WIS 181 IMPROVEMENTS

Wisconsin Avenue – Center Street



WELCOME

PUBLIC INVOLVEMENT MEETING

Thank you for attending this Public Involvement Meeting (PIM) for the WIS 181 project in Wauwatosa. Tonight's open house provides an opportunity to learn about the project, review exhibits, and share your feedback.

HOW THIS MEETING WORKS:

OPEN HOUSE, NO FORMAL PRESENTATION.

REVIEW EXHIBIT BOARDS AND TALK DIRECTLY WITH PROJECT STAFF.

PROVIDE ONLINE COMMENTS AT:
engage.wauwatosa.net
or scan the QR code.

PROVIDE COMMENTS BY MAIL:
Wisconsin Department of Transportation
Southeast Transportation Region
141 NW Barstow St, Suite 218
Waukesha, WI 53188-3789
ATTN: Douglas Cain

WIS 181 IMPROVEMENTS
Wisconsin Avenue – Center Street

PROJECT PURPOSE & NEED

KEY NEEDS:



Pavement condition is deteriorated and requires pavement improvements



Storm sewer system is undersized → frequent drainage issues



Upgrade curb ramps and sidewalks to meet current accessibility standards



Signals and traffic control equipment are outdated



Safety issues at intersections (crashes, poor sight distance, congestion)



No continuous accommodations for bicycles or consistent pedestrian access

GOALS:

IMPROVE SAFETY
Address crash history, sight-distance issues, and high-conflict intersections

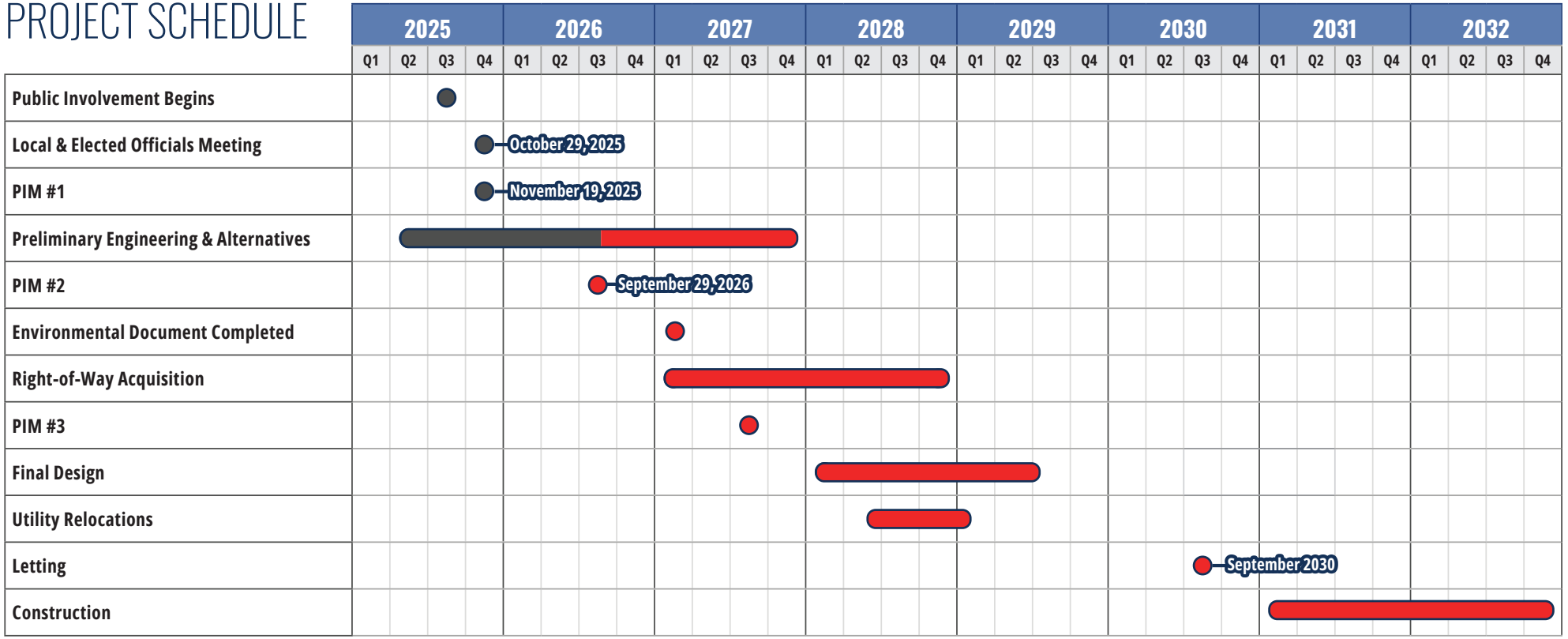
ENHANCE MOBILITY
Support reliable traffic flow for motor vehicles while balancing pedestrian, bicycle, and transit needs

SUPPORT COMMUNITY CONTEXT
Provide improvements that fit the village/urban setting, including walkability and access to local businesses and neighborhoods

MODERNIZE INFRASTRUCTURE
Update aging roadway, signals, and pedestrian facilities to current design and accessibility standards

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PROJECT SCHEDULE

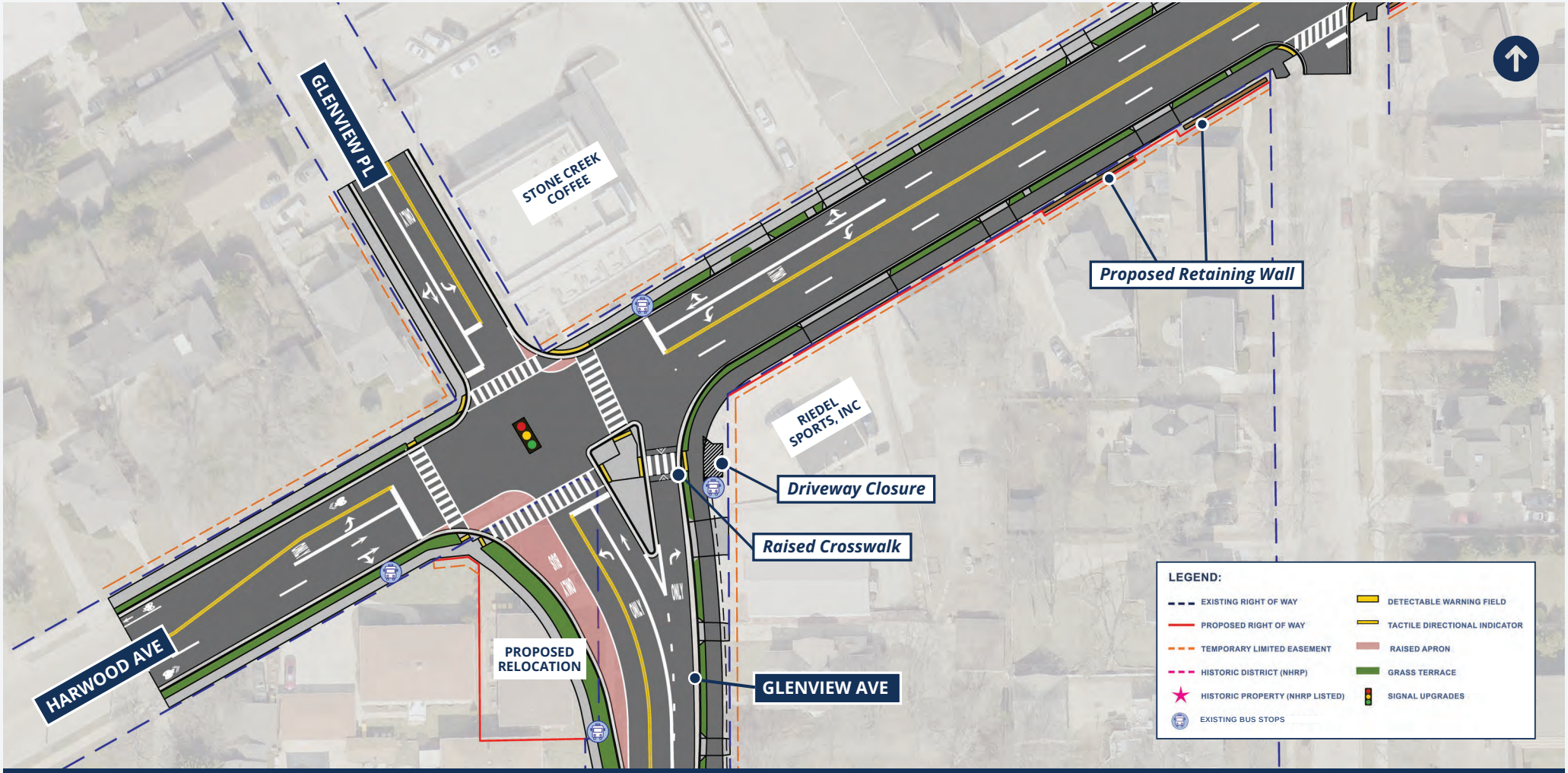


Construction could start as early as 2030 if funding is available.

