# 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.



Curb ramps and sidewalks are not ADA-compliant.




Signals and traffic control equipment are outdated.



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



No continuous accomodations for bicycles or consistent pedestrian access.

## GOALS:

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

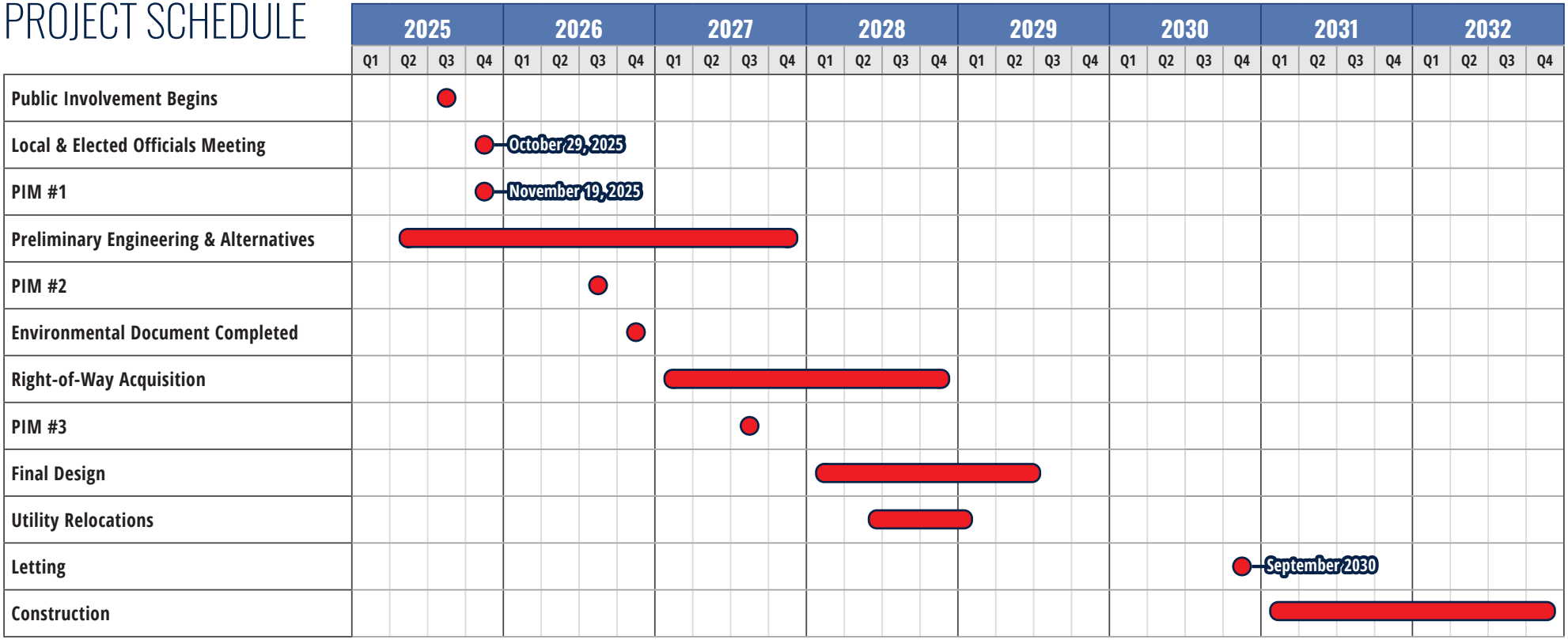
### ENHANCE MOBILITY
Support reliable traffic flow for vehicles while balancing pedestrian, bicycle, and transit needs.

### 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, traffic control, and pedestrian facilities to current design and ADA standards.

# WIS 181 IMPROVEMENTS
## Wisconsin Avenue – Center Street

## PROJECT SCHEDULE



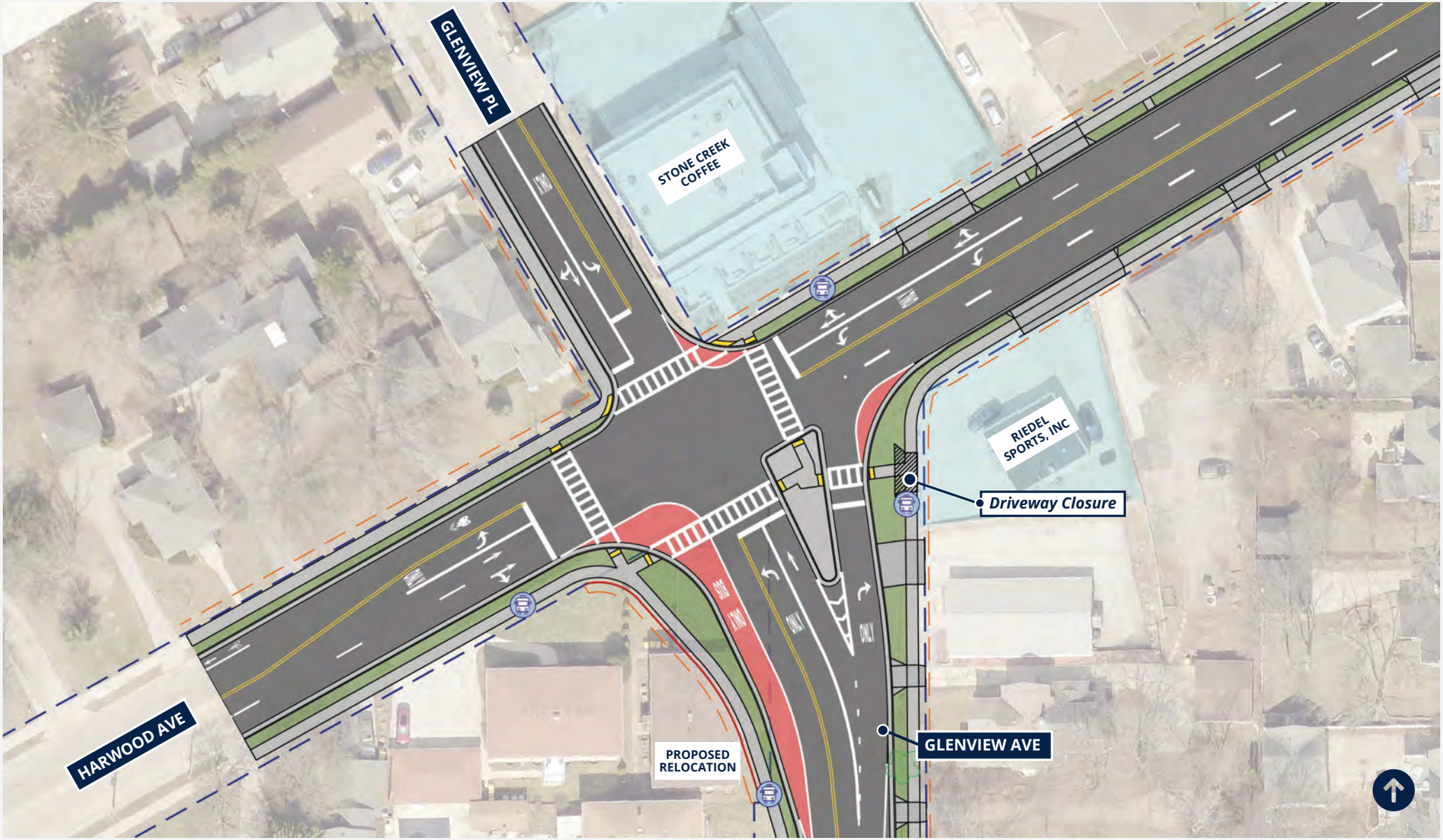

Construction could start as early as 2030 if funding is available.

