



**CITY OF WAUWATOSA**  
**TRAFFIC AND SAFETY COMMITTEE**  
**MINUTES • JANUARY 27, 2015**

**Regular Meeting****Committee Room #1****6:00 PM**

7725 West North Avenue, Wauwatosa, WI 53213

Attendee Name	Title	Status	Arrived
John Dubinski	Alderman	Present	
Tim Hanson	Alderman	Absent	
Bobby Pantuso	Alderman	Present	
Jason Wilke	Alderman	Present	
Allison Byrne	Alderwoman	Present	
James Archambo	City Administrator	Present	
William Porter	Public Works Director	Present	
Paulette Enders	Development Director	Present	
Dennis McBride	Alderman	Present	
Kathleen Causier	Alderwoman	Present	
James Moldenhauer	Alderman	Present	
Joel Tilleson	Alderman	Present	
Marion Sodnik	Administrative Intern	Present	

**TRAFFIC AND SAFETY COMMITTEE ITEMS**

- Ordinance creating Chapter 2.27 of the Wauwatosa Municipal Code to create a Bicycle and Pedestrian Committee (for adoption)

The proposed amendment to the Wauwatosa Municipal Code which will create the Bicycle and Pedestrian Committee was referred to Committee for a final recommendation.

Ms. Enders pointed out that the proposed ordinance does specify that the committee meet not less than monthly, and inquired whether that was acceptable. Discussion ensued among Committee members on this point and several possible meeting schedules were considered. It was finally agreed that the proposed wording is acceptable and that the committee will determine over time the most appropriate meeting schedule based upon need.

It was moved by Ald. Pantuso, seconded by Ald. Dubinski  
to recommend the ordinance to Council for adoption. -4

The Common Council of the City of Wauwatosa does hereby ordain as follows:

Part I: Chapter 2.27 of the Wauwatosa Municipal Code is hereby created to read in its entirety as follows:

**Chapter 2.27 - BICYCLE AND PEDESTRIAN FACILITIES COMMITTEE**

2.27.010 - Committee Created.

There is hereby created a permanent voluntary Wauwatosa Bicycle and Pedestrian Facilities Committee which shall consist of a membership as follows:

- Eight (8) persons, all of whom are residents of the City of Wauwatosa. One member shall be appointed from among the residents of each of the eight (8) aldermanic districts in the City. Members shall be recommended by the alders of the District for appointment by the Mayor. All

members should have some degree of experience or expertise in bicycle or pedestrian transportation matters.

B. Member shall be appointed for staggered two-year terms. Members from even numbered aldermanic districts shall have terms which expire in even-numbered years. Members from odd-numbered Aldermanic districts shall have terms which expire in odd-numbered years.

B. One or more members of the Common Council shall be appointed by the Mayor as liaison (nonvoting) member(s).

C. City staff may serve as ex officio members of the Committee as necessary.

2.27.020 - Purpose and duties.

The Wauwatosa Bicycle and Pedestrian Facilities Committee shall be scheduled to meet not less than monthly. The purpose and duties of the Wauwatosa Bicycle and Pedestrian Facilities Committee shall be as follows:

- A. Reviewing and providing input on capital project planning and design as it affects bicycling and walking;
- B. Review and comment on changes to zoning, development code, comprehensive plans, and other long-term planning and policy documents;
- C. Participation in the development, implementation, and evaluation of bicycle and pedestrian related master plans and facility standards;
- D. Provision of a formal liaison between local government, staff, school district, and the public;
- E. Development and monitoring goals and indices related to bicycling; and
- F. Promotion of bicycling and walking, including safety and education.
- G. Report to the common council in February of each year of its activities, make recommendations to the common council in areas affecting bicycle and pedestrian facility planning, either upon its own initiative or upon referrals of matters to it by the common council.

Part II: This ordinance shall take effect on and after its date of publication.