NEXT STEPS:

- COMPLETION OF ENVIRONMENTAL DOCUMENT
- RIGHT-OF-WAY ACQUISITION
- FINAL DESIGN AND CONSTRUCTION STAGING & DETAILS

GLENVIEW AVENUE & HARWOOD AVENUE



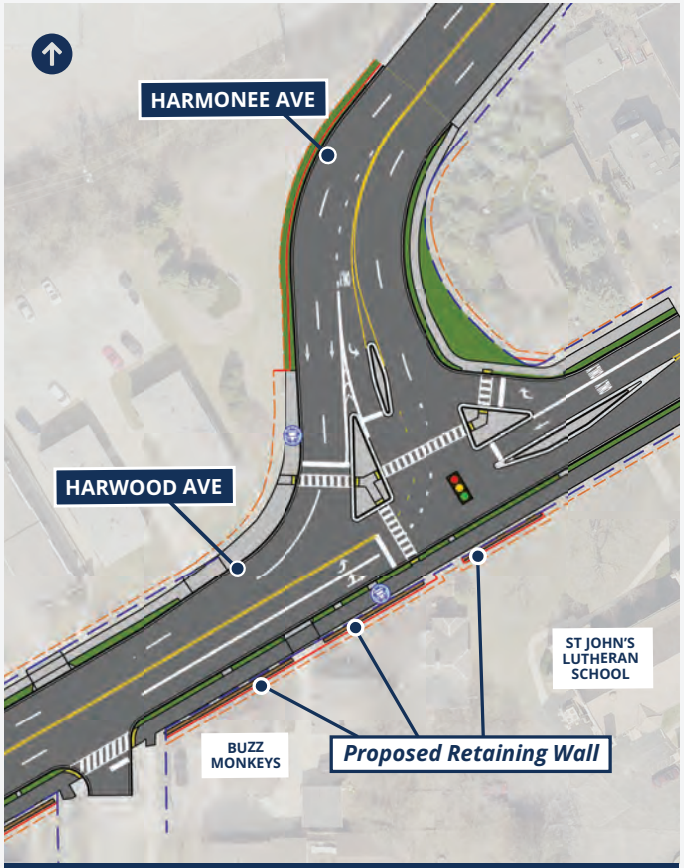
WITH RIGHT-TURN SLIP LANE

Simpler connection, realigned intersection

NEW

Shared-use path
Raised crosswalk

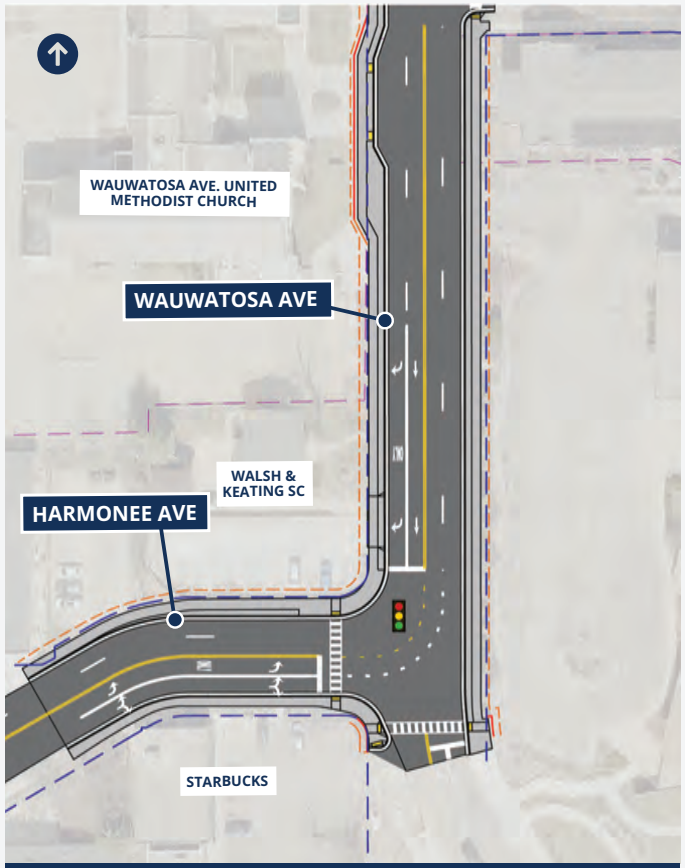
HARWOOD AVENUE TO MILWAUKEE AVENUE



HARWOOD AVE & HARMONEE AVE

New eastbound lane configuration & a longer southbound left-turn lane to improve traffic flow

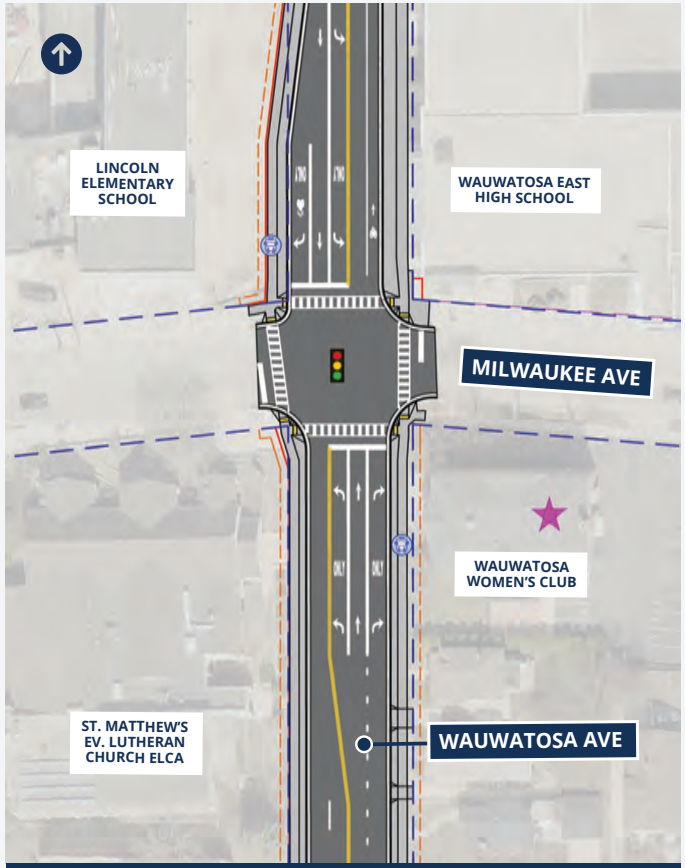




HARMONEE AVE & WAUWATOSA AVE

Updated lane assignment to improve traffic operations, help prevent traffic from backing up into nearby intersections, and enhance safety



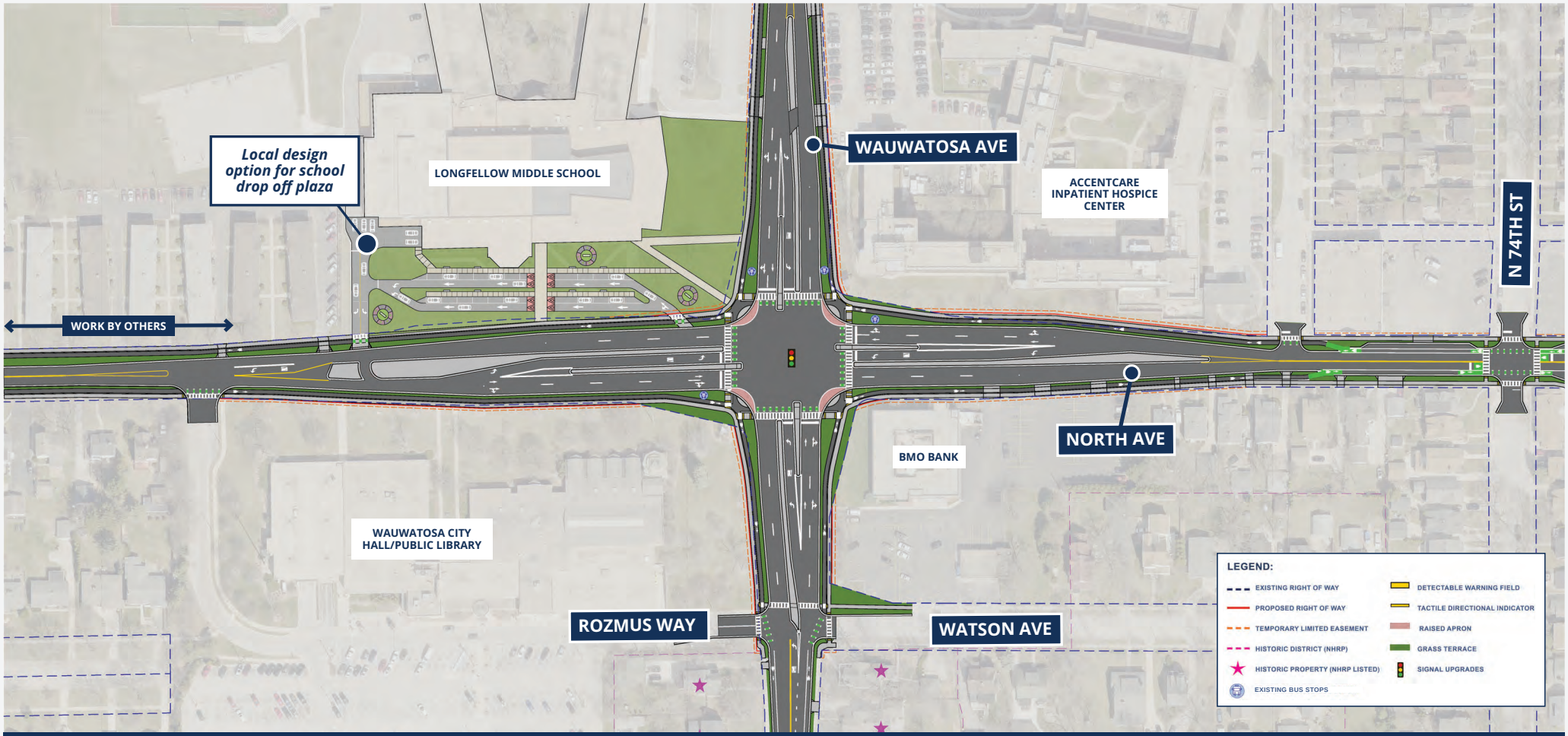


WAUWATOSA AVE & MILWAUKEE AVE

Improved traffic crossings and updated lane configurations to enhance traffic operations and safety for all users



