

## Minutes of the

### WAUKESHA COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

DATE: December 14, 2015

TIME: 9:00 a.m.

PLACE: Southeastern Wisconsin Regional Planning Commission  
W239 N1812 Rockwood Drive  
Waukesha, WI

#### Members Present

Allison Bussler..... Director of Public Works, Waukesha County  
Chair

Kenneth R. Yunker ..... Executive Director, SEWRPC  
Secretary

Harlan Clinkenbeard ..... City Planner, City of Pewaukee

David Cox ..... Village Administrator, Village of Hartland

David DeAngelis..... Village Manager, Village of Elm Grove  
(Representing Neil Palmer)

Gary M. Evans ..... Highway Engineering Division Manager, Waukesha County

Jeffery A. Flaws ..... President, Village of Wales

Mark Frye ..... Director of Public Works, City of Oconomowoc  
(Representing David Nold)

Gary Goodchild..... Supervisor, Town of Ottawa

Tom Grisa ..... Director of Public Works, City of Brookfield  
(Representing Steven V. Ponto)

William Hein..... Village Engineer, Village of Big Bend

Greg Kessler..... Director of Community Development, City of New Berlin

Tim McElmeel ..... Urban and Regional Planner, Southeast Region,  
(Representing Brett Wallace) Wisconsin Department of Transportation

Rick Peterson ..... Foreman, Department of Public Works,  
(Representing Tom Stefanowski) Town of Mukwonago

David White..... Director of Public Works/Village Engineer,  
(Representing Scott Gosse) Village of Pewaukee

Brian M. Udovich ..... Highway Operations Manager, Highway Department  
Jefferson County

#### Guests and Staff Present

Michael G. Hahn..... Deputy Director, SEWRPC

Ryan W. Hoel..... Principal Engineer, SEWRPC

Ethan S. Johnson..... Senior Engineer, SEWRPC

Tom Longtin ..... State Program Engineer, Southeast Region,  
Wisconsin Department of Transportation

John J. Meyer..... Village Trustee, Village of Wales

Tamara M. Simonson..... City Engineer, City of New Berlin

## **ROLL CALL AND INTRODUCTIONS**

Chair Bussler called the meeting of the Waukesha County Jurisdictional Highway Planning Committee to order at 9:00 a.m. Attendance was taken by circulating a sign-in sheet for signature, and a quorum was declared present. Chair Bussler then asked the Committee members, guests, and staff present to introduce themselves.

## **REVIEW AND APPROVAL OF MINUTES OF THE MEETING HELD FEBRUARY 4, 2015**

Chair Bussler asked for approval of the minutes for the February 4, 2015 Committee meeting. Mr. Clinkenbeard made a motion to approve the minutes. The motion was seconded by Mr. Flaws and was approved unanimously by the Committee.

## **PRESENTATION AND DISCUSSION ON VISION 2050 DETAILED ALTERNATIVE LAND USE AND TRANSPORTATION PLANS AND THEIR EVALUATION**

Chair Bussler asked Mr. Yunker to present the VISION 2050 detailed alternative land use and transportation plans and their evaluation. Referring to the VISION 2050 alternatives handout, Mr. Yunker stated that the Commission staff developed and evaluated three detailed year 2050 land use and transportation plans. He stated that the Trend is a projection to the year 2050 of land use and transportation trends of the last 15 years, including lower density development and declines in public transit service. He stated that Alternatives I and II were developed based on public input from the initial visioning stage of VISION 2050 and include higher density land use development patterns and expanded public transit service. The three alternatives were evaluated and compared using a set of objectives and 50 criteria organized under four themes—healthy communities, mobility, cost and financial stability, and equitable access. He noted that public feedback on the alternatives and their evaluation, including comments from this Committee, will help determine which aspects of the alternatives will be included in the VISION 2050 Preliminary Recommended Plan.