<b>RESULT:</b>	<b>RECOMMENDED FOR ADOPTION [UNANIMOUS]</b>	<b>Next: 2/3/2015 7:30 PM</b>
<b>TO:</b>	Common Council	
<b>MOVER:</b>	Bobby Pantuso, Alderman	
<b>SECONDER:</b>	John Dubinski, Alderman	
<b>AYES:</b>	Dubinski, Pantuso, Wilke, Byrne	
<b>ABSENT:</b>	Hanson	

2. Memo from the Director of Public Works regarding composition and selection of the Streetscape Selection Committee

Mr. Porter stated that the proposal to create an ad hoc Streetscape Selection Committee (SSC) was endorsed by both the Traffic and Safety Committee and the Budget and Finance Committee. This committee will be charged with recommending a streetscape plan for the Village, recommending Village intersection modifications, and recommending design plans for public places in the Village for inclusion in a future Capital Improvement Plan.

Staff recommends that the committee be composed of 14 members: 4 elected officials (one alder from the Fourth District, one from the Second District, one at large, and the Mayor), a Commissioner from the Board of Parks and Forestry, the Executive Director and two members of the Village BID, the Development Director, the City Engineer (or designee), and four members of the public. Mr. Porter stated that he will serve as Project Manager, assisted by Messrs. Sodnik and Jaeckels.

Mr. Porter stated it is anticipated that the Mayor will have a list of potential appointees for the February 3<sup>rd</sup> Council meeting. This committee will be working with a very aggressive meeting schedule, as a significant amount of work needs to be completed in a compressed timeframe. The Streetscape RFP has a submission date of February 12<sup>th</sup>, after which the review and interview process will begin. Village intersection modifications must be determined so that design work for the 2016 State Street improvement project can begin. There will be numerous opportunities for public input while the Streetscape Selection Committee carries out its work.

In response to a query, it was agreed that if the City hires a landscape architect in a timely manner, that individual will also be involved in the Streetscape Selection Committee's work in a staff capacity.

The point was also made that the representatives from the Board of Parks and Forestry Commissioners and the Village BID ought not be the aldermanic liaisons to those groups, so as to avoid potential Council quorum issues on the SSC. And after a brief discussion, the Committee concurred that the Development Director should chair the SSC.

It was moved by Ald. Byrne, seconded by Ald. Pantuso to recommend the composition of the Streetscape Selection Committee as outlined above, with the provisions that the Development Director shall serve as Chair, and no more than four Council members shall serve on the committee so as to prevent Council quorum issues. -4

<b>RESULT:</b>	<b>RECOMMENDED [UNANIMOUS]</b>	<b>Next: 2/3/2015 7:30 PM</b>
<b>TO:</b>	Common Council	
<b>MOVER:</b>	Allison Byrne, Alderwoman	
<b>SECONDER:</b>	Bobby Pantuso, Alderman	
<b>AYES:</b>	Dubinski, Pantuso, Wilke, Byrne	
<b>ABSENT:</b>	Hanson	

### 3. Discussion of the WI DOT's proposal to widen Hwy. 100 from Layton Avenue to I-94, and from Watertown Plank Road to Silver Spring Drive

Mr. Porter stated that the State Department of Transportation (DOT) has undertaken the WIS 100 Corridor Study; it focuses on State Hwy. 100 from Layton Avenue to I-94 and from Watertown Plank Road to Silver Spring Drive. The Study will evaluate the impacts of reconstructing the highway and there is concern that reconstruction may include widening. Since it is very early in this study process, it may be prudent for the City to become involved and take a position on the issue of widening. Mr. Porter stated that DOT staff is very willing to make a formal presentation about this issue to the Council.

Committee members agreed this is a significant issue that will impact the City, even though actual reconstruction is not contemplated for 10-15 years. The point was also made that traffic on Hwy. 100 may be artificially high at present due to the Zoo Interchange construction project; this factor needs to be taken into consideration when contemplating the need for widening.

Mr. Porter was instructed to contact the DOT to set up a presentation; the suggestion was also made to invite the local State representatives to attend as well.

The meeting adjourned at 6:28 p.m.