**NEXT STEPS:**

- REFINED/PREFERRED ALTERNATIVES AT PIM #2
- PREPARATION OF ENVIRONMENTAL DOCUMENT
- PIM #3: PREFERRED ALTERNATIVE/ CONSTRUCTION STAGING & DETAILS

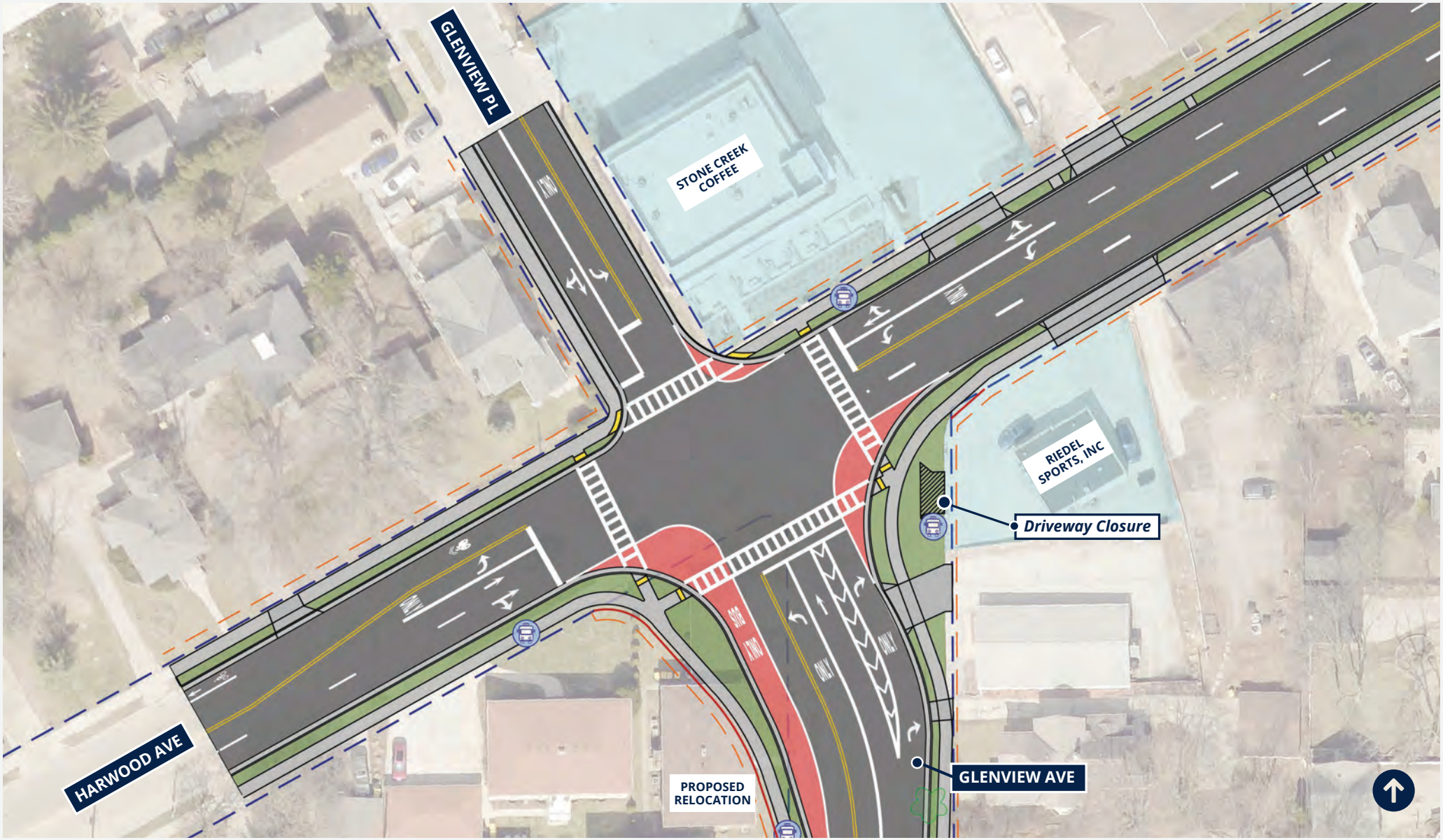
# GLENVIEW AVENUE & HARWOOD AVENUE

## ALTERNATIVE 1: With right-turn slip lane



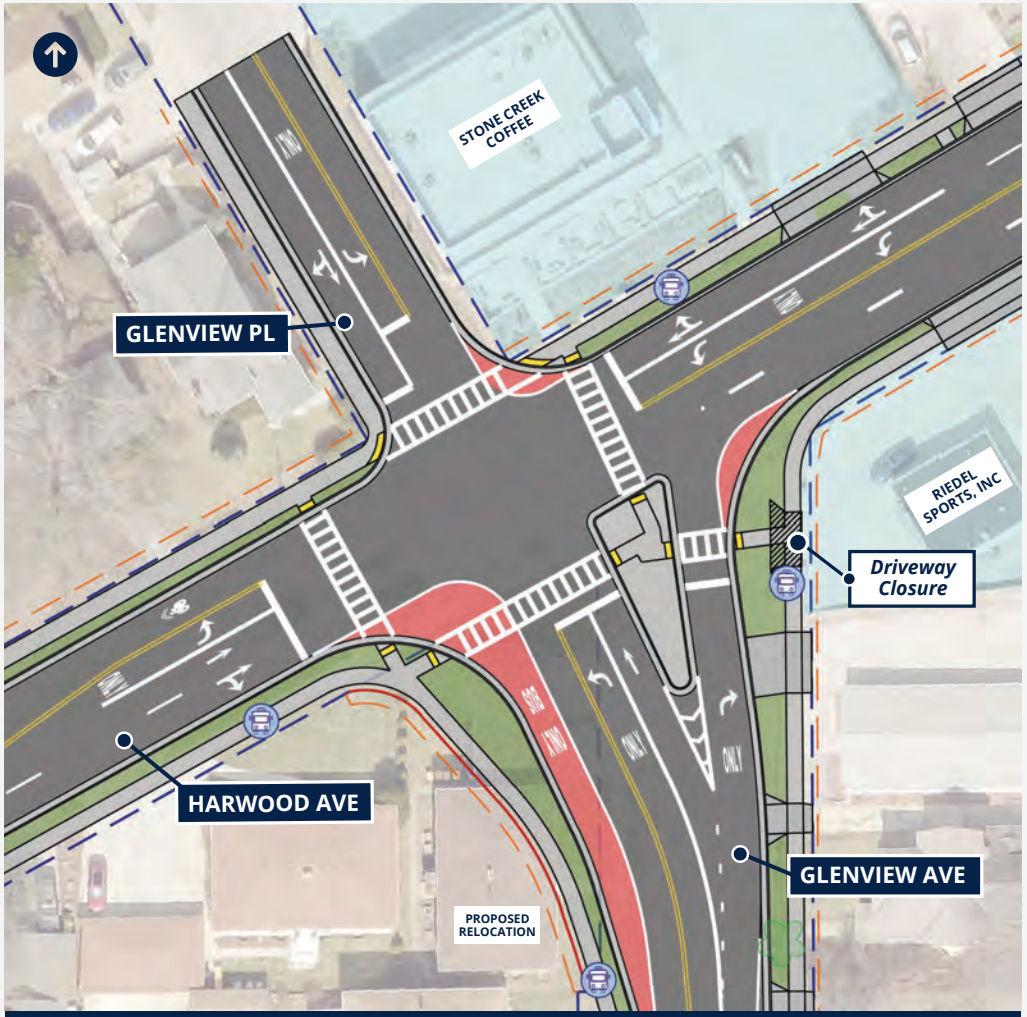
# GLENVIEW AVENUE & HARWOOD AVENUE

## ALTERNATIVE 2: Without slip lane



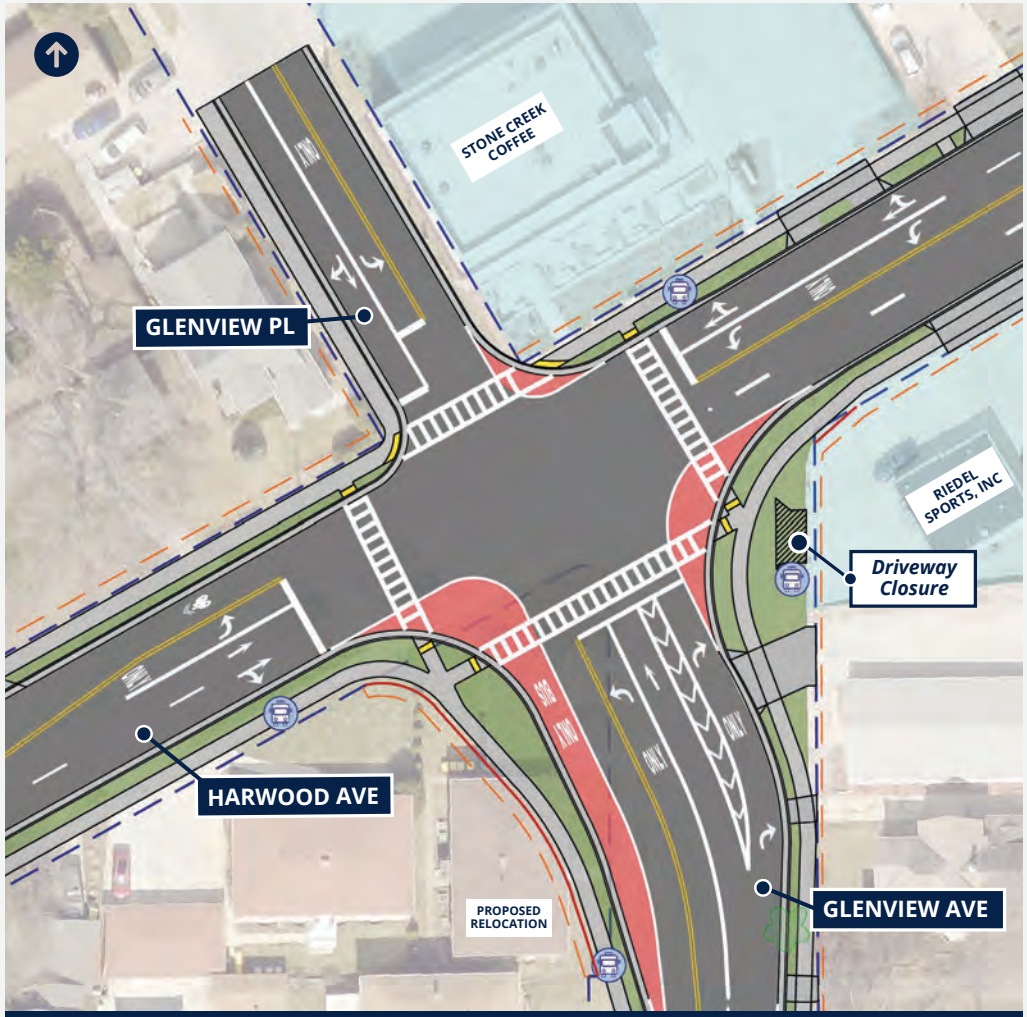