NORTH AVENUE TO WATSON AVENUE



WAUWATOSA AVE & NORTH AVE

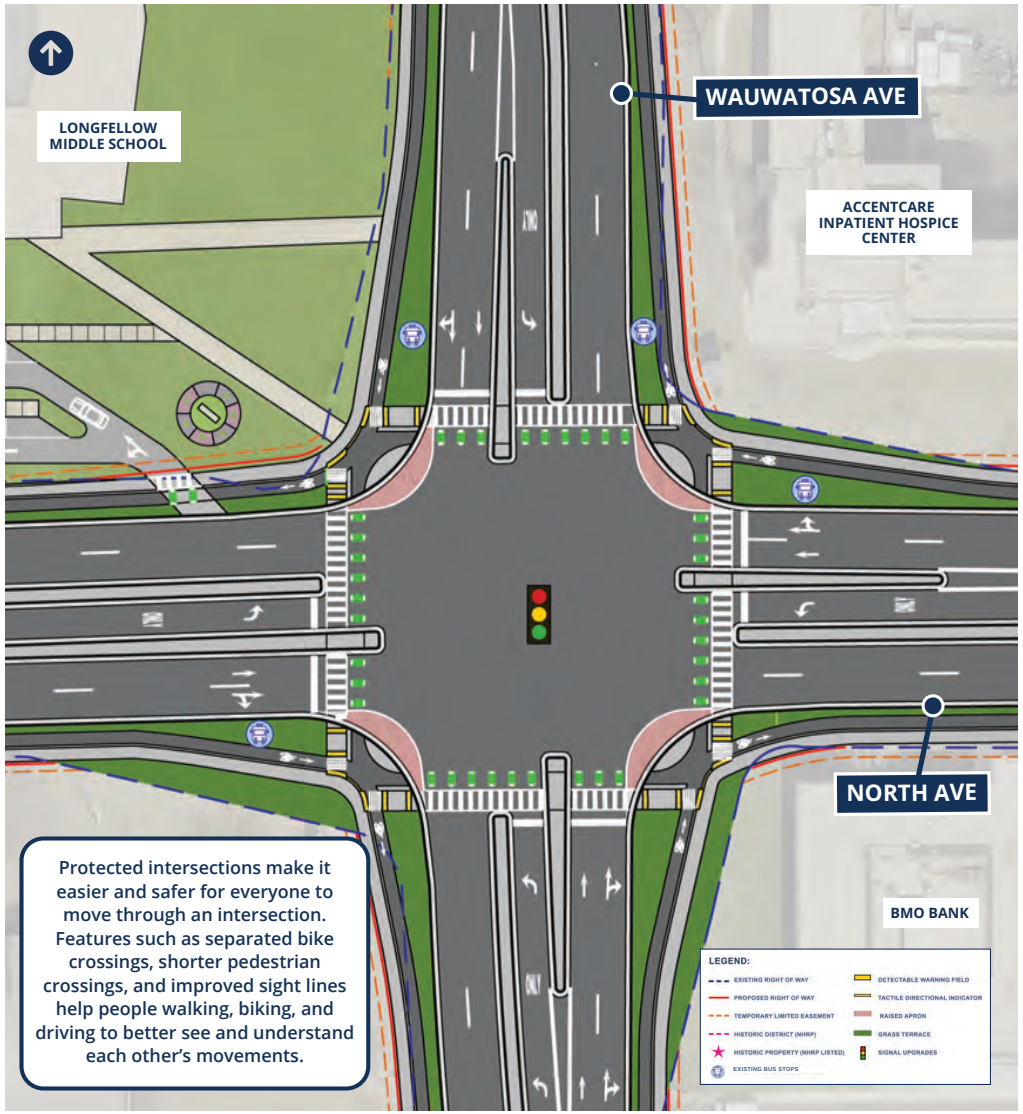
Protected intersection, shorter pedestrian crossings

ROZMUS WAY & WATSON AVE

NEW

Restricted left-turns from Rozmus Way and restricted left-turns from and to Watson Avenue. A northbound left-turn lane into the City Hall is proposed

WAUWATOSA AVENUE & NORTH AVENUE



Protected intersections make it easier and safer for everyone to move through an intersection. Features such as separated bike crossings, shorter pedestrian crossings, and improved sight lines help people walking, biking, and driving to better see and understand each other's movements.

PROTECTED INTERSECTION *(Remove slip lanes)*

All right turns happen at the signal. Bicyclists remain protected as they move through the intersection and around the corners.

BENEFITS:

- Shorter pedestrian crossings
- Improve safety and visibility for people walking and biking; bikes cross at the intersection similar to pedestrians
- Fewer conflict points
- More room for greenery at corners; landscaping will be limited to low-growth plantings to avoid sight-distance issues
- Provides an option for an improved drop-off area at Longfellow

CHALLENGES:

- Delays and traffic backups will be longer during peak times
- During peak hours, queues will block more adjacent driveways and intersections
- Requires careful design coordination for signals and markings
- Conflict points between bikes and pedestrians at the corners

ELEMENTS OF A PROTECTED INTERSECTION:

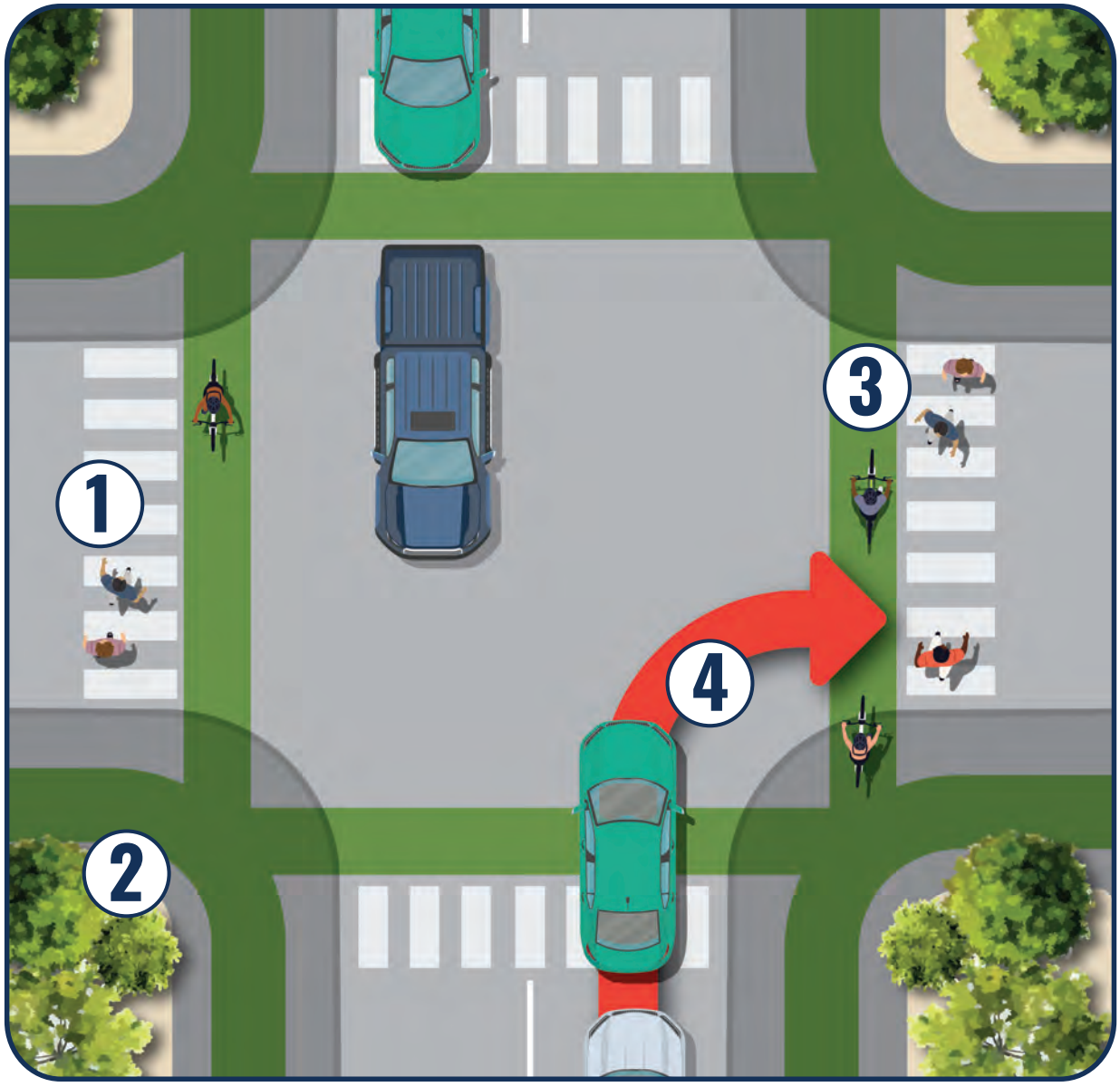
Protected bike lanes continue through the corner, so bicyclists don't merge into traffic

Reduces bike-motor vehicle conflicts compared to directing bicyclists to navigate the intersection as a vehicle