<b>RESULT:</b>	<b>INFORMATION ONLY</b>
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Carla A. Ledesma, CMC, City Clerk

## Ordinance

### ORDINANCE CREATING CHAPTER 2.27 OF THE WAUWATOSA MUNICIPAL CODE TO CREATE A BICYCLE AND PEDESTRIAN COMMITTEE (FOR ADOPTION)

The Common Council of the City of Wauwatosa does hereby ordain as follows:

Part I: Chapter 2.27 of the Wauwatosa Municipal Code is hereby created to read in its entirety as follows:

#### **Chapter 2.27 - BICYCLE AND PEDESTRIAN FACILITIES COMMITTEE**

##### 2.27.010 - Committee Created.

There is hereby created a permanent voluntary Wauwatosa Bicycle and Pedestrian Facilities Committee which shall consist of a membership as follows:

- A. Eight (8) persons, all of whom are residents of the City of Wauwatosa. One member shall be appointed from among the residents of each of the eight (8) aldermanic districts in the City. Members shall be recommended by the alders of the District for appointment by the Mayor. All members should have some degree of experience or expertise in bicycle or pedestrian transportation matters.
- B. Member shall be appointed for staggered two-year terms. Members from even numbered aldermanic districts shall have terms which expire in even-numbered years. Members from odd-numbered Aldermanic districts shall have terms which expire in odd-numbered years.
- B. One or more members of the Common Council shall be appointed by the Mayor as liaison (nonvoting) member(s).
- C. City staff may serve as ex officio members of the Committee as necessary.

##### 2.27.020 - Purpose and duties.

The Wauwatosa Bicycle and Pedestrian Facilities Committee shall be scheduled to meet not less than monthly. The purpose and duties of the Wauwatosa Bicycle and Pedestrian Facilities Committee shall be as follows:

- A. Reviewing and providing input on capital project planning and design as it affects bicycling and walking;
- B. Review and comment on changes to zoning, development code, comprehensive plans, and other long-term planning and policy documents;
- C. Participation in the development, implementation, and evaluation of bicycle and pedestrian related master plans and facility standards;
- D. Provision of a formal liaison between local government, staff, school district, and the public;
- E. Development and monitoring goals and indices related to bicycling; and
- F. Promotion of bicycling and walking, including safety and education.
- G. Report to the common council in February of each year of its activities, make

recommendations to the common council in areas affecting bicycle and pedestrian facility planning, either upon its own initiative or upon referrals of matters to it by the common council.

Part II: This ordinance shall take effect on and after its date of publication.

Passed and Dated \_\_\_\_\_

\_\_\_\_\_

City Clerk

Approved \_\_\_\_\_

\_\_\_\_\_

Mayor

CITY OF WAUWATOSA  
MEMO



To: **Traffic and Safety Committee**

From: **William Porter**

Date: **January 27, 2015**

Subject: **Memo from the Director of Public Works regarding composition and selection of the Streetscape Selection Committee**

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- A. Issue:** The focus of this memo is make a formal recommendation to the Traffic and Safety Committee regarding the composition and selection of the Streetscape Selection Committee (SSC) membership. A staff recommendation on this issue was requested by Budget and Finance Committee members at the last meeting.
- B. Background/Options:** On Tuesday January 13, the Traffic and Safety Committee and the Budget and Finance Committee approved the creation of a Streetscape Selection Committee to address the need to move both the State Street project, and the overall Village of Wauwatosa improvements forward so that construction can begin in 2016. On January 20<sup>th</sup>, the Common Council ratified this decision and the Streetscape RFP had been published. The next step is to form the SSC quickly so that the Committee is impaneled to begin reviewing the RFP responses which are due Feb. 12<sup>th</sup>, and possible interview the week of Feb 23-27.

At the 1/13/15 Budget and Finance Committee meeting, it was requested that staff return with a recommendation regarding the composition of the SSC. What follows are my recommendations as to the membership of the SSC.