# GLENVIEW AVENUE & HARWOOD AVENUE

Realign Glenview Avenue to meet Glenview Place, new four-way intersection




## ALTERNATIVE #1

WITH RIGHT-TURN SLIP LANE




## ALTERNATIVE #2

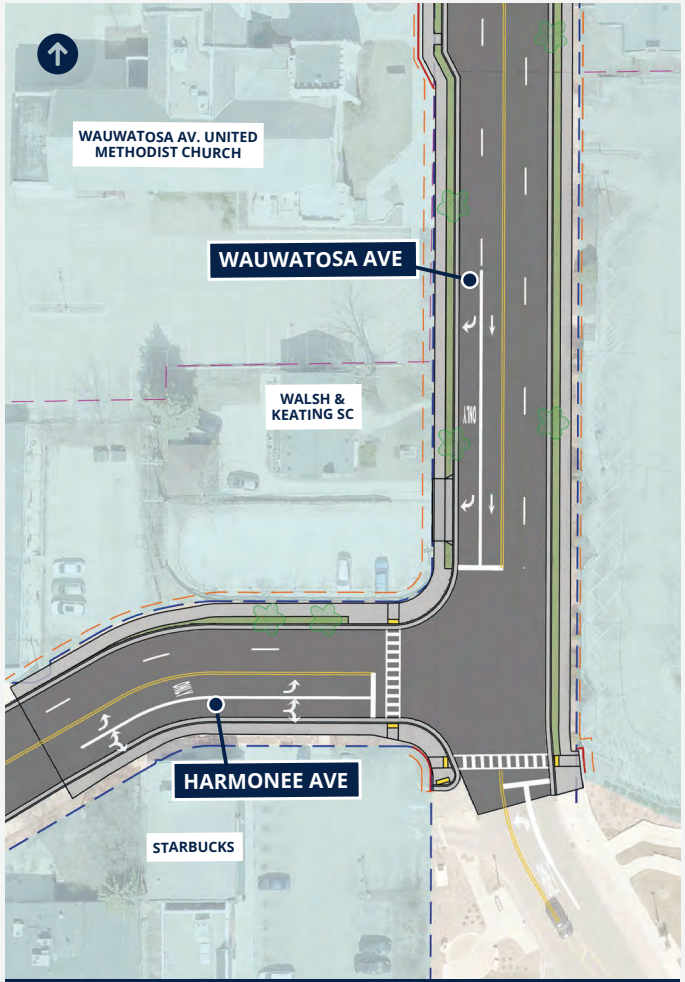
WITHOUT RIGHT-TURN SLIP LANE

# HARWOOD AVENUE TO MILWAUKEE AVENUE



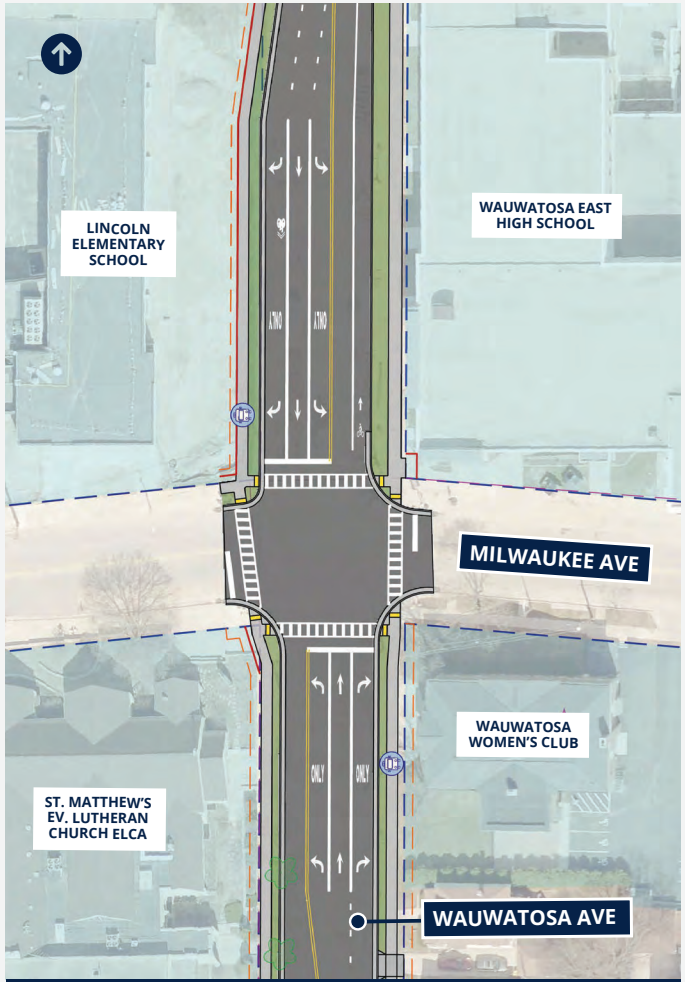

## HARWOOD AVE & HARMONEE AVE

**Proposed changes include a new eastbound lane configuration & a longer southbound left-turn lane to improve traffic flow.**