Bikes cross one leg of the intersection at a time, similar to pedestrians

WAUWATOSA AVENUE & NORTH AVENUE

PROTECTED INTERSECTION



1 CROSSWALKS:
Shorter & fewer conflicts

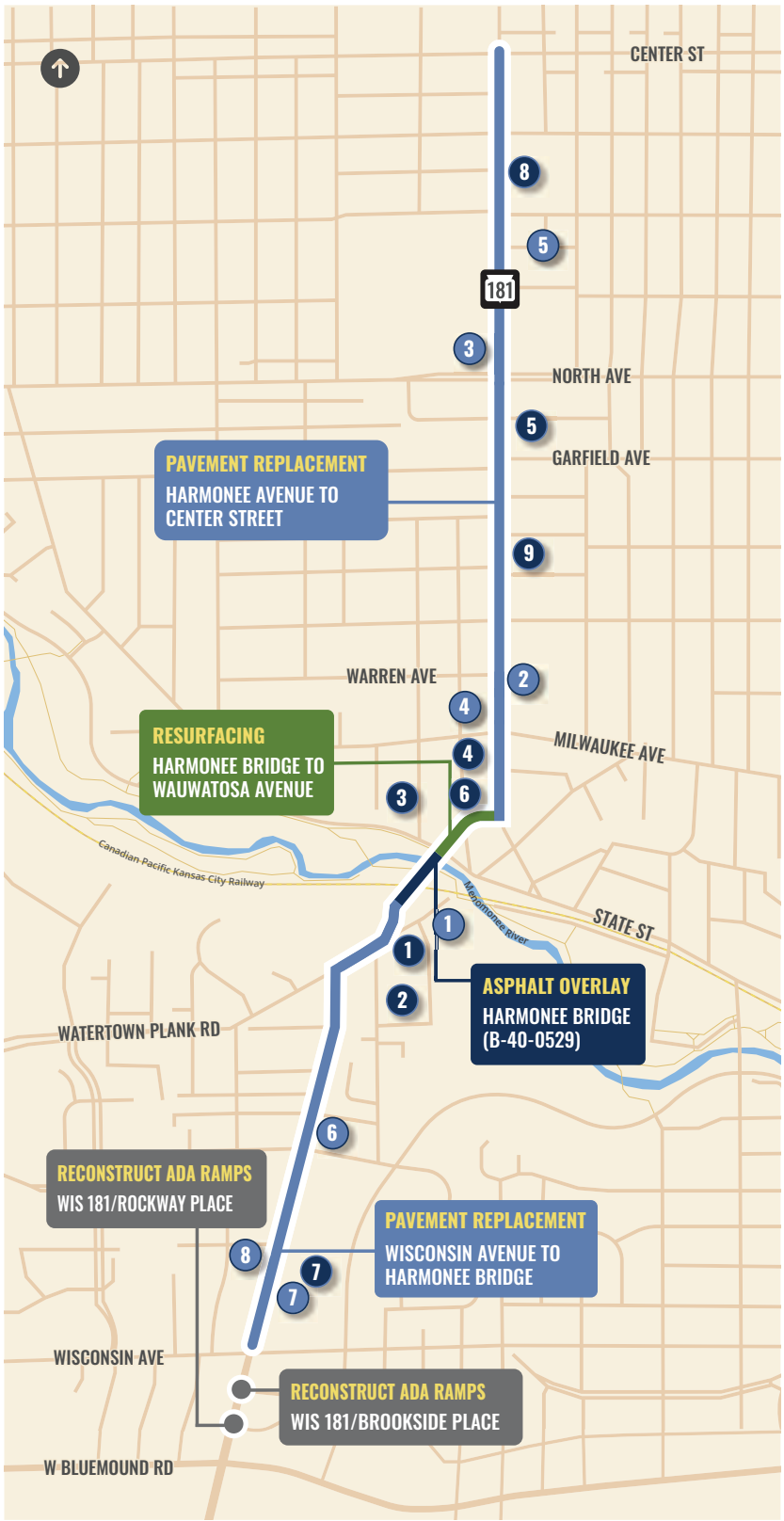
2 LOOK & FEEL:
Room for more greenery at corners & more comfortable for bikes and pedestrians

3 BICYCLISTS:
Protected path & better visibility

4 VEHICULAR TRAFFIC:
Longer back ups blocking driveways & intersections; more delay during peak hour

WIS 181 IMPROVEMENTS
Wisconsin Avenue – Center Street

STUDY AREA/CORRIDOR MAP



KEY LANDMARKS:

SCHOOLS:

1. St. John's Evangelical Lutheran School
2. Wauwatosa East High School
3. Longfellow Middle School
4. Lincoln Elementary School
5. Kingdom Prep Lutheran High School
6. Wilson Elementary School
7. St. Jude the Apostle School
8. Sisters of Saint Francis School

CHURCHES:

1. St. John's Lutheran Church
2. Carmelite Ministry of St. Teresa
3. First Congregational Church
4. St. Matthew's Evangelical Lutheran Church
5. Sts. Constantine & Helen Greek Orthodox Church
6. Wauwatosa Ave United Methodist Church
7. St. Jude the Apostle Church
8. St. Pius X Catholic Church
9. Milwaukee Chin Baptist Church

SAFETY ON WIS 181:

WHY IMPROVEMENTS ARE NEEDED



OUTDATED TRAFFIC SIGNALS

- Several intersection signals are well beyond their 20-year design life.
- Current signals cannot provide modern safety features like flashing yellow arrows for safer left turns.
- Monotubes provide signal heads over each traffic lane.



CRASH PATTERNS & QUEUING

- The five signalized intersections along WIS 181 experience a combination of congestion and safety concerns.
- Long back ups during peak periods, leading to frequent rear-end and angle crashes.
- Turning conflicts and limited storage space increase the potential for spill-back into adjacent intersections.



PEDESTRIAN SAFETY CONCERNS

- Some sidewalks have accessibility deficiencies, including areas that do not provide adequate width.
- **Bridge over the river and railroad:** Existing sidewalk only 5-feet wide.
- Some curb ramps do not meet the current accessibility standards.
- High pedestrian volumes, particularly around nearby schools and the Village Center are a safety concern.



BICYCLE SAFETY GAPS

- **Wisconsin Avenue - Milwaukee Avenue:** No existing bike facilities. Cyclists share lanes with traffic, creating safety concerns.
- **North Avenue – Center Street:** Current on-street bike lanes are narrow.



TRANSIT & SAFETY CONFLICTS

- Existing bus stop locations at the North Avenue intersection create potential conflicts between buses and bicyclists.



PAVEMENT CONDITION

- Not cost effective to maintain.
- Rough pavement with potholes creates unsafe driving conditions and may cause vehicle damage.
- The concrete pavement dates back to the 1950s-1960s.

WIS 181 IMPROVEMENTS
Wisconsin Avenue – Center Street

HELP SHAPE THE PROJECT!

CONNECT WITH US ON SOCIAL PINPOINT: www.engage.wauwatosa.net/wis-181-improvements



The Wisconsin Department of Transportation, in partnership with the City of Wauwatosa, are working to make our roads safer and more accessible for everyone.

We want YOUR input to help shape the project. Scan the QR code to connect with us on Social Pinpoint. Use our interactive map to share your safety concerns or provide opportunities.

PROVIDE COMMENTS BY MAIL:

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Southeast Transportation Region
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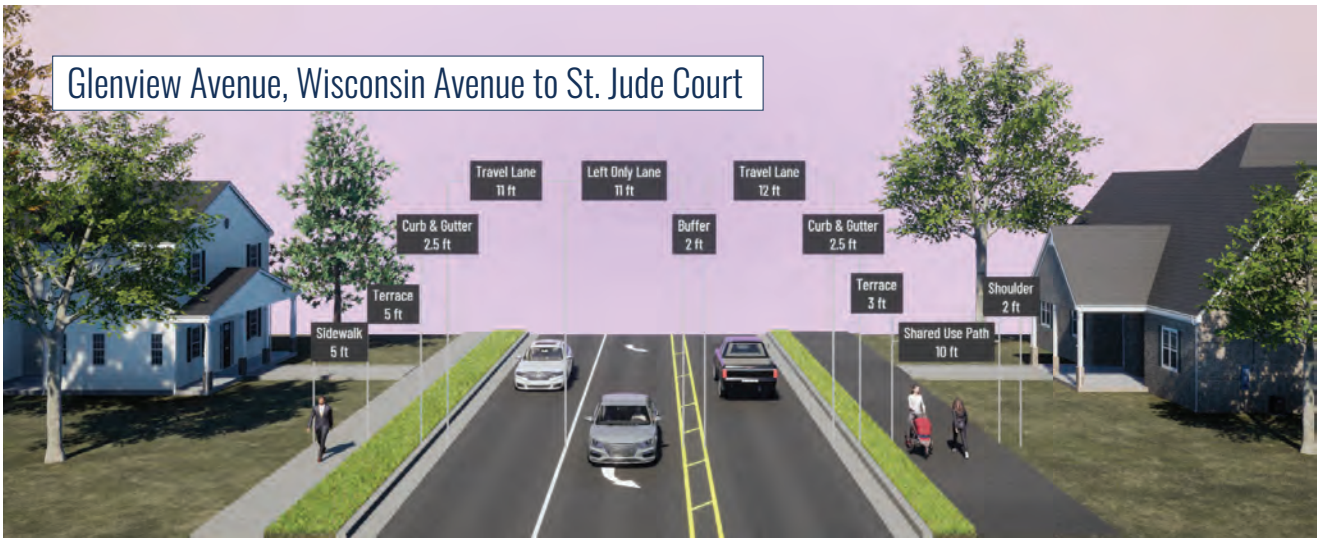
OR VISIT THE WisDOT WEBPAGE

How to use Social Pinpoint:

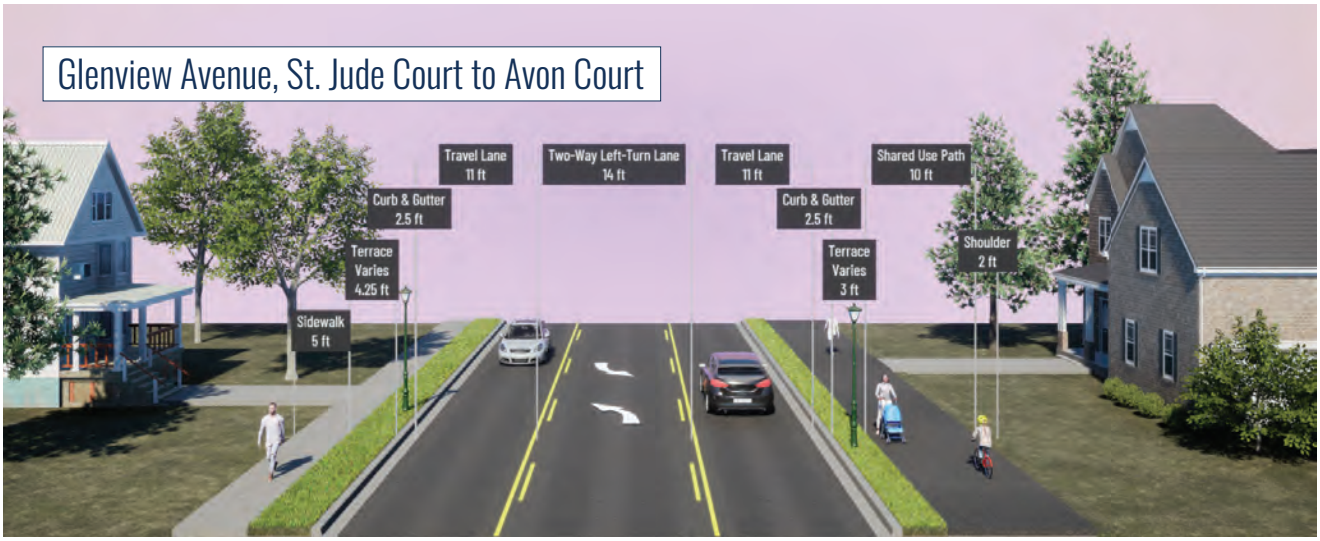
1. SELECT "ADD MARKER"
2. DROP A PIN
3. ADD YOUR COMMENTS
4. CLICK SUBMIT

PROPOSED TYPICAL SECTIONS

Glenview Avenue, Wisconsin Avenue to St. Jude Court



Glenview Avenue, St. Jude Court to Avon Court



Glenview Avenue, Avon Court to Harwood Avenue



Pavement replacement and maintain parking on the east side of the roadway.

NEW

Shared-use path on the east side of the corridor for safer and continuous bicycle connection.

NEW

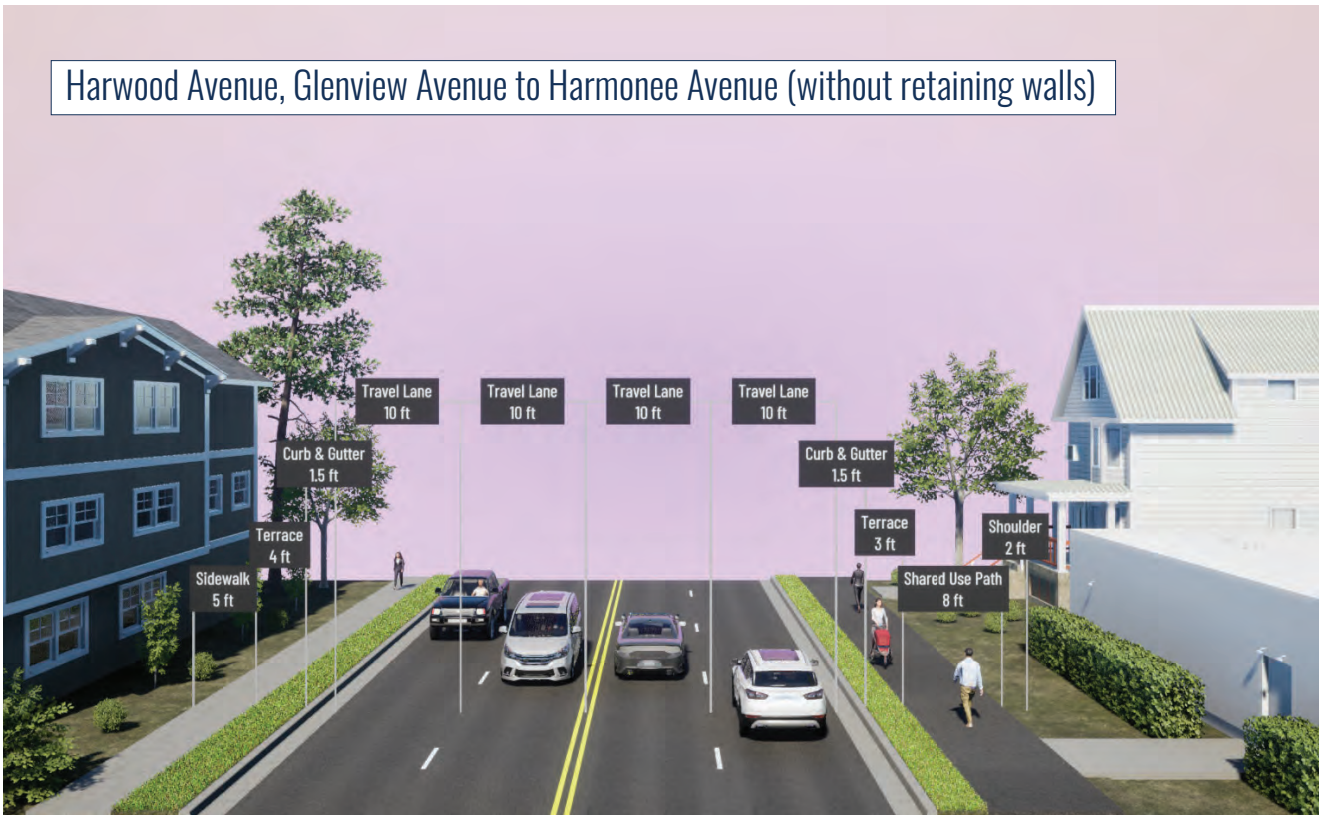
Trees within the terrace will be removed. A wider terrace is proposed on the west side to accommodate new trees. Opportunities for additional plantings within east-side curb extensions will also be evaluated.

PROPOSED TYPICAL SECTIONS

Harwood Avenue, Glenview Avenue to Harmonee Avenue (with retaining walls)



Harwood Avenue, Glenview Avenue to Harmonee Avenue (without retaining walls)



Pavement replacement.

NEW Shared-use path along the south side of Harwood Avenue for safer and continuous bicycle connection.

NEW Retaining walls are proposed where needed to accommodate the existing terrain.

PROPOSED TYPICAL SECTIONS

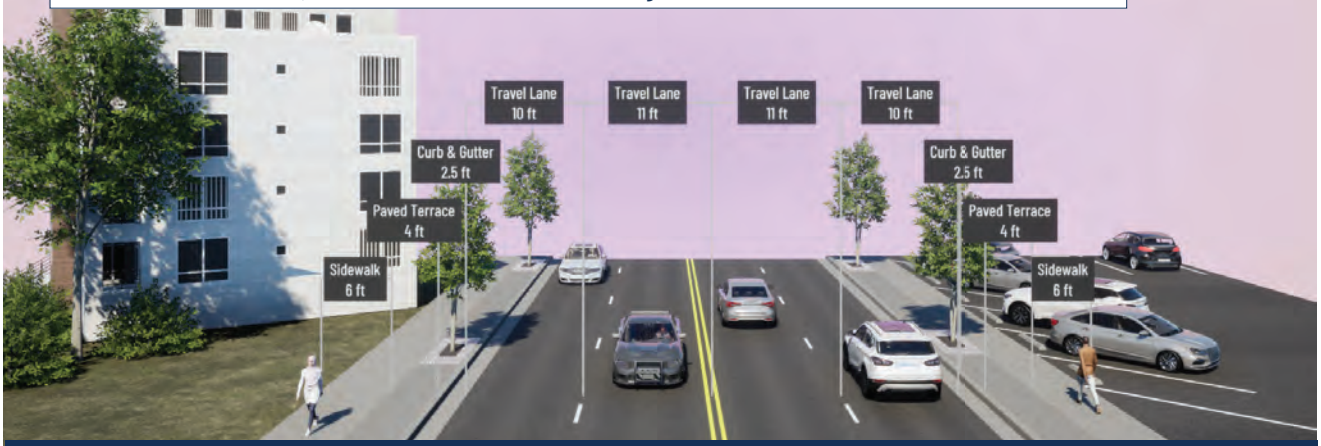
Harmonee Avenue Bridge



Replace asphaltic overlay.

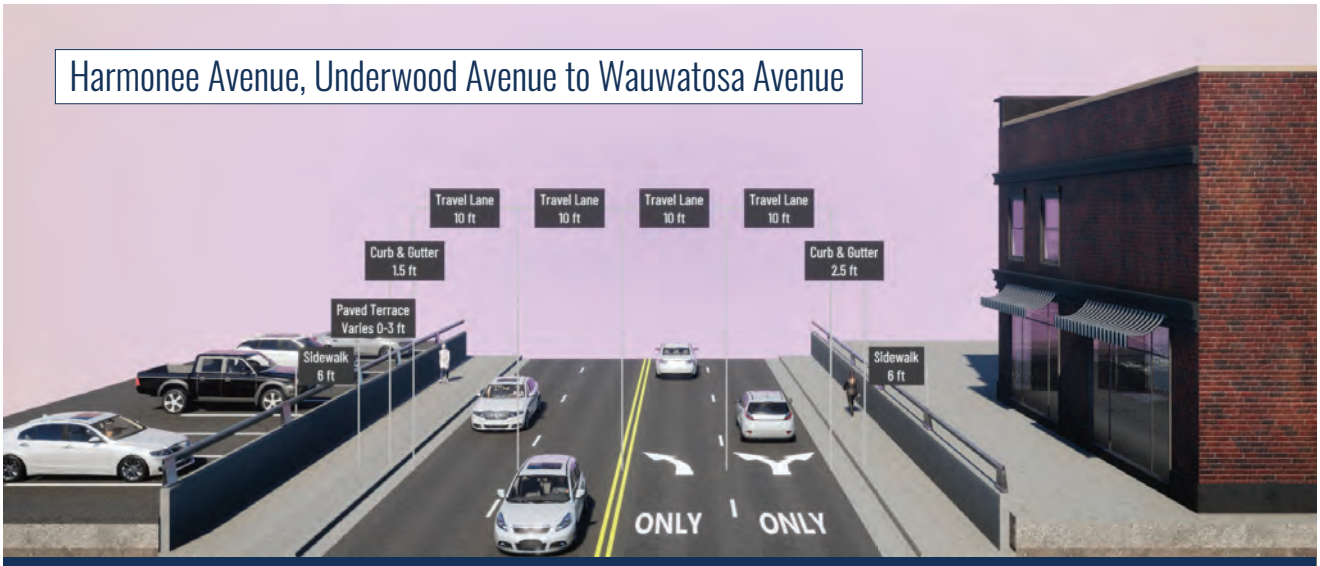
Widen sidewalk on the south side from 5-feet to 6-feet.