**Streetscape Selection Committee (Draft)**

<b>Elected officials:</b>	<b>Mayor</b>	<b>1</b>
	<b>One Second District Alderperson</b>	<b>1</b>
	<b>One Fourth District Alderperson</b>	<b>1</b>
	<b>One at large alderperson</b>	<b>1</b>
<b>Parks and Forestry Commission:</b>	<b>One Commissioner</b>	<b>1</b>
<b>Village BID:</b>	<b>Two Members and Exec. Director</b>	<b>3</b>
<b>City Staff:</b>	<b>Development Director</b>	
	<b>And City Engineer (or Ass't)</b>	<b>2</b>
<b>Members of the Public:</b>	<b>Past members of VSPC</b>	<b><u>4</u></b>
	<b>Total:</b>	<b>14</b>

Having 14 member SSC is my attempt to walk the line between having sufficient stakeholders to adequately represent all points of view, and having a Committee too large so as to be unwieldy.

The draft SSC Committee membership is to be recommended by the Mayor, and will be

presented for approval to the Common Council at the Feb 3<sup>rd</sup> meeting. As stated earlier, it is important to have the Committee membership established on February 3<sup>rd</sup> since the following Council meeting (Feb 17<sup>th</sup>) is after the responses to the RFP are received, and the SSC will need time to select the firms to interview the following week.

In addition, the Traffic and Safety Committee asked that a single staff person be designated as the project manager for the SSC. I will serve as that staff person, and will be assisted by David Jaeckels, and Marion Sodnik

- C. Fiscal Impact:** Direction was also requested on how best to pay for the study. Since at this point the cost of achieving the goals outlined in the RFP is unknown, staff is suggesting that the final decision as to how to pay for the study be put off until a project cost is known. For planning purposes, however, it is suggested that the funds earmarked for the parking study be repurposed to the SSC, and that the balance be taken out of CIP #900s.
- D. Recommendation:** It is staff's recommendation that the Traffic and Safety Committee consider the composition of the SSC as detailed in this memo. It is further staff's recommendation that conceptually a combination of Parking Study and Village CIP funds be used to pay for the SSC project.

Cc: James Archambo, City Administrator

Alan Kesner, City Attorney

Paulette Enders, Community Development Director

John Ruggini, Finance Director

Bill Wehrley, City Engineer



# WIS 100 Corridor Study



1.3.a

Business Friendly - Regional Mobility

January 2015

## WIS 100 (South 108<sup>th</sup> 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



### 1<sup>st</sup> 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

Attachment: WIS 100 Corridor Study (2758 : HWY 100 Widening)

# WIS 100 Corridor Study

1.3.a



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January 2015

## 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 attached form 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](mailto:Vida.Shaffer@dot.wi.gov)



WIS 100 Study Corridor Map

## Website

[www.dot.wi.gov/projects/seregion/100wau/index.htm](http://www.dot.wi.gov/projects/seregion/100wau/index.htm)

