

West Waukesha Bypass Study

June 2010

Newsletter No. 2

Contact Information

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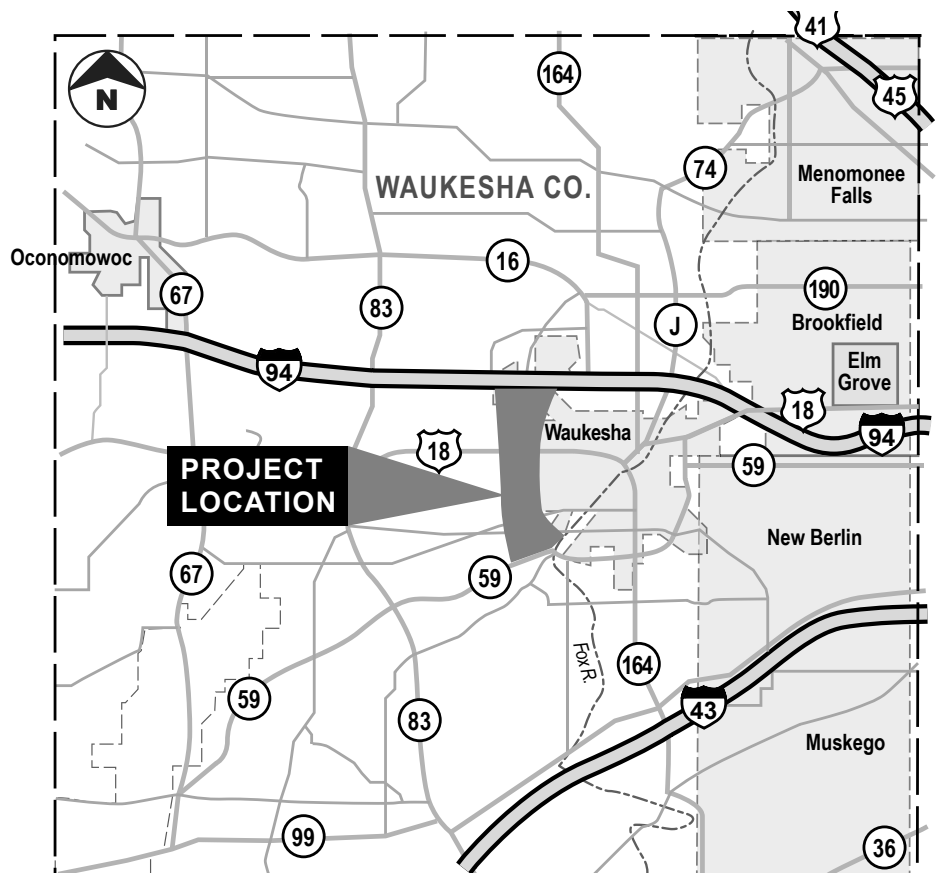
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The second public information meeting for the West Waukesha Bypass study will be held on **Wednesday, July 14 from 4 p.m. to 8 p.m. at the Waukesha West High School cafeteria, 3301 Saylesville Road.** The meeting will be an open house where interested persons may stop in anytime between 4 p.m. and 8 p.m. to visit with the project team, learn more about the study, review displays, and share ideas and concerns.

Introduction

This is the second newsletter about the West Waukesha Bypass study being conducted by the Waukesha County Department of Public Works. The engineering and environmental study is evaluating alternatives for providing a north-south arterial between I-94 and WIS 59 to complete the existing partial beltline around Waukesha (see study area location map). Completing the beltline on the west side of Waukesha is being proposed to address growing local and regional traffic volumes, and to enhance traffic flow and safety.



Need for proposed improvements

Regional and local plans. Completing the beltline around Waukesha has been under consideration for over three decades based on planned growth and development and increasing travel demand in Waukesha and the surrounding area. Regional land use and transportation system plans prepared by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) have long included a West Waukesha Bypass. The 2035 Regional Transportation Plan includes a corridor between I-94 and WIS 59 that uses County TT to a point north of Sunset Drive where it would then be on new alignment to the WIS 59 intersection with County X. Waukesha County plans and the official map for the city of Waukesha also include this bypass corridor.

Traffic volumes. Traffic on County TT is expected to increase by 23 to 56 percent by year 2035. Highway design guidelines used by the Wisconsin Department of Transportation (WisDOT) and Waukesha County indicate the need to consider additional capacity when traffic volumes on two lane highways like County TT reach 13,000 vehicles per day. Today's traffic on County TT north of Summit Avenue (USH 18) is already greater than 13,000 and the remainder of the County TT corridor will reach or exceed this threshold by 2035.

Safety. During 2007 through 2009, 228 crashes occurred in the County TT corridor. Crash rates on County TT from Summit Drive to Sunset Drive exceeded the statewide average crash rates for similar roadways during that period. Sunset Drive and County X in the study area also exceeded the statewide average crash rate.

Outdated design. Existing County TT was originally designed to handle much lower traffic volumes than it does today. The existing roadway south of Summit Drive has several outdated design features that contribute to poor traffic operations and safety concerns. These include steep hills and sharp curves, inadequate stopping sight distance, poor sight distance at intersections, narrow shoulders, and numerous direct access points.