The following comments and questions were raised during and following Mr. Yunker's review of the VISION 2050 alternatives and their evaluation:

1. Mr. Clinkenbeard inquired if the decline in transportation emissions under the alternatives takes into account new fuels entering the market. Mr. Yunker stated that, based on current Federal standards, which are assumed to be the same under all three alternatives, fuels are expected to continue to become cleaner and vehicles are expected to become more fuel efficient, resulting in the continued significant decline of transportation-related emissions. He further stated that the Commission's analysis accounts for expected changes in the transportation fleet resulting from increasing sales of electric and alternative fuel vehicles. Mr. Yunker indicated that the Commission's transportation emissions estimates are likely conservative, as they assume that Federal standards will remain constant instead of becoming more stringent over time—as has been the experience in the past.
2. Chair Bussler asked about the potential use of self-driving transit vehicles in the future, noting that such vehicles could lower labor costs for transit systems. Mr. Yunker replied that completely autonomous transit vehicles likely would operate first on fixed-guideway transit routes. He noted that some existing heavy rail transit systems incorporate automatic train operation (ATO), although these systems typically include on-board staff to monitor the operation of the vehicles.

3. Chair Bussler noted that Milwaukee County is the major focus of development under Alternatives I and II, and she asked if Milwaukee County would be expected to fund transportation improvements within the County under these alternatives. Mr. Yunker responded that VISION 2050 will include a financial analysis that compares the expected costs of the plan to reasonably expected revenues that would be available to fund the plan's transportation element. Comparing the costs and revenues would illustrate potential funding gaps that would need to be addressed in order to fully implement the plan. Mr. Yunker further stated that VISION 2050's financial analysis will identify possible revenue sources to address potential funding gaps. Chair Bussler noted that currently only about 30 percent of tax revenue sent from Waukesha County to the State returns to Waukesha County, whereas about 110 percent of tax revenue sent from Milwaukee County to the State returns to Milwaukee County. She stated that Milwaukee County benefits from economic growth in Waukesha County, and that the Waukesha County Board likely would not support Alternative II. Mr. Yunker noted that, due in large part to differences in land use development throughout the Region, different areas of the Region prioritize transportation needs differently, specifically, public transit improvements may be a priority in Milwaukee County, while highway improvements may be a priority in Waukesha County. Chair Bussler suggested that if additional revenues are needed to implement public transit improvement and expansion, the amount of revenue needed should be identified for each county as the amount of transit improvement and expansion under the alternative plans varies substantially between the Region's counties.

#### **DISCUSSION ON FUNCTIONAL IMPROVEMENTS TO THE WAUKESHA COUNTY ARTERIAL STREET AND HIGHWAY SYSTEM TO BE CONSIDERED FOR THE VISION 2050 PRELIMINARY RECOMMENDED REGIONAL LAND USE AND TRANSPORTATION PLAN**

Chair Bussler asked Mr. Yunker to present the Commission staff's analysis of Waukesha County arterial street and highway functional improvement issues raised by the Waukesha County Jurisdictional Highway Planning Committee at its previous meeting held on February 4, 2015.

[Secretary's Note: A document summarizing the Commission staff's initial response to functional improvement issues raised by the Waukesha County Highway Jurisdictional Committee is included with these minutes as Attachment A.]

##### Planned Reservation of Right-of-Way to Accommodate Future Improvement of Summit Avenue (USH 18) between STH 83 and Meadowbrook Road (CTH TT)

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of USH 18 between STH 83 and CTH TT, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of USH 18 to accommodate possible future improvement of the facility beyond the design year of the plan. Mr. Flaws agreed that including widening of USH 18 would not be necessary in the near future and supported the recommendation to include the reservation of right-of-way along this segment of USH 18 in the Preliminary Recommended Plan.

##### Need for Six Traffic Lanes on Moorland Road (CTH O) between Grange Avenue and Beloit Road (CTH I)

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to exceed the design capacity of CTH O between Grange Avenue and CTH I, Commission staff

recommends that the Preliminary Recommended Plan include the widening of this segment of CTH O to six traffic lanes. Committee members agreed with the Commission staff's recommendation.