Harmonee Avenue, Menomonee River Parkway/State Street to Underwood Avenue



Resurface pavement and curb ramp replacement to meet accessibility standards.

Harmonee Avenue, Underwood Avenue to Wauwatosa Avenue



Pavement replacement.

Convert outside lane to a shared turn lane to improve operations.

PROPOSED TYPICAL SECTIONS

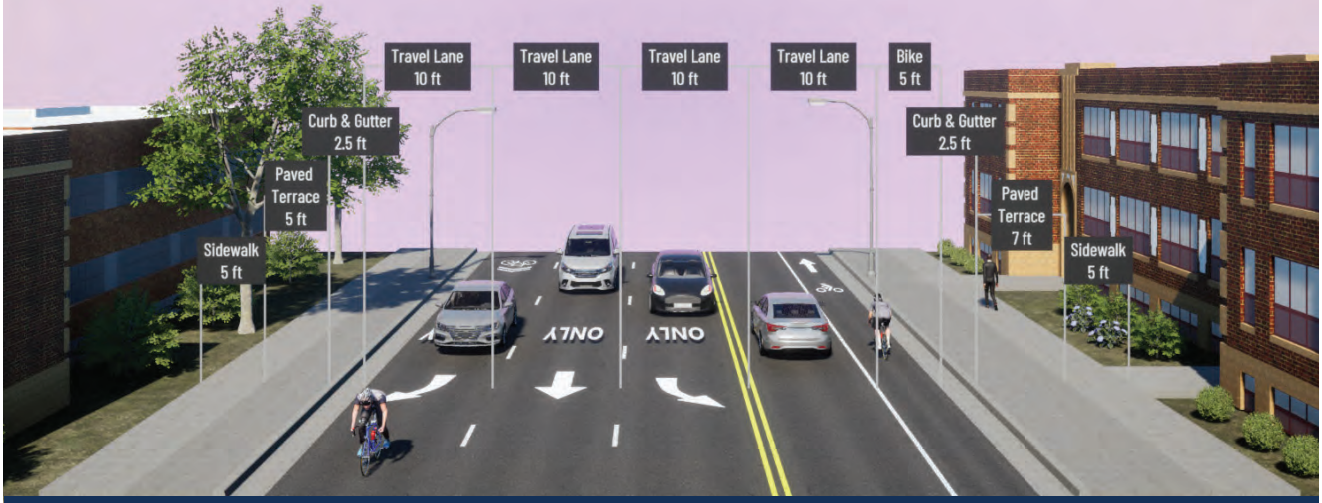
Wauwatosa Avenue, Harmonee Avenue to Milwaukee Avenue



Pavement replacement and upgrade pedestrian facilities.

Widen travel lanes from 9-feet to 10-feet.

Wauwatosa Avenue, Milwaukee Avenue to Warren Avenue



Pavement replacement and curb ramp upgrades.

Add southbound right-turn lane and improve overall lane assignment.

PROPOSED TYPICAL SECTIONS

Wauwatosa Avenue, Warren Avenue to Garfield Avenue



Pavement replacement and upgrade pedestrian facilities.

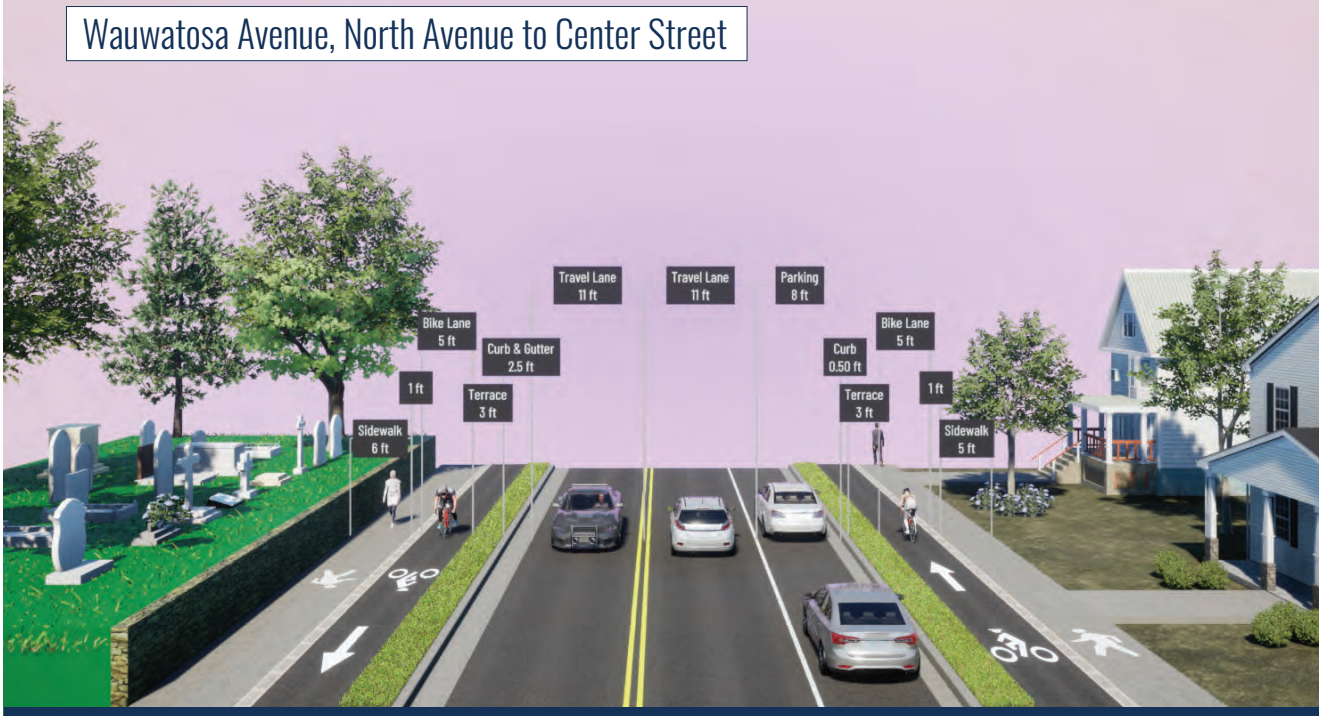
NEW

Trees within the terrace will be removed. New trees will be planted where feasible, with exact locations evaluated during final design.

NEW

A shared-use path on the west side is also being evaluated.

Wauwatosa Avenue, North Avenue to Center Street



Pavement replacement and upgrade pedestrian facilities.

Proposed separated bicycle lanes for a comfortable north-south connection for bicyclists from Rozmus Way.