## HARMONEE AVE & WAUWATOSA AVE

**Safer intersection design with better operations.**

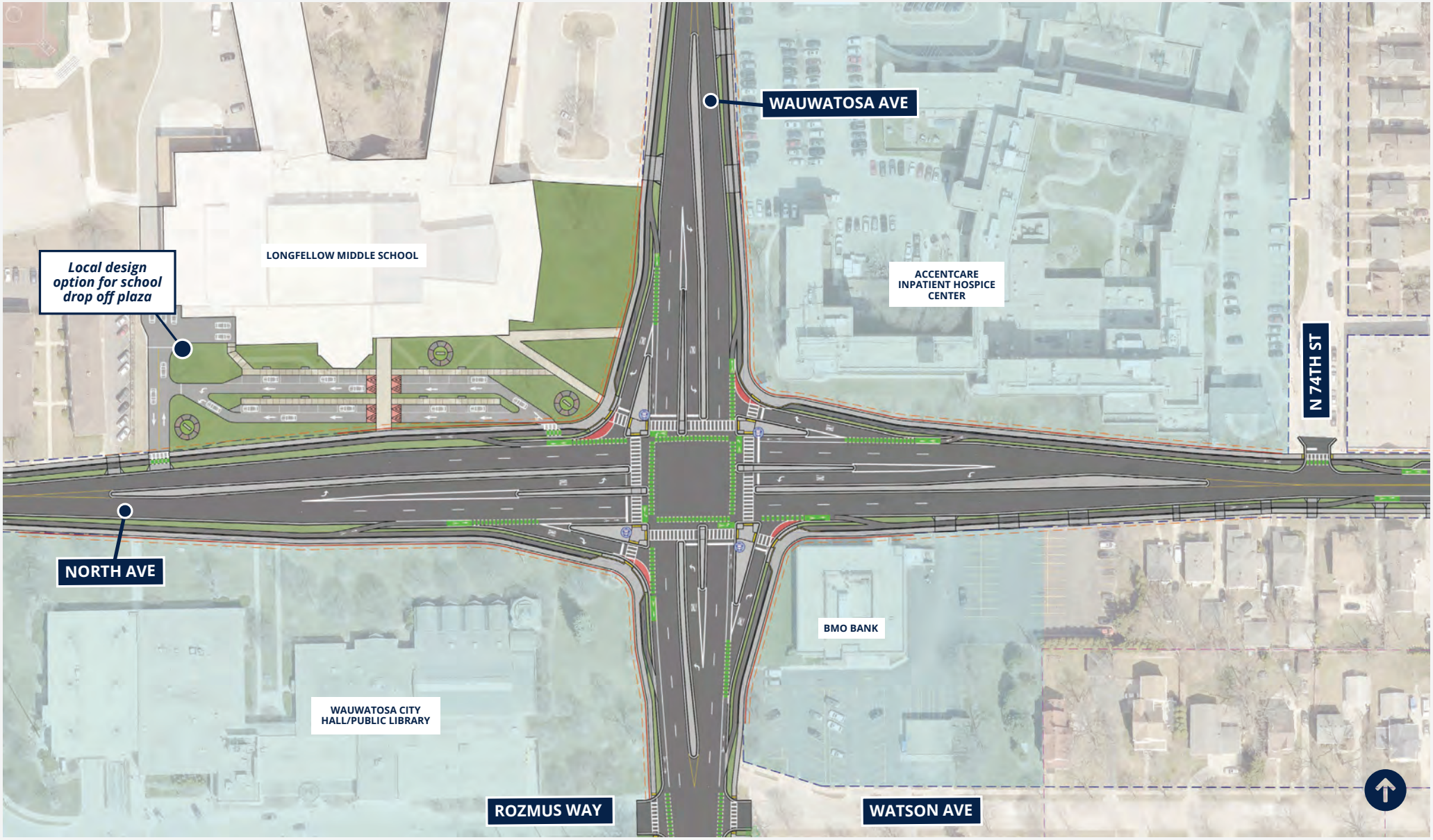



## WAUWATOSA AVE & MILWAUKEE AVE

**Improved crossings and more consistent traffic flow.**

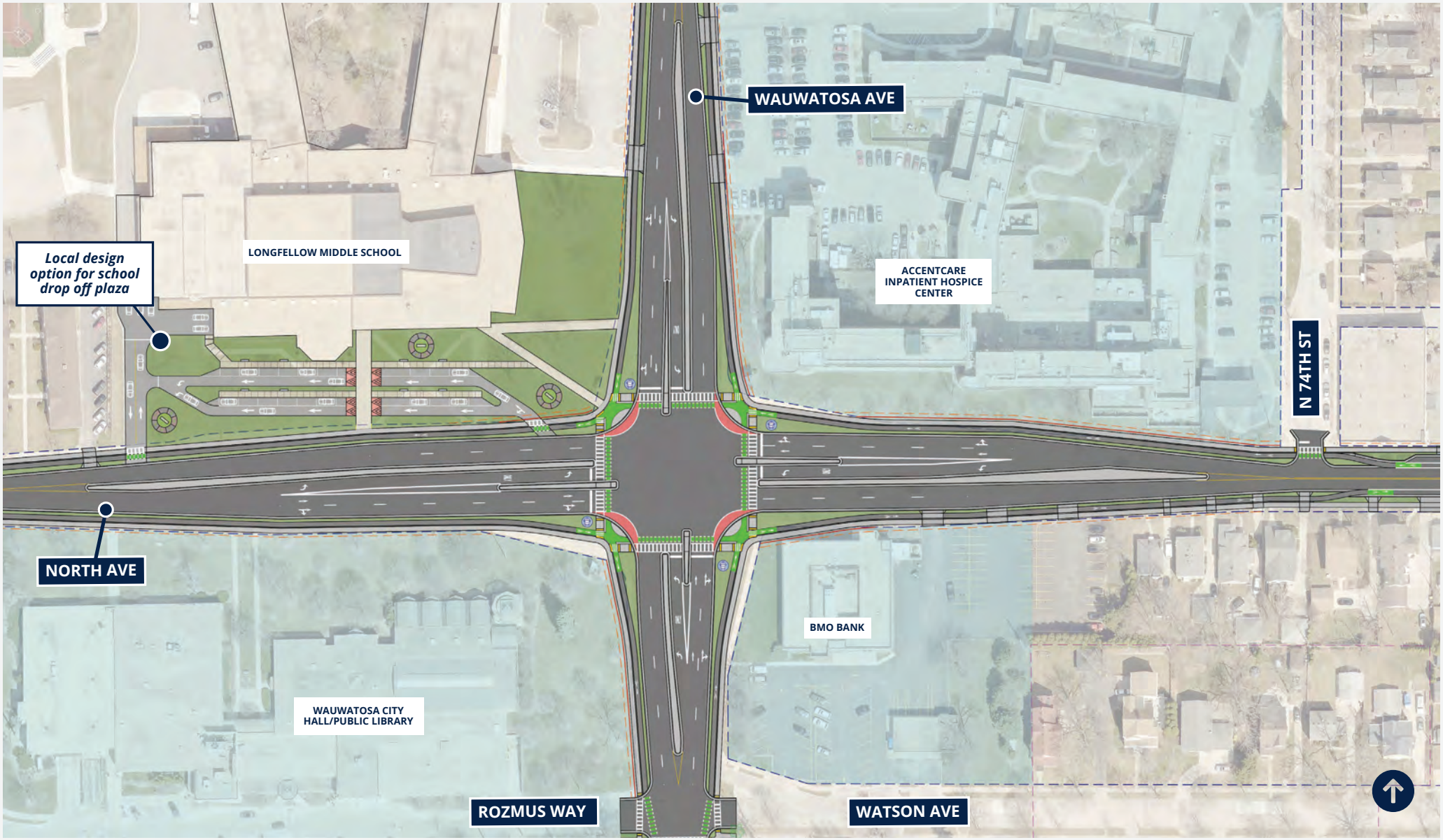
# WAUWATOSA AVENUE & NORTH AVENUE

## ALTERNATIVE 1: With right-turn slip lane

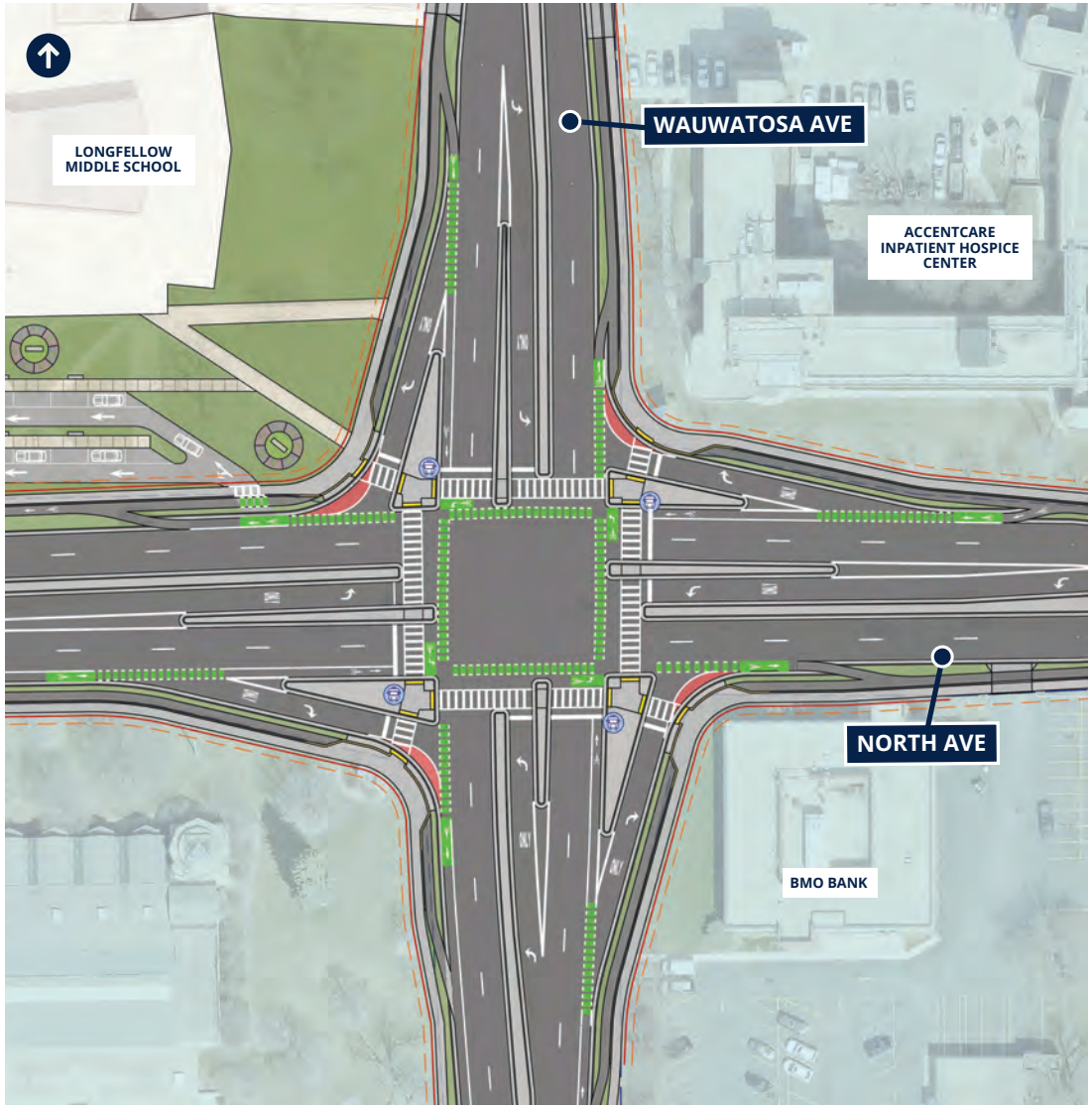


# WAUWATOSA AVENUE & NORTH AVENUE

## ALTERNATIVE 2: Protected Intersection (without right-turn slip lane)



# WAUWATOSA AVENUE & NORTH AVENUE




## ALTERNATIVE #1: KEEP SLIP LANES

*(Similar to today)*

Cars turning right use separate "slip lanes" that curve around the corner. These lanes let vehicles turn without waiting at the traffic signal.