Planned Extension of 124<sup>th</sup> Street between Watertown Plank Road and Greenfield Avenue (STH 59)

Mr. Yunker stated that the planned extension of 124<sup>th</sup> Street between Watertown Plank Road and Greenfield Avenue (STH 59) would provide desirable spacing of arterial streets to serve existing urban development and planned redevelopment in the area, would provide arterial system continuity on 124<sup>th</sup> Street between Silver Spring Drive (CTH VV) and Grange Avenue, and would relieve traffic on parallel north-south roadways, including Mayfair Road/108<sup>th</sup> Street (STH 100), Elm Grove Road, and Sunnyslope Road. He noted several aspects of the planned extension of 124<sup>th</sup> Street that would make it difficult to implement: the crossing of the Canadian Pacific Railway (CP) rail line; the difference in grade between the west side of 124<sup>th</sup> Street in the Village of Elm Grove and the east side of 124<sup>th</sup> Street in the City of Wauwatosa; the crossings of Underwood Creek and the North Branch of Underwood Creek; and impacts to primary environmental corridor. Mr. Yunker indicated that the extension of 124<sup>th</sup> Street between Greenfield Avenue and Watertown Plank Road has been included in the county jurisdictional highway system plan and regional transportation plan for the last 40 years. He stated that Commission staff would recommend that the planned extension of 124<sup>th</sup> Street be retained in the Preliminary Recommended Plan if the extension is supported by the affected local governments—the City of Brookfield, the Village of Elm Grove, the City of Wauwatosa, and the City of West Allis.

Mr. DeAngelis stated that the Village of Elm Grove would support the extension of 124<sup>th</sup> Street between Greenfield Avenue and Bluemound Road, but not between Bluemound Road and Watertown Plank Road.

Mr. Grisa indicated that the City of Brookfield Common Council currently does not support the extension of 124<sup>th</sup> Street, but he stated that the regional plan as a long-range plan should include the extension as this could change over time. He further stated that the obstacles to constructing the extension of 124<sup>th</sup> Street are challenging, but not insurmountable.

Chair Bussler noted that the West Waukesha Bypass is an example of a project that will be constructed after having been included as a planned improvement in the County plan and regional transportation plan for many years. Mr. DeAngelis stated that, based on removing the planned extension of 124<sup>th</sup> Street from the Preliminary Recommended Plan potentially resulting in the loss of existing right-of-way to accommodate the extension, he could agree to keep the extension of 124<sup>th</sup> Street between Bluemound Road and Watertown Plank Road as part of the year 2050 plan. Mr. Yunker stated that the City of West Allis has indicated support for the planned extension of 124<sup>th</sup> Street. He noted that the City of West Allis had applied for, but was not successful in receiving, Federal Highway Administration Surface Transportation Program-Milwaukee Urbanized Area (STP-M) funding for a project to extend 124<sup>th</sup> Street between Greenfield Avenue and Bluemound Road. He stated that the City of Wauwatosa has indicated that they do not support the extension of 124<sup>th</sup> Street. Responding to an inquiry from Mr. Goodchild, Mr. Yunker stated that the City of Wauwatosa's position currently is shared by both the City of Wauwatosa staff and its elected officials. Mr. Yunker stated that this issue would be discussed as well at a meeting of the Milwaukee County Jurisdictional Highway Planning Committee, scheduled for January 6, 2016. He noted that, based on input on the 124<sup>th</sup> Street extension from this Committee and the Milwaukee County Jurisdictional Highway Planning Committee, particularly from the four affected municipalities, the Commission staff will make a recommendation to the Advisory Committee on Regional Transportation System Planning

guiding the VISION 2050 effort, whether the extension of 124<sup>th</sup> Street between Greenfield Avenue and Watertown Plank Road would be included in the Plan.