Wisconsin Highway 181 Improvements: Wisconsin Avenue to Center Street



Corridor Segment 1 - Rockway Place to Chestnut Street

Glenview Avenue, Wisconsin Ave to South of St Jude Court



Existing Conditions



Proposed Conditions

Glenview Avenue, Wisconsin Ave to South of St Jude Court

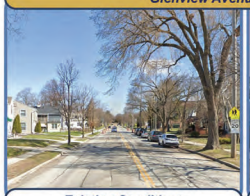


Existing Conditions



Proposed Conditions

Glenview Avenue, Avon Court to Harwood Avenue

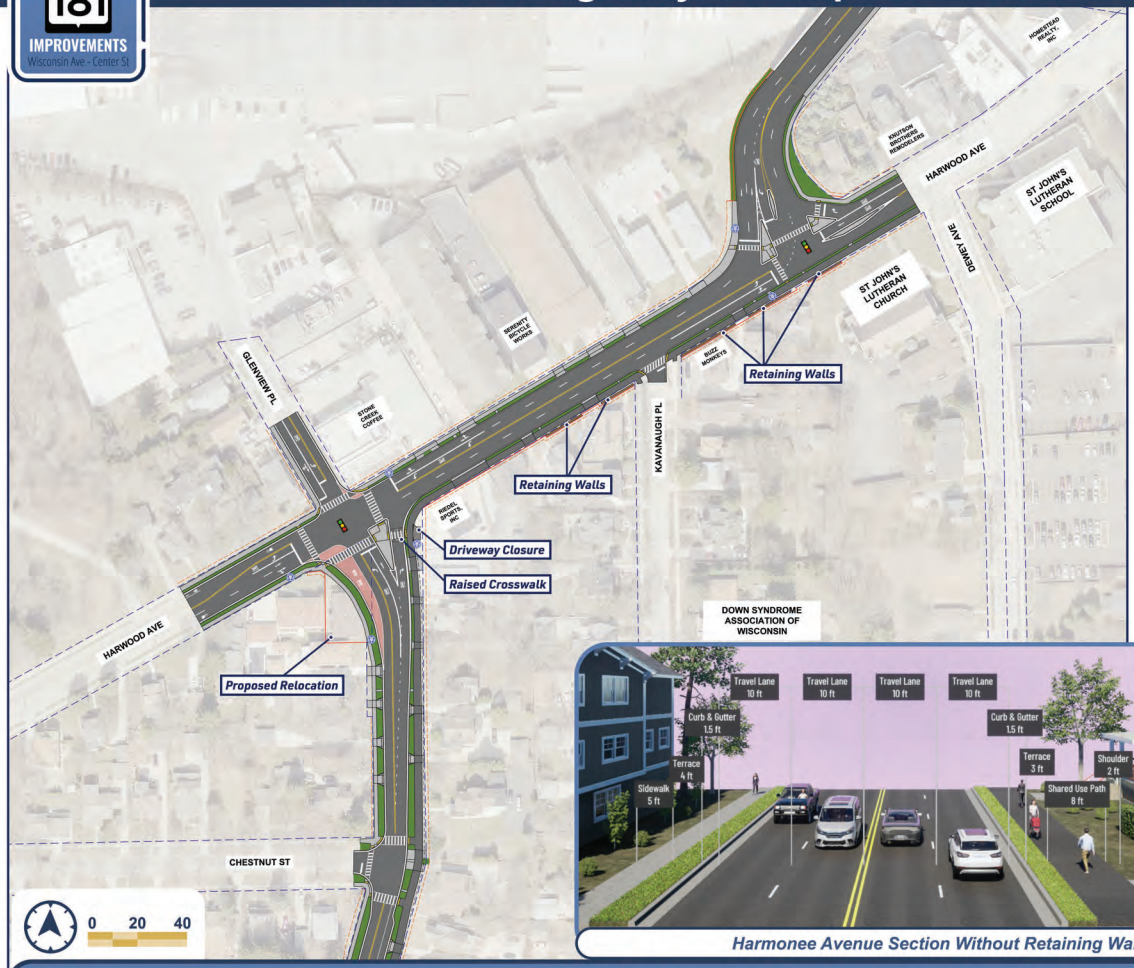


Existing Conditions



Proposed Conditions

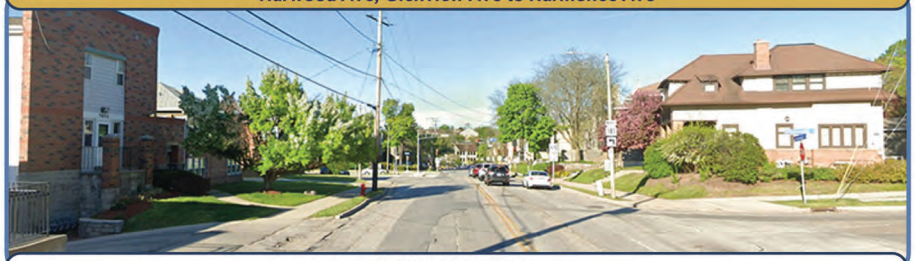
Wisconsin Highway 181 Improvements: Wisconsin Avenue to Center Street



LEGEND:

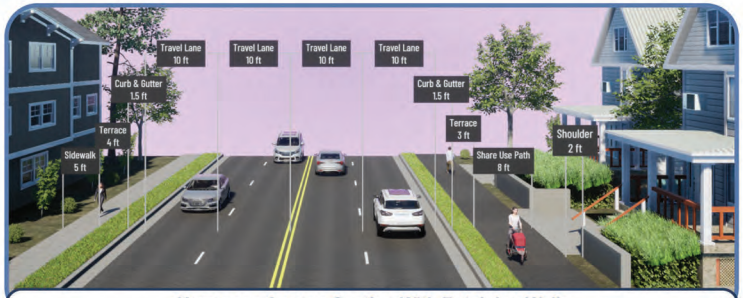
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY LIMITED EASEMENT
- HISTORIC DISTRICT (NHRP)
- HISTORIC PROPERTY (NHRP LISTED)
- EXISTING MCTS BUS STOPS
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- RAISED APRON
- GRASS TERRACE
- SIGNAL UPGRADES

Harwood Ave, Glenview Ave to Harmonee Ave



Existing Conditions

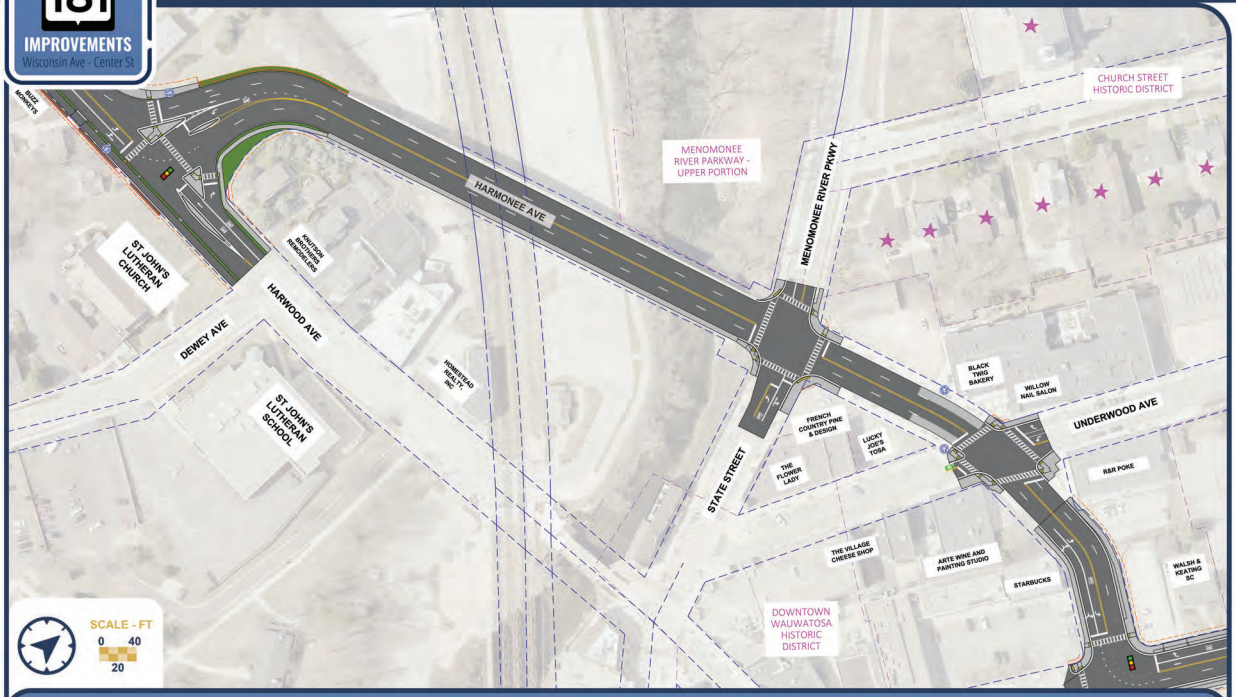
Harmonee Avenue Section Without Retaining Walls



Harmonee Avenue Section With Retaining Walls

Corridor Segment 2 - Chestnut St to Harmonee Ave *(Glenview and Harwood Intersection)*

Wisconsin Highway 181 Improvements: Wisconsin Avenue to Center Street



Corridor Segment 3 - Harmonee Ave to Underwood Ave

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY LIMITED EASEMENT
- HISTORIC DISTRICT (NHRP)
- HISTORIC PROPERTY (NHRP LISTED)
- EXISTING MCTS BUS STOPS
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- RAISED APRON
- GRASS TERRACE
- SIGNAL UPGRADES

Harmonee Ave, Menomonee River Parkway to Underwood Ave (resurfacing only)



Existing Conditions

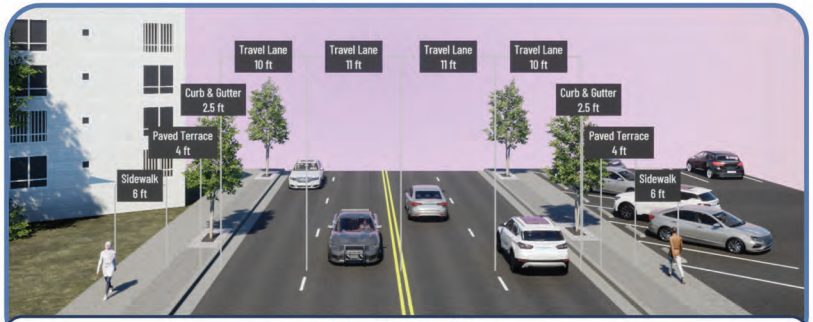
Harmonee Ave Bridge



Existing Conditions

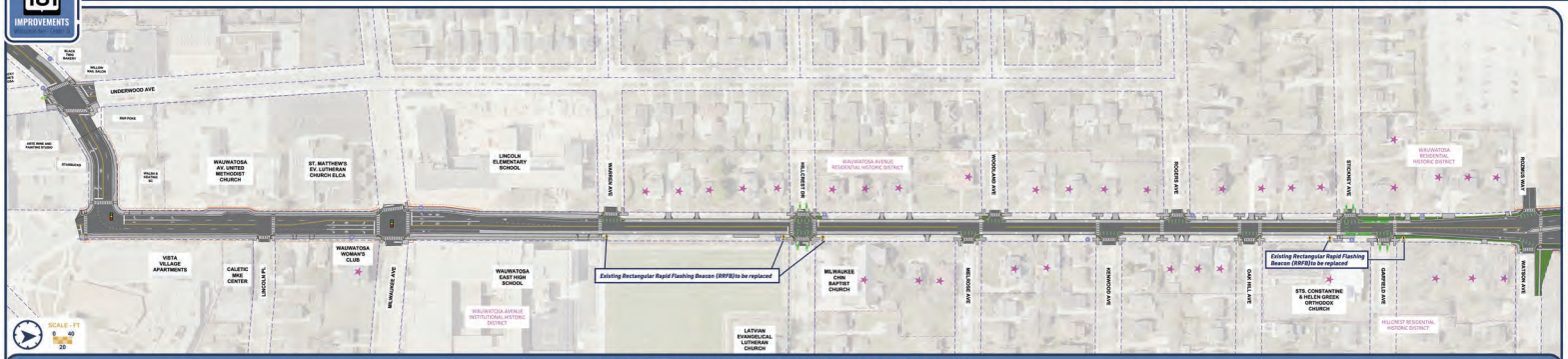


Proposed Conditions



Proposed Conditions

Wisconsin Highway 181 Improvements: Wisconsin Avenue to Center Street



Corridor Segment 4 - Underwood Ave to Watson Ave

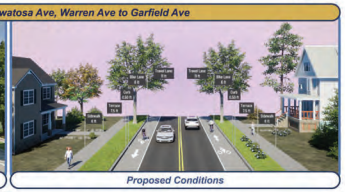
LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY LIMITED EASEMENT
- HISTORIC DISTRICT (NHRP)
- HISTORIC PROPERTY (NHRP LISTED)
- EXISTING MCTS BUS STOPS
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- RAISED APRON
- GRASS TERRACE
- SIGNAL UPGRADES