# WIS 100 Corridor Study

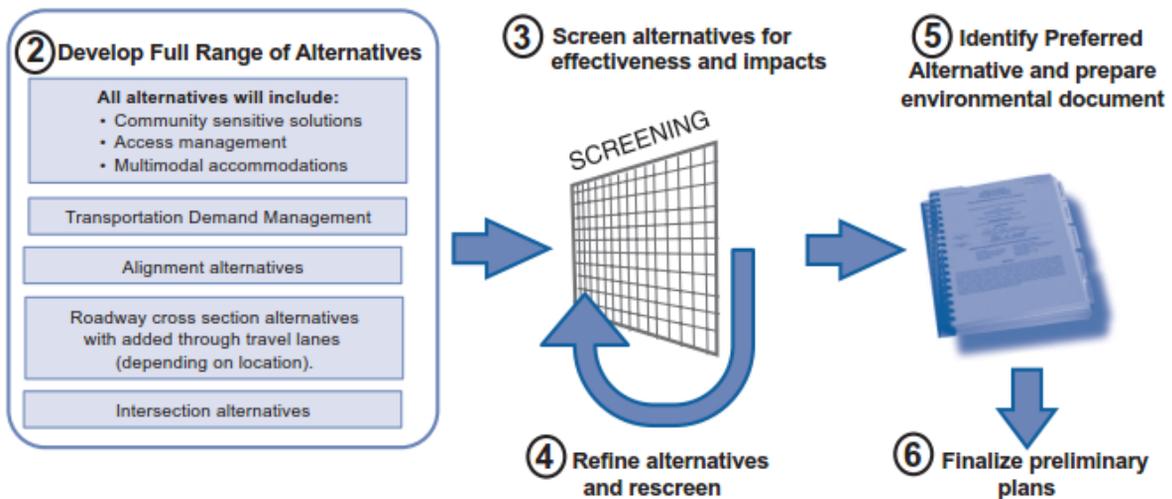
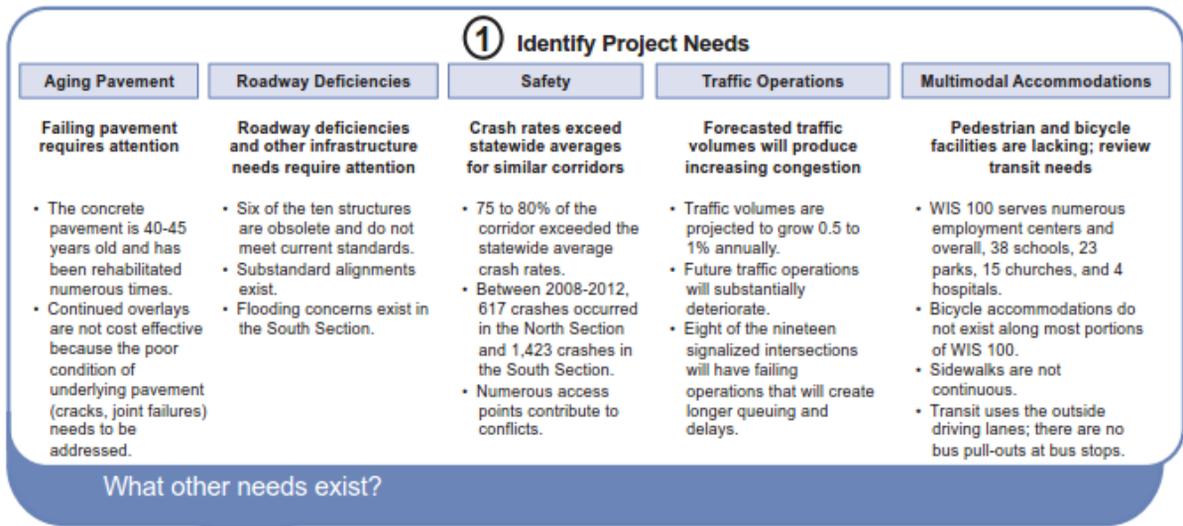
## Project Purpose

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 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.

# WIS 100 Corridor Study



1.3.a

WIS 100  
CORRIDOR STUDY  
Business Friendly - Regional Mobility

January 2015

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## Project overview

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 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.**

Attachment: WIS 100 Corridor Study (2758 : HWY 100 Widening)

## 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

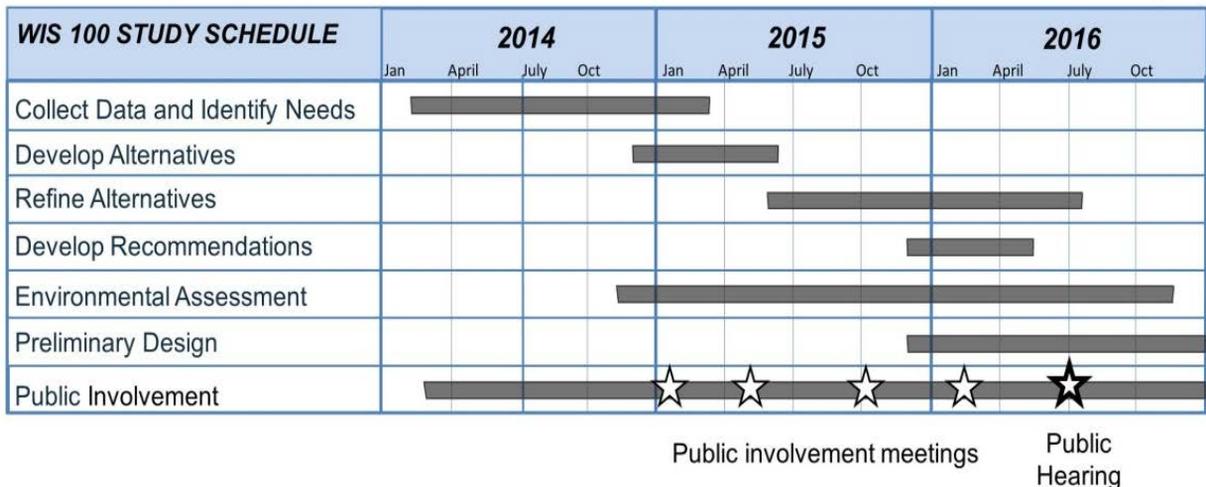
North Section	Existing AADT (vpd)		Design Year AADT (vpd)	Forecasted Annual Growth Rate
	2010	2011	2050	
Hampton Ave to Silver Spring Dr	---	10,600	12,800	0.5%
Capitol Dr to Hampton Ave	14,300	---	17,400	0.5%
Burleigh St to Capitol Dr	20,600	---	26,700	0.7%
North Ave to Burleigh St	31,500	---	44,400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