### BENEFITS:

- Moves cars through the intersection more efficiently
- Keeps traffic flowing, especially for right turns
- Provides an option for an improved drop-off area at Longfellow

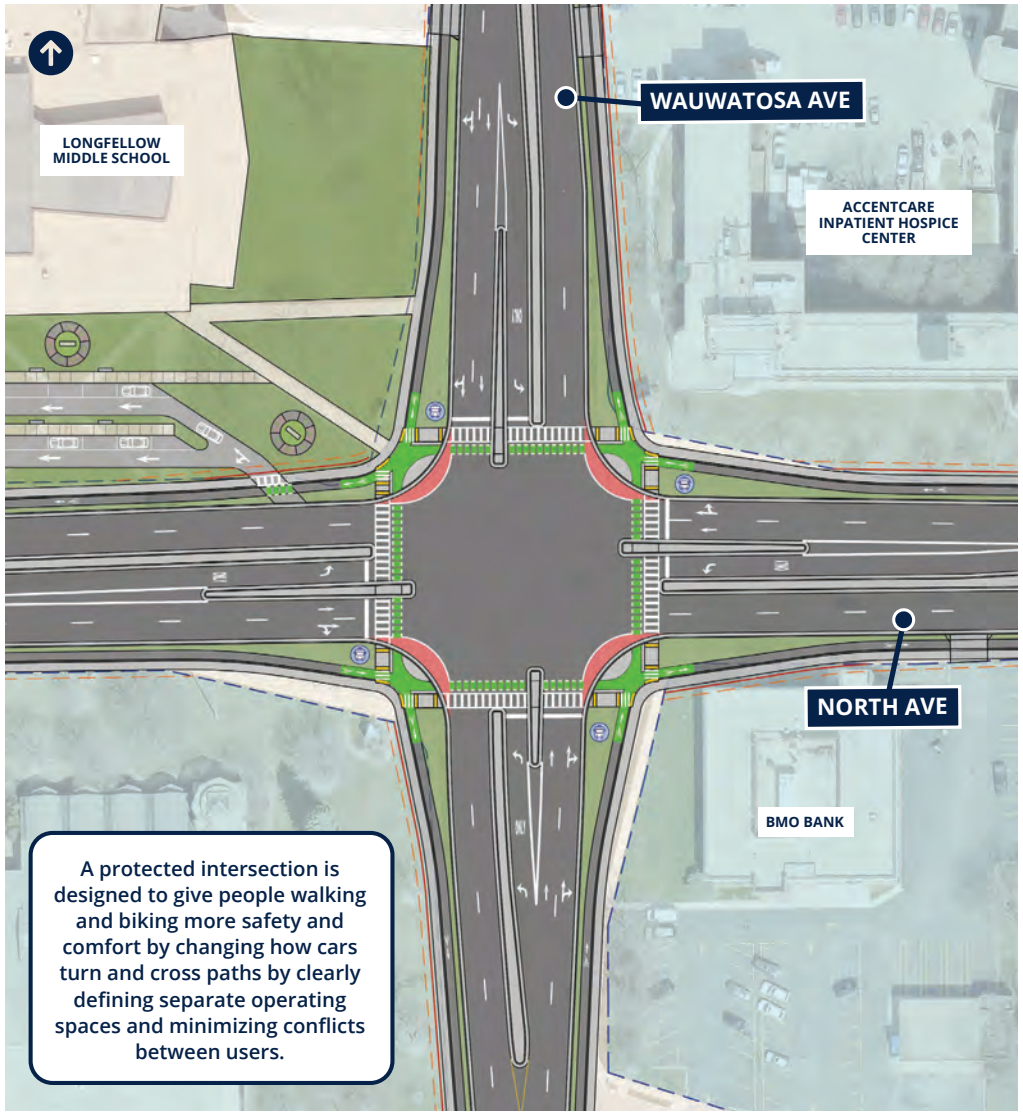
### CHALLENGES:

- Longer pedestrian crossings, though provides more refuge areas
- More conflict points with vulnerable users
- Little room for landscaping on corners

### DEFINITION:

A slip lane (also called a right-turn channelized lane) is a separate lane that allows vehicles to make a right turn at an intersection, typically separated from the main roadway by a triangular island.

# WAUWATOSA AVENUE & NORTH AVENUE




A protected intersection is designed to give people walking and biking more safety and comfort by changing how cars turn and cross paths by clearly defining separate operating spaces and minimizing conflicts between users.

## ALTERNATIVE #2: PROTECTED INTERSECTION

*(Remove slip lanes)*

All right turns happen at the signal. Bike lanes remain protected as they continue through the intersection.

### BENEFITS:

- Shorter pedestrian crossings
- Improve safety and visibility for pedestrians and bikes; bikes cross at the intersection similar to pedestrians
- Fewer conflict points
- More grass areas, landscaping is limited to low growth items to avoid sight distance issues.
- Provides an option for an improved drop-off area at Longfellow

### CHALLENGES:

- Delays and traffic back ups will be longer, especially at peak times
- Queues will block more adjacent driveways and intersections
- Requires careful design coordination for signals and markings

