

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

Members of the Milwaukee County Jurisdictional Highway Planning Committee identified at their February 3, 2015 meeting, functional improvement—widening and new facilities—issues for the Milwaukee 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 is as follows:

- ***Consider the Need for Four Traffic Lanes on Rawson Avenue (CTH BB) between STH 100 and Loomis Road (STH 36)***
  - Existing AWDT design capacity: 14,000
  - Existing AWDT volume:
    - Between STH 100 and 92<sup>nd</sup> Street: 7,400
    - Between 92<sup>nd</sup> Street and Loomis Road (STH 36): 10,400
  - Forecast year 2050 AWDT volume:
    - Between STH 100 and 92<sup>nd</sup> Street: 8,000
    - Between 92<sup>nd</sup> Street and Loomis Road (STH 36): 11,000
  - 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 Rawson Avenue (CTH BB) 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 CTH BB between STH 100 and Loomis Road (STH 36) to accommodate possible future improvement of the facility beyond the design year of the plan.
  
- ***Consider the Need for Four Traffic Lanes on 76<sup>th</sup> Street (CTH U) between Puetz Road and the Milwaukee County Line***
  - Existing AWDT design capacity: 14,000
  - Existing AWDT volume:
    - Between Puetz Road and Ryan Road (STH 100): 6,000
    - Between Ryan Road (STH 100) and the Milwaukee County line: 3,600 to 5,400
  - Forecast year 2050 AWDT volume:
    - Between Puetz Road and Ryan Road (STH 100): 8,000
    - Between Ryan Road (STH 100) and the Milwaukee County line: 6,000 to 8,000
  - 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 CTH U by the design year 2050, it is recommended that the preliminary recommended year 2050 regional transportation plan recommend the maintaining the existing two traffic lanes on 76<sup>th</sup> Street (CTH U) between Puetz Road and the Milwaukee County line.

- ***Reconsider the planned extension of 124th Street between Greenfield Avenue (STH 59) and Watertown Plank Road***
  - Forecast year 2050 AWDT: 6,000 to 10,000
  - The planned extension of 124<sup>th</sup> Street between Greenfield Avenue (STH 59) and Watertown Plank Road would (1) provide a desirable spacing of arterial streets 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, if the extension has support from affected local governments—City of Wauwatosa, City of West Allis, City of Brookfield, and Village of Elm Grove.
  
- ***Reconsider the Planned Extension of 15<sup>th</sup> Avenue between STH 100 and the Milwaukee County Line***
  - The planned extension of 15<sup>th</sup> Avenue would (1) provide a desirable spacing of arterial streets to serve existing urban development and planned redevelopment in the area and (2) provide arterial system continuity for the Barland Avenue/15<sup>th</sup> Avenue/10<sup>th</sup> Avenue/Foley Road corridor between Grange Avenue in Milwaukee County and Seven Mile Road in Racine County.
  - Difficulties in implementing the planned extension include impacts to primary environmental corridor and isolated natural resource areas.
  - Commission staff recommendation: Due to the difficulty in implementing the planned 15<sup>th</sup> Avenue extension, it is recommended that the 15<sup>th</sup> Avenue extension not be included in the preliminary recommended year 2050 regional transportation plan.

\* \* \*