[Secretary's Note: Based on the input from the four affected municipalities—the City of Brookfield, the Village of Elm Grove, the City of Wauwatosa, and the City of West Allis—received at the Waukesha County Jurisdictional Highway Planning Committee meeting held on December 14, 2015, and at the Milwaukee County Jurisdictional Highway Planning Committee meeting held on January 6, 2016, along with past comments received from these municipalities, to the Advisory Committee on Regional Transportation System Planning at its January 27, 2016, meeting determined that only the extension of 124<sup>th</sup> Street between Greenfield Avenue and Bluemound Road would be included as proposed new construction in the Preliminary Recommended Plan and the reservation of right-of-way for a possible 124<sup>th</sup> Street extension between Bluemound Road and Watertown Plank Road would also be included in the plan (see Attachment B).]

Need for Four Traffic Lanes on Northview Road between Meadowbrook Road (CTH TT) and Grandview Boulevard (CTH T)

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of Northview Road between Meadowbrook Road (CTH TT) and Grandview Boulevard (CTH T), Commission staff recommends that the Preliminary Recommended Plan include resurfacing or reconstruction of Northview Road to provide essentially the same capacity between CTH TT and CTH T. Committee members agreed with the Commission staff's recommendation. Chair Bussler asked if jurisdiction of this segment of Northview Road is proposed to be transferred to the County. Mr. Evans replied that the current Waukesha County jurisdictional highway system plan recommends this jurisdictional transfer. Mr. Yunker stated that this Committee, if it so chooses, could meet to consider potential changes to the jurisdictional responsibilities recommended in the Waukesha County jurisdictional highway system plan following the completion of VISION 2050.

Addition of Sugden Road between CTH E and STH 83 to the Planned Waukesha County Arterial Street and Highway System

Mr. Yunker stated that Commission staff recommends the addition of Sugden Road between CTH E and STH 83 to the Waukesha County arterial street and highway system to serve the existing and planned low density development in the western portion of the Town of Mukwonago. Responding to an inquiry by Chair Bussler, Mr. Hoel stated that David Dubey, former Chairman of the Town of Mukwonago, requested that this segment of Sugden Road be added to the Waukesha County arterial street and highway system. Committee members agreed with the Commission staff's recommendation.

Addition of Portions of Morgan Road, Allen Road, Reddelien Road, and Capitol Drive and its Extension between CTH B and Wisconsin Avenue to the Planned Waukesha County Arterial Street and Highway System as an Alternative to the Planned Oconomowoc Parkway Extension

Mr. Yunker stated that the planned Oconomowoc Parkway extension has long been recommended to provide an arterial roadway to serve the planned urban development in the south and west portions of the City of Oconomowoc and to provide an alternative route to travel through the Oconomowoc central business district. He noted that a small portion of the Oconomowoc Parkway was constructed west of CTH Z, but fully implementing the planned extension would be difficult due to existing development west of Concord Road (CTH BB) and the potential impacts to the environmental

corridor along the Oconomowoc River. Mr. Yunker indicated that, due to the difficulty of fully implementing the planned Oconomowoc Parkway extension, Commission staff recommends that the Oconomowoc Parkway extension not be included in the Preliminary Recommended Plan. He further stated that, as an alternative to the planned Oconomowoc Parkway extension, Commission staff recommends that portions of Morgan Road, Allen Road, Reddelien Road, and Capitol Drive and its extension between CTH B and Wisconsin Avenue be added to the planned Waukesha County arterial street and highway system. Mr. Frye noted that the proposed additions to the planned arterial street and highways system are currently local roads. Chair Bussler inquired if jurisdictional responsibility of the proposed additions to the planned arterial street and highway system would be transferred to the County. Mr. Yunker replied that the proposed additions likely would remain under local jurisdiction. Committee members agreed with the Commission staff's recommendation.

In addition to the Commission staff's analysis of Waukesha County arterial street and highway functional improvement issues raised by the Committee, the Commission staff proposed additional functional improvement changes for the Committee to consider:

Need for Six Traffic Lanes on STH 164 between IH 94 and Rockwood Drive

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to exceed the design capacity of STH 164 between IH 94 and Rockwood Drive, Commission staff recommends that the Preliminary Recommended Plan include the widening of this segment of STH 164 from four to six traffic lanes. Mr. Clinkenbeard questioned whether or not sufficient right-of-way could be acquired to accommodate the proposed widening from four to six traffic lanes. Mr. Evans noted that the cemetery on the east side of this segment of STH 164 would be an obstacle to widening the highway to six traffic lanes. Mr. Yunker agreed that accommodating six traffic lanes could be difficult on this segment of STH 164. Committee members agreed with the Commission staff's recommendation.