### ELEMENTS OF A PROTECTED INTERSECTION:

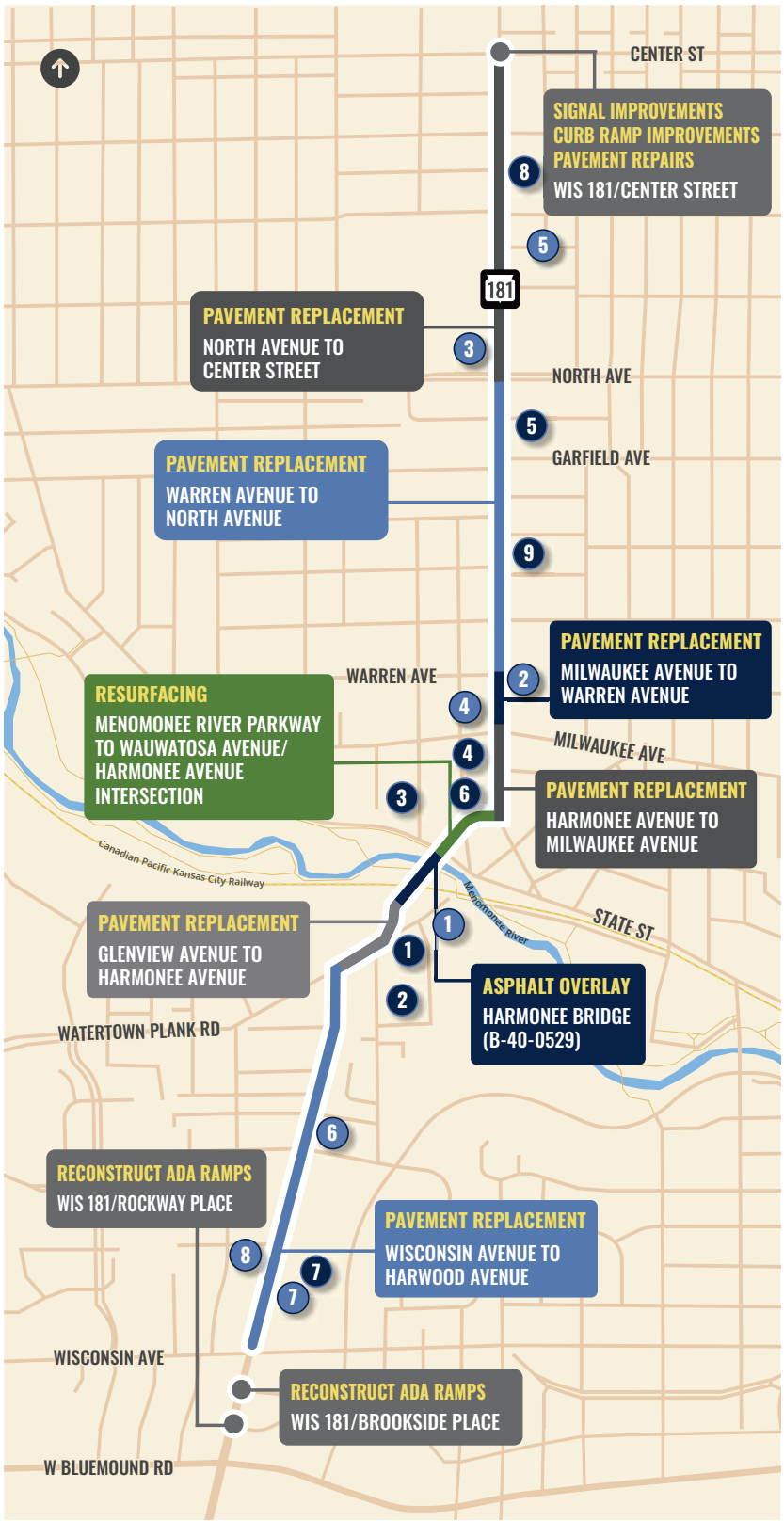
Protected bike lanes continue through the corner, so bicyclists don't merge into traffic

Fewer conflict points overall — reducing bike-vehicle conflicts compared to slip lanes

Bikes cross at the intersection, similar to pedestrians

# WIS 181 IMPROVEMENTS
## Wisconsin Avenue – Center Street

# STUDY AREA/CORRIDOR MAP




## KEY LANDMARKS:

### SCHOOLS:

1. St. Johns 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. Matthews 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.



### CRASH PATTERNS & QUEUING

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



### PEDESTRIAN SAFETY CONCERNS

- Substandard curb ramps and bus stops throughout the corridor don't meet ADA 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 conflicts.
- **Bridge over the river and railroad:** Existing sidewalk only 5 feet wide.
- **North Avenue – Center Street:** Current on-street bike lanes are narrow.




### TRANSIT & SAFETY CONFLICTS

- Buses currently stop in travel lanes, which creates conflicts with cars and bikes.



### 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.

# Wisconsin Highway 181 Improvements: Wisconsin Avenue to Center Street




*Corridor Segment 1 - Rockway Place to Wisconsin Avenue (Project Start) 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*

**LEGEND:**

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

# Wisconsin Highway 181 Improvements: Wisconsin Avenue to Center Street




**Corridor Segment 2 - Chestnut St to Harmonee Ave** *(Glenview and Harwood Intersection Option 1)*

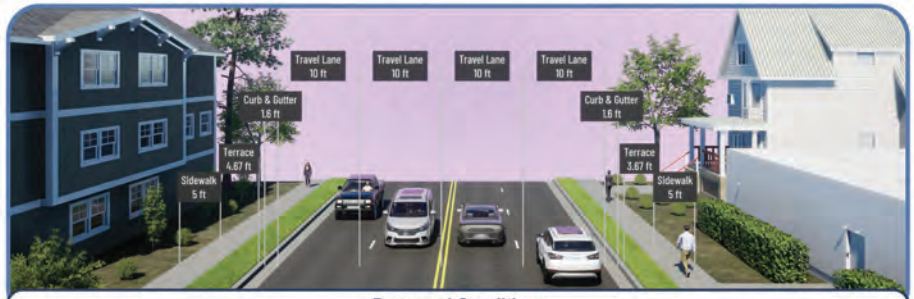
## LEGEND:

- EXISTING RIGHT OF WAY
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- HISTORIC DISTRICT (NHRP)
- HISTORIC PROPERTY (NHRP LISTED)
- PROPOSED MCTS BUS STOPS
- EXISTING TREES IN TERRACE
- DETECTABLE WARNING FIELD
- TACTILE DIRECTIONAL INDICATOR
- RAISED APRON

***Harwood Ave, Glenview Ave to Harmonee Ave***



*Existing Conditions*




*Proposed Conditions*

# Wisconsin Highway 181 Improvements: Wisconsin Avenue to Center Street




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

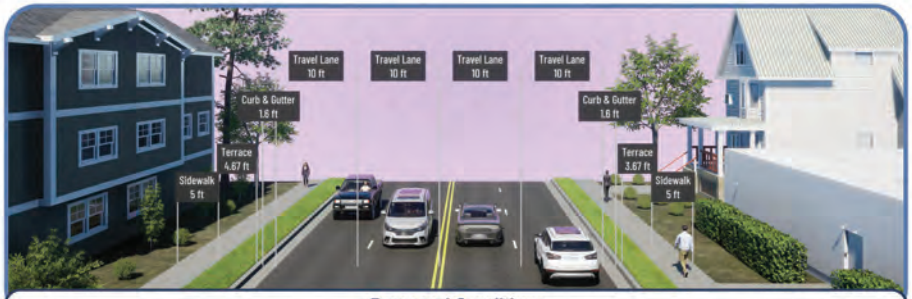
## LEGEND:

- EXISTING RIGHT OF WAY
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- TEMPORARY LIMITED EASEMENT
- HISTORIC DISTRICT (NHRP)
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### *Harwood Ave, Glenview Ave to Harmonee Ave*