AA DT = Average Annual Daily Traffic  
vpd = vehicles per day

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

## Project Schedule



Attachment: WIS 100 Corridor Study (2758 : HWY 100 Widening)



# WIS 100 Corridor Study

January 2015

Page 1



WIS 100 Study Corridor Map

## January Public Involvement Meetings Scheduled

### Tuesday, January 20, 2015

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

Wauwatosa West High School  
11400 W. Center Street  
Wauwatosa, WI  
5 to 8 P.M.

### Tuesday, January 27, 2015

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

Madison Elementary School  
1117 S. 104th Street  
West Allis, WI  
5 to 8 P.M.

Citizens are invited to attend the first public involvement meetings for the WIS 100 corridor study. The meetings will have an open-house format, so come when it is convenient during the meeting time frame. Displays of project information will be available for review. Information for both the North and South corridor sections will be available at each meeting location. Persons with a concern for or knowledge about historic buildings and structures and archaeological resources in the project area are invited to present such information to WisDOT.

*The goal of these meetings is to obtain input on WIS 100 corridor needs.*

## WIS 100 Reconstruction Study Overview

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

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 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):

- **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.
- 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.

### Contact Information

**WisDOT SE Region**  
141 NW Barstow Street  
Waukesha, WI 53187

**Vida Shaffer, P.E.**  
Southeast Freeways  
Project Manager  
Phone: 262-548-6766  
Email: Vida.Shaffer@dot.wi.gov

**Michael J. Pyritz**  
Communications Manager  
Phone: 262-521-5373  
Email: Michael.Pyritz@dot.wi.gov

### Project Website

<http://www.dot.wisconsin.gov/projects/seregon/100mayfair/index.htm>

### Mission Statement:

To provide leadership in the development and operation of a safe and efficient transportation system.