Need for Six Traffic Lanes on STH 164 between CTH XX and Sunset Drive

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to exceed the design capacity of STH 164 between CTH XX and Sunset Drive, Commission staff recommends that the Preliminary Recommended Plan include the widening of this segment of STH 164 from four to six traffic lanes. Committee members agreed with the Commission staff's recommendation.

Need for Eight Traffic Lanes on STH 164 between Sunset Drive and STH 59

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to exceed the design capacity of STH 164 between Sunset Drive and STH 59, Commission staff recommends that the Preliminary Recommended Plan include the widening of this segment of STH 164 from six to eight traffic lanes. Committee members agreed with the Commission staff's recommendation.

Reservation of Right-of-Way to Accommodate Future Improvement of CTH P between CTH Z and CTH K

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of CTH P between CTH Z and CTH K, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of CTH P to accommodate possible future improvement of the facility beyond the design year of the plan. Committee members agreed with the Commission staff's recommendation.

Reservation of Right-of-Way to Accommodate Future Improvement of STH 59 between CTH ZZ and STH 83

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of STH 59 between CTH ZZ and STH 83, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of STH 59 to accommodate possible future improvement of the facility beyond the design year of the plan. Committee members agreed with the Commission staff's recommendation.

Need for Four Traffic Lanes on Calhoun Road between National Avenue and Coffee Road

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of Calhoun Road between National Avenue and Coffee Road, Commission staff recommends that the Preliminary Recommended Plan include resurfacing or reconstruction of this segment of Calhoun Road to provide essentially the same capacity rather than recommend future widening to four traffic lanes. Ms. Simonson recommended that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of Calhoun Road to accommodate possible future improvement of the facility beyond the design year of the plan, noting that widening to four traffic lanes could be needed in the future to accommodate increasing traffic volumes. Mr. Yunker stated that Commission staff would agree to include the reservation of right-of-way along this segment of Calhoun Road in the Preliminary Recommended Plan.

Need for Four Traffic Lanes on CTH K between Lannon Road and Brookfield Road

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of CTH K between Lannon Road and Brookfield Road, Commission staff recommends that the Preliminary Recommended Plan include resurfacing or reconstruction of this segment of CTH K to provide essentially the same capacity rather than recommending widening to four traffic lanes. Mr. Evans stated CTH K provides east-west connectivity in Waukesha County and noted that existing traffic volumes along this segment of CTH K can be a problem when parallel roadways are under construction. Mr. Yunker replied that the Commission's recommendation is based on traffic forecasts for an average weekday—which does not account for traffic impacts from construction activities that may occur from time to time. Mr. Clinkenbeard suggested that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of CTH K to accommodate possible future improvement of the facility beyond the design year of the plan. Committee members agreed with Mr. Clinkenbeard's recommendation.

Need for Four Traffic Lanes on STH 145 between the Washington County Line and STH 100

Mr. Yunker stated that as forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of STH 145 between the Washington County line and STH 100, Commission staff recommends that the Preliminary Recommended Plan include resurfacing or reconstruction of this segment of STH 145 to provide essentially the same capacity rather than recommending widening to four traffic lanes. Committee members agreed with the Commission staff's recommendation.

Mr. Yunker stated that it is expected that the year 2050 future average weekday traffic volumes would be expected to modestly exceed the design capacity of Grandview Boulevard between IH 94 and Northview Road. However, the Commission staff is not proposing the widening of this segment of Grandview Boulevard, based on the available right-of-way along this segment of roadway (particularly along the existing commercial development south of Silvernail Road) and the potential bottleneck that would be created by the reduction from six traffic lanes on Grandview Boulevard north of Northview Road to two traffic lanes through the existing residential neighborhood south of Northview Road. Mr. Clinkenbeard

noted that Waukesha County already owns property along the east side of a section of Grandview Boulevard north of Northview Road. Mr. Clinkenbeard and Mr. Evans agreed that it would be difficult to widen the portion of Grandview Boulevard between IH 94 and Northview Road.