Results of first public information meeting

Approximately 267 people attended the May 18, 2010 public information meeting. Attendees provided the following information on safety concerns and other problems in the existing County TT corridor:

Intersections/other deficiencies — Lack of turn lanes/bypass lanes, poor sight distance, steep grades, and lack of traffic signals (in particular at the County TT/Madison Street intersection). The existing shoulders are too narrow and there are sharp curves at several locations.

Congestion — Increasing traffic in the County TT corridor makes it difficult to make left turns onto County TT from local streets and numerous driveways. Additional development in the County TT corridor is contributing to increased congestion.

Pedestrian and bicycle facilities — The County TT does not have adequate pedestrian and bicycle access to neighborhood facilities and the Glacial Drumlin Trail.

Views on a possible West Waukesha Bypass or other improvements in the County TT corridor included the following:

There is overall support for some level of improvement in the County TT corridor whether or not it becomes the West Waukesha Bypass route. Suggested improvements included widening the existing road and shoulders, flattening sharp curves, adding traffic signals and turn lanes at several intersections, providing pedestrian and bicycle accommodations and constructing noise barriers at residential subdivisions.

Some people supported improving the County TT corridor because a new connection to I-94 farther west would not be used, and improvements on County TT are needed to address traffic flow and safety concerns. Others supported the need for a new road west of County TT.

Some people opposed improving the County TT corridor because there has been too much additional development since the original bypass alignment was mapped.

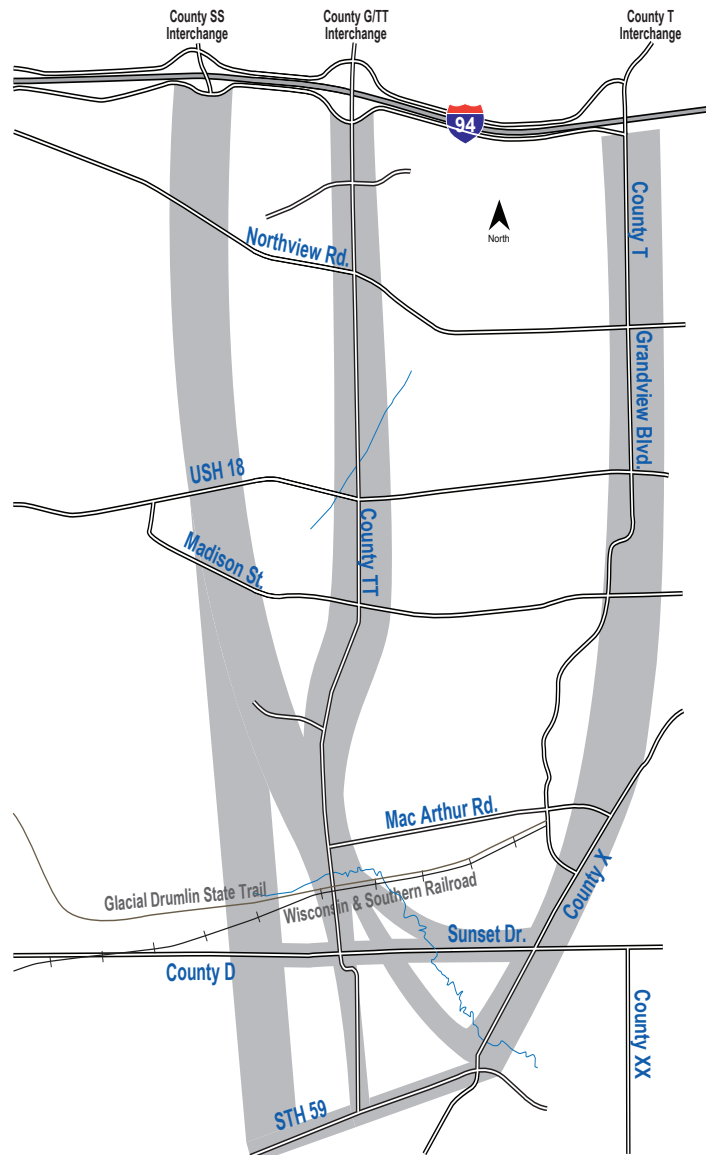
Initial range of alternatives being considered

Based on input from the May 18 public information meeting and the June 22 Community Sensitive Solutions Advisory Group meeting, a range of initial alternatives has been developed for presentation at the July 14 public information meeting (see map).

The initial range of alternatives can be grouped into three general corridors:

- County TT corridor
- New corridor extending south from the I-94/County SS interchange
- County T/Grandview Boulevard corridor

At the south end of the study area the alternatives include using Sunset Drive and County X to reach the WIS 59/County X intersection, going through the Pebble Creek corridor, and using Merrill Hills Road and WIS 59 to reach the WIS 59/County X intersection.



Initial Range of Alternatives

What's Next

After the July 14 public information meeting, the study team will evaluate the preliminary alternatives in terms of how they would address project purpose and need, environmental impacts, engineering factors, and public input. The study team will also meet with state and federal review agencies to get their input on the preliminary alternatives.

Another public information meeting will be held in fall 2010 to present the alternatives that will be carried forward for detailed study in the environmental document. More detailed information on these alternatives and their impacts will also be provided at that time.

Your attendance and input at the July 14 public meeting is important in developing and refining the project's initial range of alternatives.

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