Wauwatosa Ave, Warren Ave to Garfield Ave



Existing Conditions



Proposed Conditions

Harmonee Ave, Underwood Ave to Wauwatosa Ave



Existing Conditions



Proposed Conditions

Wauwatosa Ave, Harmonee Ave to Milwaukee Ave



Existing Conditions



Proposed Conditions

Wauwatosa Ave, Milwaukee Ave to Warren Ave

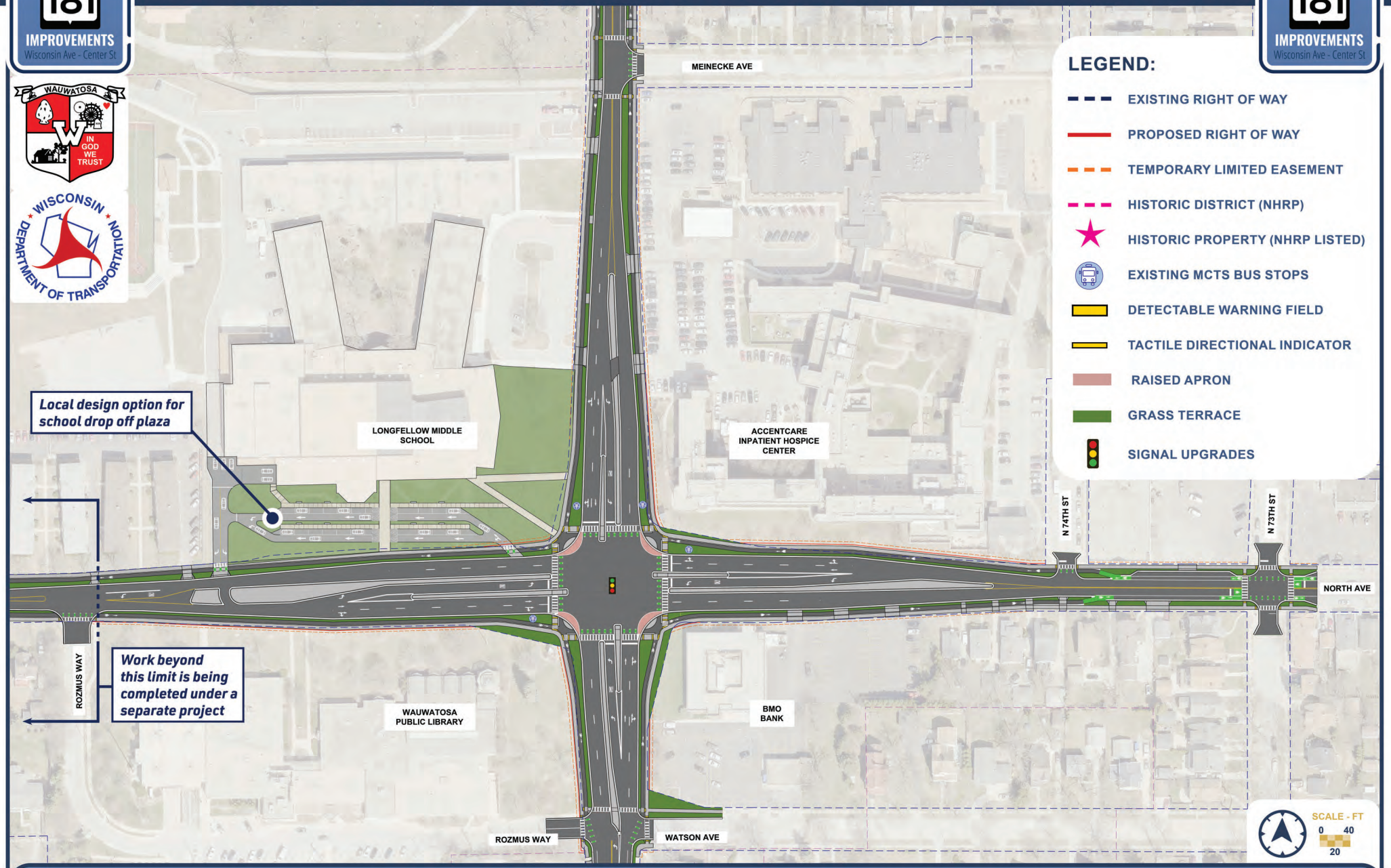


Existing Conditions



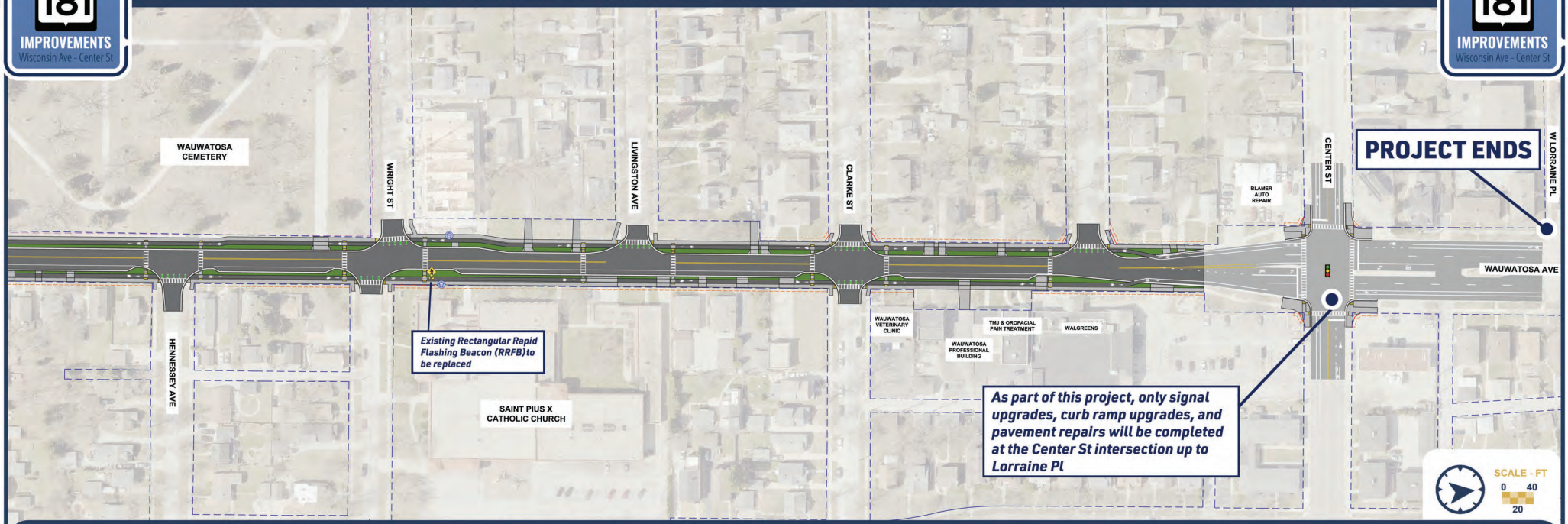
Proposed Conditions

Wisconsin Highway 181 Improvements: Wisconsin Avenue to Center Street



Corridor Segment 5 - Watson Ave to Meinecke Ave

Wisconsin Highway 181 Improvements: Wisconsin Avenue to Center Street

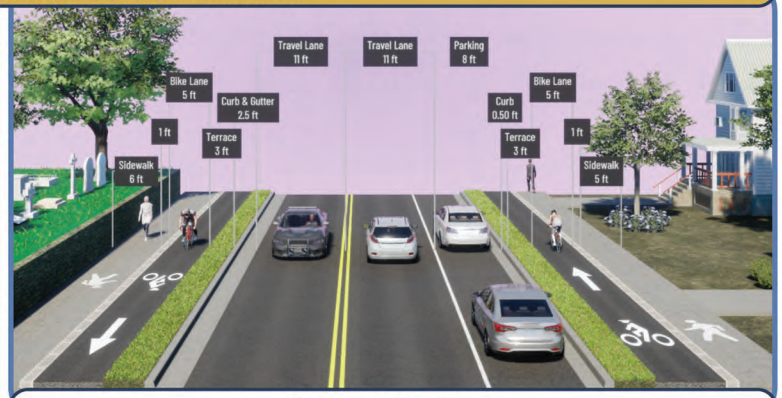


Corridor Segment 6 - Meinecke Ave to Center St

Wauwatosa Ave, North Ave to Center St



Existing Conditions



Proposed Conditions

LEGEND:

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- TEMPORARY LIMITED EASEMENT
- HISTORIC DISTRICT (NHRP)
- HISTORIC PROPERTY (NHRP LISTED)
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- DETECTABLE WARNING FIELD
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- RAISED APRON
- GRASS TERRACE
- SIGNAL UPGRADES

WAUWATOSA IN GOD WE TRUST

WISCONSIN DEPARTMENT OF TRANSPORTATION