[Secretary's Note: Attachment B to these minutes shows the functional improvements to the arterial street and highway system in Waukesha County under the year 2050 Preliminary Recommended Plan as developed by the Waukesha County Jurisdictional Highway Planning Committee and the Advisory Committee on Regional Transportation System Planning.]

#### **NEXT MEETING**

Mr. Yunker stated that the next meeting of this Committee will be scheduled after the Preliminary Recommended Plan has been completed.

#### **ADJOURNMENT**

There being no further business to come before the Committee, on a motion by Mr. Frye, seconded by Mr. Cox, and carried unanimously, the meeting was adjourned at 10:30 a.m.

Respectfully submitted,

Kenneth R. Yunker  
Secretary



**ANALYSIS OF WAUKESHA COUNTY ARTERIAL STREET AND HIGHWAY FUNCTIONAL IMPROVEMENT ISSUES RAISED BY THE WAUKESHA COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

Members of the Waukesha County Jurisdictional Highway Planning Committee identified at their February 4, 2015 meeting, functional improvement—widenings and new facilities—issues for the Waukesha County arterial street and highway system to be considered as part of VISION 2050—a major update to the regional land use and transportation plans. The Commission staff's initial response to these functional improvement issues raised is as follows:

- ***Reconsider the planned reservation of right-of-way to accommodate a future improvement on USH 18 (Summit Avenue) between STH 83 and CTH TT (Meadowbrook Road)***
  - Existing AWDT Design Capacity: 14,000
  - Existing year 2015 AWDT volume:
    - STH 83 to Pebble Creek Pass: 10,600
    - Pebble Creek Pass to Road DT: 6,300 to 8,900
    - Road DT to CTH TT: 8,100
  - Forecast year 2050 AWDT:
    - STH 83 to Pebble Creek Pass: 12,000
    - Pebble Creek Pass to Road DT: 9,000
    - Road DT to CTH TT: 13,000
  - Commission staff recommendation: As the forecast year 2050 average weekday traffic volumes may be expected to approach but not exceed the design capacity of this segment of USH 18 by the design year 2050, Commission staff recommends that the preliminary recommended year 2050 regional transportation plan include the reservation of right-of-way along USH 18 between STH 83 and CTH TT to accommodate possible future improvement of the facility beyond the design year of the plan.
- ***Consider the need for six traffic lanes on Moorland Road (CTH O) between Grange Avenue and Beloit Road (CTH I) in the City of New Berlin (Mooreland Road (CTH O) currently has six traffic lanes between Beloit Road (CTH I) and the SB IH 43 Ramp Termini)***
  - Existing average weekday traffic (AWDT) Design Capacity:
    - SB IH 43 Ramp Termini to Grange Avenue: 27,000
  - Existing year 2015 AWDT volume:
    - SB IH 43 Ramp Termini to NB IH 43 Ramp Termini: 28,600
    - NB IH 43 Ramp Termini to Grange Avenue: 20,600
  - Forecast year 2050 AWDT:
    - SB IH 43 Ramp Termini to NB IH 43 Ramp Termini: 32,000
    - NB IH 43 Ramp Termini to Grange Avenue: 28,000
  - Commission staff recommendation: As forecast year 2050 AWDT volumes may be expected to exceed the design capacity of this segment by the design year 2050, Commission staff recommends that the preliminary recommended year 2050 regional transportation plan include the widening of CTH O between Grange Avenue and IH 43 to six traffic lanes.

