Existing AADT (vpd)		Design Year AADT (vpd)	Forecasted Annual Growth Rate
	2008	2011	2045	
Greenfield Ave to I-94	---	30,300	35,500	0.5%
Lincoln Ave to Greenfield Ave	---	37,700	44,100	0.5%
Cleveland Ave to Lincoln Ave	---	33,700	41,800	0.7%
National Ave to Cleveland Ave	---	35,000	40,900	0.5%
Oklahoma Ave to National Ave	---	35,300	41,300	0.5%
Beloit Rd to Oklahoma Ave	33,100	---	39,200	0.5%
Coldspring Rd to Beloit Rd	30,900	---	38,100	0.6%
Layton Ave to Coldspring Rd	27,800	---	34,500	0.7%

AAADT = Average Annual Daily Traffic
vpd = vehicles per day

Commercial freight (truck) makes up about 14 percent of the total traffic.

Project Schedule