## Project Purpose and Need

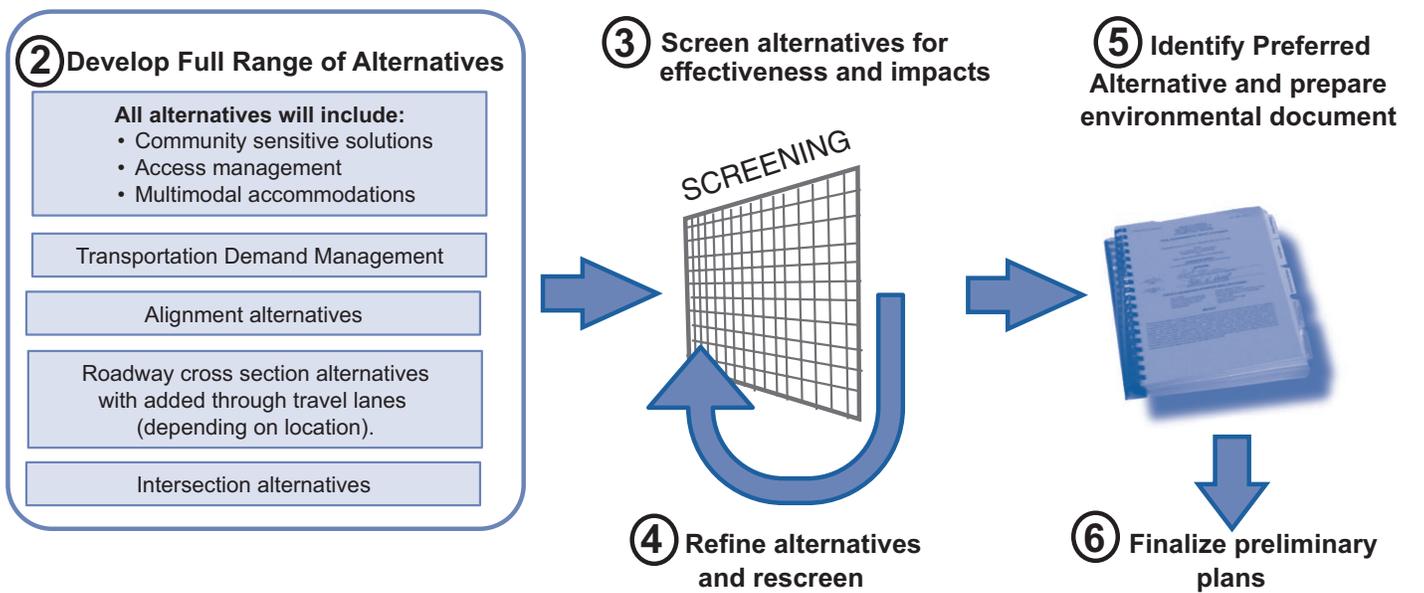
The purpose of the project is to provide a safe and efficient transportation system in the WIS 100 corridor that meets long-term mobility and access needs. The study will follow a 6-step process that is illustrated below. The project needs identified by the study team are summarized in Step 1. Detailed information on project needs will be provided at the public involvement meetings. WisDOT encourages citizens to provide comments and input on these and other corridor needs.

### 6-STEP CORRIDOR STUDY PROCESS

#### ① Identify Project Needs

Aging Pavement	Roadway Deficiencies	Safety	Traffic Operations	Multimodal Accommodations
<p><b>Failing pavement requires attention</b></p> <ul style="list-style-type: none"> <li>The concrete pavement is 40-45 years old and has been rehabilitated numerous times.</li> <li>Continued overlays are not cost effective because the poor condition of underlying pavement (cracks, joint failures) needs to be addressed.</li> </ul>	<p><b>Roadway deficiencies and other infrastructure needs require attention</b></p> <ul style="list-style-type: none"> <li>Six of the ten structures are obsolete and do not meet current standards.</li> <li>Substandard alignments exist.</li> <li>Flooding concerns exist in the South Section.</li> </ul>	<p><b>Crash rates exceed statewide averages for similar corridors</b></p> <ul style="list-style-type: none"> <li>75 to 80% of the corridor exceeded the statewide average crash rates.</li> <li>Between 2008-2012, 617 crashes occurred in the North Section and 1,423 crashes in the South Section.</li> <li>Numerous access points contribute to conflicts.</li> </ul>	<p><b>Forecasted traffic volumes will produce increasing congestion</b></p> <ul style="list-style-type: none"> <li>Traffic volumes are projected to grow 0.5 to 1% annually.</li> <li>Future traffic operations will substantially deteriorate.</li> <li>Eight of the nineteen signalized intersections will have failing operations that will create longer backups and delays.</li> </ul>	<p><b>Pedestrian and bicycle facilities are lacking; review transit needs</b></p> <ul style="list-style-type: none"> <li>WIS 100 serves numerous employment centers and overall, 38 schools, 23 parks, 15 churches, and 4 hospitals.</li> <li>Bicycle accommodations do not exist along most portions of WIS 100.</li> <li>Sidewalks are not continuous.</li> <li>Transit uses the outside driving lanes; there are no bus pull-outs at bus stops.</li> </ul>

What other needs exist?