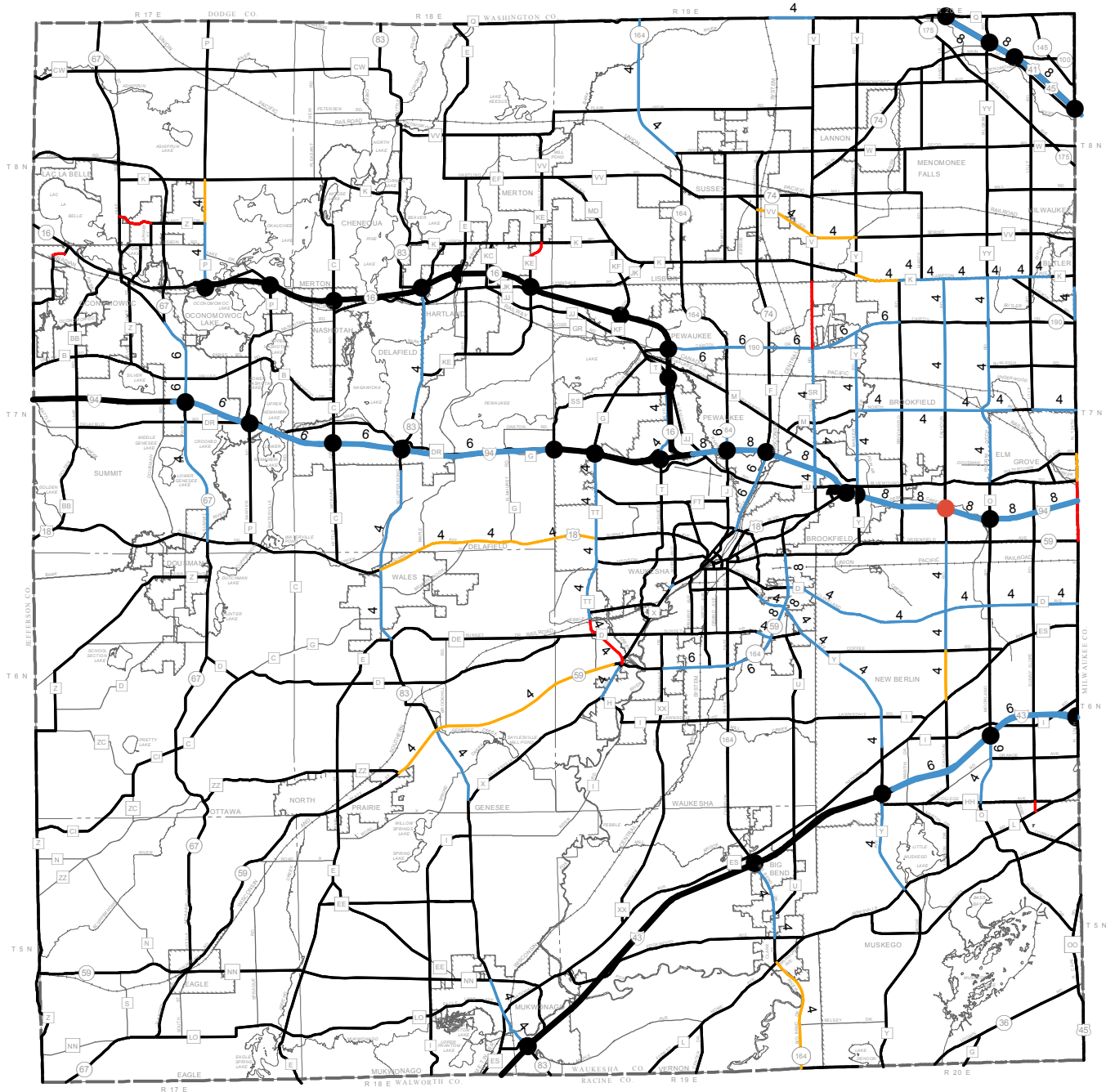
- ***Reconsider the planned extension of 124<sup>th</sup> Street between Bluemound Road (USH 18) and Watertown Plank Road in the Village of Elm Grove***
  - Forecast year 2050 AWDT: 10,000
  - The planned extension of 124<sup>th</sup> Street between Bluemound Road and Watertown Plank Road in conjunction with the planned extension of 124<sup>th</sup> Street between Greenfield Avenue and Bluemound Road would (1) provide a desirable spacing of arterial street to serve existing urban development and planned redevelopment in the area; (2) provide arterial system continuity on 124<sup>th</sup> Street between Silver Spring Drive (CTH VV) and Grange Avenue; and (3) relieve traffic on parallel north-south roadways, including STH 100 (Mayfair Road/108<sup>th</sup> Street), Elm Grove Road, and Sunny Slope Road.
  - Difficulties in implementing the planned extension include (1) the crossing of the Canadian Pacific Railway (CP) rail line with a bridge; (2) the difference in grade between the west side of 124<sup>th</sup> Street in the Village of Elm Grove and the east side of 124<sup>th</sup> Street in the City of Wauwatosa; (3) crossings of the Underwood Creek and the North Branch of the Underwood Creek; and (4) impacts to primary environmental corridor.
  - Commission staff recommendation: The extension of 124<sup>th</sup> Street between Greenfield Avenue (STH 59) and Watertown Plank Road has been included in the regional transportation plan for the last 40 years. The Commission staff would recommend that the planned extension of 124<sup>th</sup> Street be retained in the preliminary recommended year 2050 regional transportation plan, only if the extension is supported by the four affected local governments—City of Brookfield, Village of Elm Grove, City of Wauwatosa, and City of West Allis.
- ***Consider the need for four traffic lanes on Northview Road between Meadowbrook Road (CTH TT) and Grandview Boulevard (CTH T) in the City of Waukesha***
  - Existing AWDT Design Capacity: 14,000
  - Existing year 2015 AWDT volume: 3,600 to 6,300
  - Forecast year 2050 AWDT: 5,000 to 9,500
  - Commission staff recommendation: As the forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of this segment of Northview Road by the year 2050, it is recommended that the preliminary recommended year 2050 regional transportation plan recommend the maintaining of Northview Road with essentially the same capacity between Meadowbrook Road (CTH TT) and Grandview Boulevard (CTH T).
- ***Consider the addition of Sugden Road between CTH E and STH 83 to the planned Waukesha County arterial Street and highway system***
  - Existing year 2009 AWDT volume: 600 to 1,500
  - The addition of Sugden Road between CTH E and STH 83 to the Waukesha County arterial street and highway system would be warranted, based on its spacing with adjacent arterial streets and highways, if it is located adjacent to existing and planned urban development of low density.

