

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—widening 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 124th 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 124th Street between Bluemound Road and Watertown Plank Road in conjunction with the planned extension of 124th 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 124th Street between Silver Spring Drive (CTH VV) and Grange Avenue; and (3) relieve traffic on parallel north-south roadways, including STH 100 (Mayfair Road/108th 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 124th Street in the Village of Elm Grove and the east side of 124th 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 124th 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 124th 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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