There will be public involvement opportunities provided throughout the study.

Attachment: WIS 100 Reconstruction Study Overview and Map (2758 : HWY 100 Widening)

# 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%

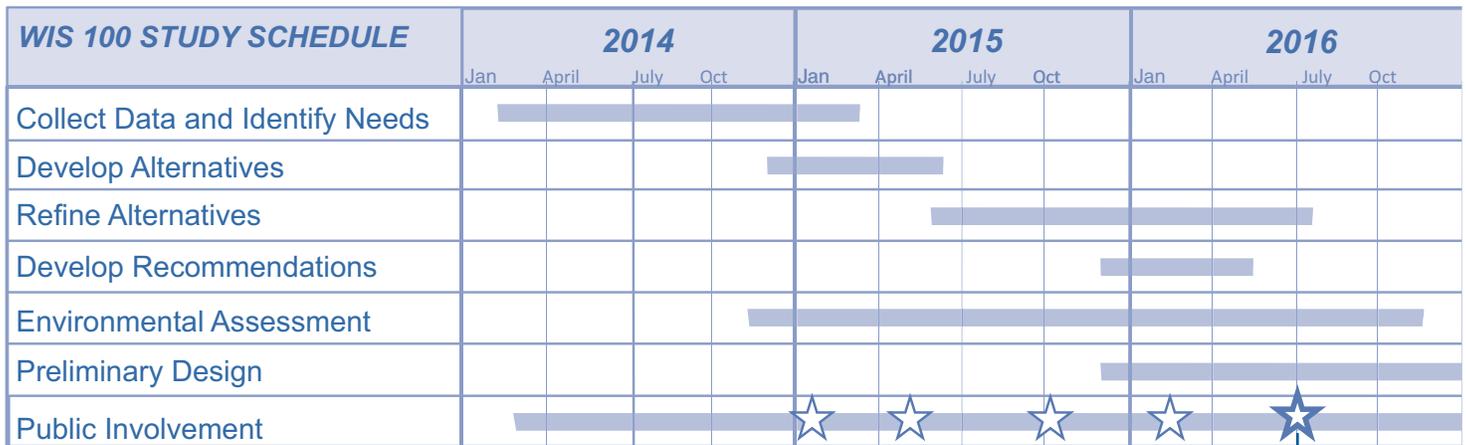
South Section	Existing AADT (vpd)		Design Year AADT (vpd)	Forecasted Annual Growth Rate
	2008	2011	2045	
Greenfield Ave to I-94	---	30,300	35,500	0.5%
Lincoln Ave to Greenfield Ave	---	37,700	44,100	0.5%
Cleveland Ave to Lincoln Ave	---	33,700	41,800	0.7%
National Ave to Cleveland Ave	---	35,000	40,900	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%

AADT = Average Annual Daily Traffic

vpd = vehicles per day

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

## Project Schedule



Public Hearing

Reconstruction of WIS 100 has not yet been scheduled. Construction of the South Section is anticipated to be scheduled between 2022-2024 depending on availability of funding and coordination with other area construction projects.



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**Public involvement meetings scheduled for January 20 and 27, 2015**

**Inside:**

- WIS 100 Study Contacts
- Corridor Map
- Invitation to Public Involvement Meeting
- Study Overview
- 6-step Study Process
- Purpose and Need
- Traffic Volumes
- Study Schedule

**January Public Meetings Scheduled**

January 20, 2015  
WIS 100 North Section  
(Watertown Plank Road to  
Silver Spring Drive)

January 27, 2015  
WIS 100 South Section  
(Layton Avenue to I-94)

Wauwatosa West High School  
11400 W. Center Street  
Wauwatosa, WI  
5 to 8 P.M.

Madison Elementary School  
1117 S. 104th Street  
West Allis, WI  
5 to 8 P.M.

Each facility is wheelchair accessible. Hearing-impaired citizens may request an interpreter by contacting WisDOT via the Wisconsin Telecommunications Relay System (dial 711) at least three working days prior to the meeting.

Attachment: WIS 100 Reconstruction Study Overview and Map (2758 : HWY 100 Widening)