- Commission staff recommendation: It is recommended the Sugden Road between CTH EE and STH 83 be added to the planned Waukesha County arterial street and highway system to serve the existing and planned low density development in the western portion of the Town of Mukwonago.
- ***Consider the addition of portions of Morgan Road, Allen Road, Reddelien Road, and Capitol Drive and its extension between CTH B and Wisconsin Avenue to the planned Waukesha County arterial street and highway system as an alternative to the planned Oconomowoc Parkway Extension***
  - The planned Oconomowoc Parkway extension has long been recommended to (1) provide an arterial roadway to serve the planned urban development in the south and west portions of the City of Oconomowoc; and (2) provide an alternative to travel through the Oconomowoc central business district.
  - A small portion of the Oconomowoc Parkway has been constructed west of CTH Z. However, fully implementing the planned extension would be difficult due to (1) existing development west of Concord Road (CTH BB) and (2) the potential impacts to the environmental corridor along the Oconomowoc River.
  - Commission staff recommendation: Due to the difficulty in fully implementing the planned Oconomowoc Parkway extension, it is recommended that the Oconomowoc Parkway extension not be included in the preliminary recommended year 2050 regional transportation plan. As an alternative to the planned Oconomowoc Parkway Extension, it is recommended that this route be provided using portions of Morgan Road, Allen Road, Reddelien Road, and Capitol Drive and its extension between CTH B and Wisconsin Avenue. This alternative route would be located approximately one mile west of the long proposed route.

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# FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WAUKESHA COUNTY: YEAR 2050 PRELIMINARY RECOMMENDED PLAN



## ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4** NUMBER OF LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 WHERE UNNUMBERED)

## FREEWAY INTERCHANGE

- NEW
- ◐ NEW HALF
- EXISTING