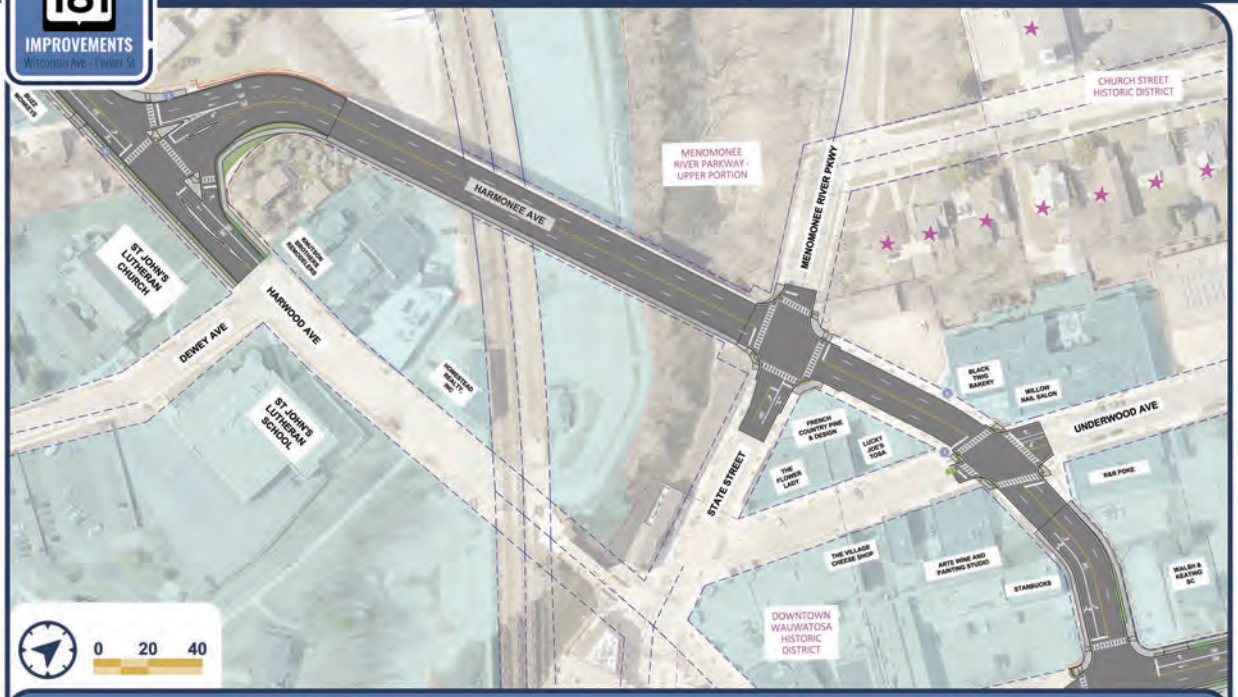


*Existing Conditions*




*Proposed Conditions*

# 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)
- PROPOSED MCTS BUS STOPS
- EXISTING TREES IN TERRACE
- DETECTABLE WARNING FIELD
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- RAISED APRON

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



Existing Conditions

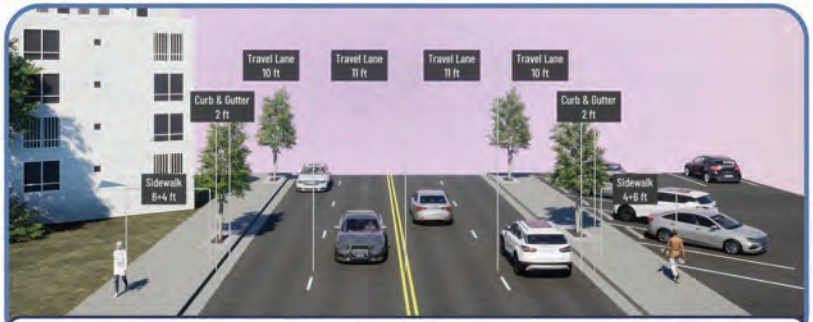
### Harmonee Ave Bridge



Existing Conditions

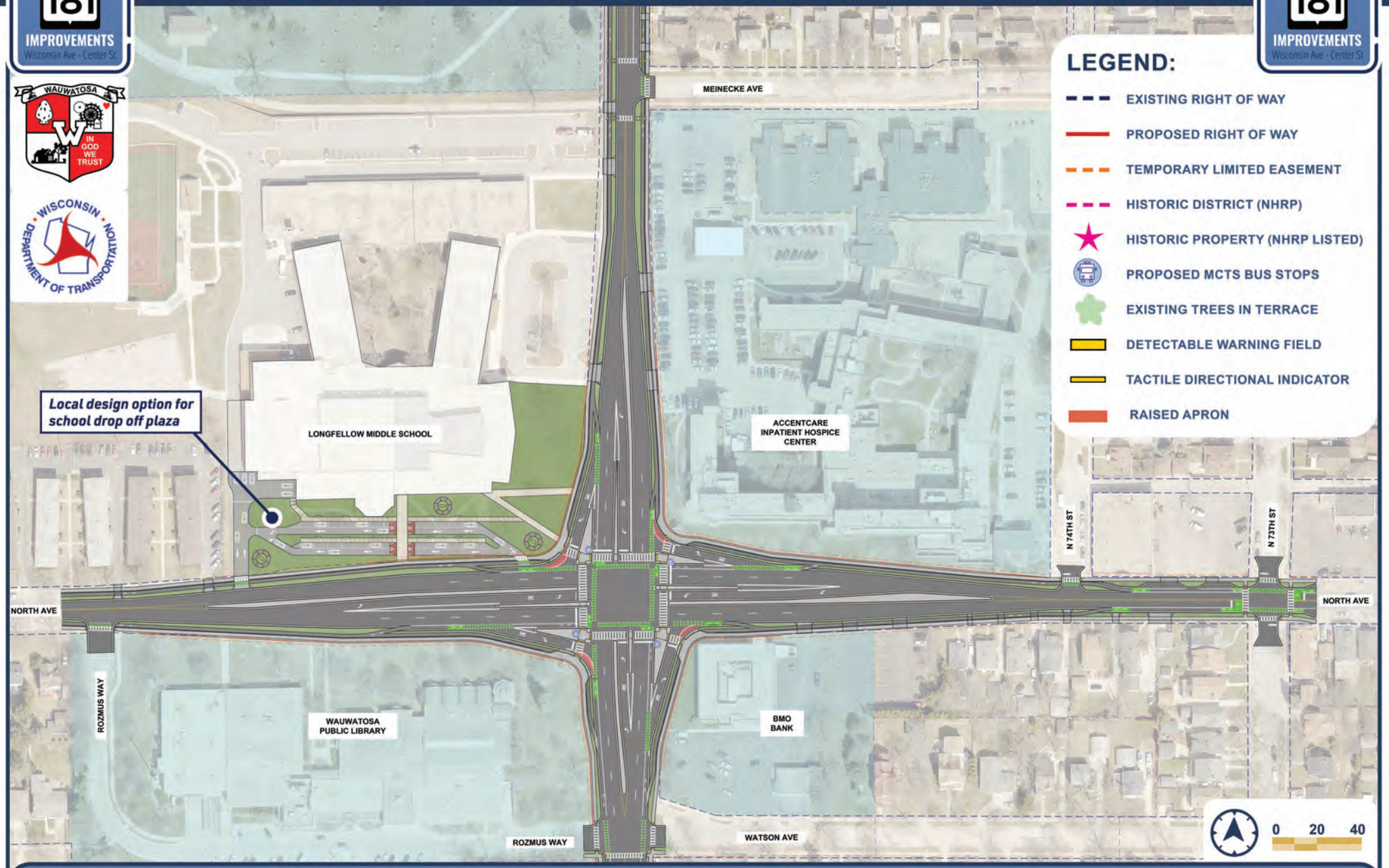



Proposed Conditions



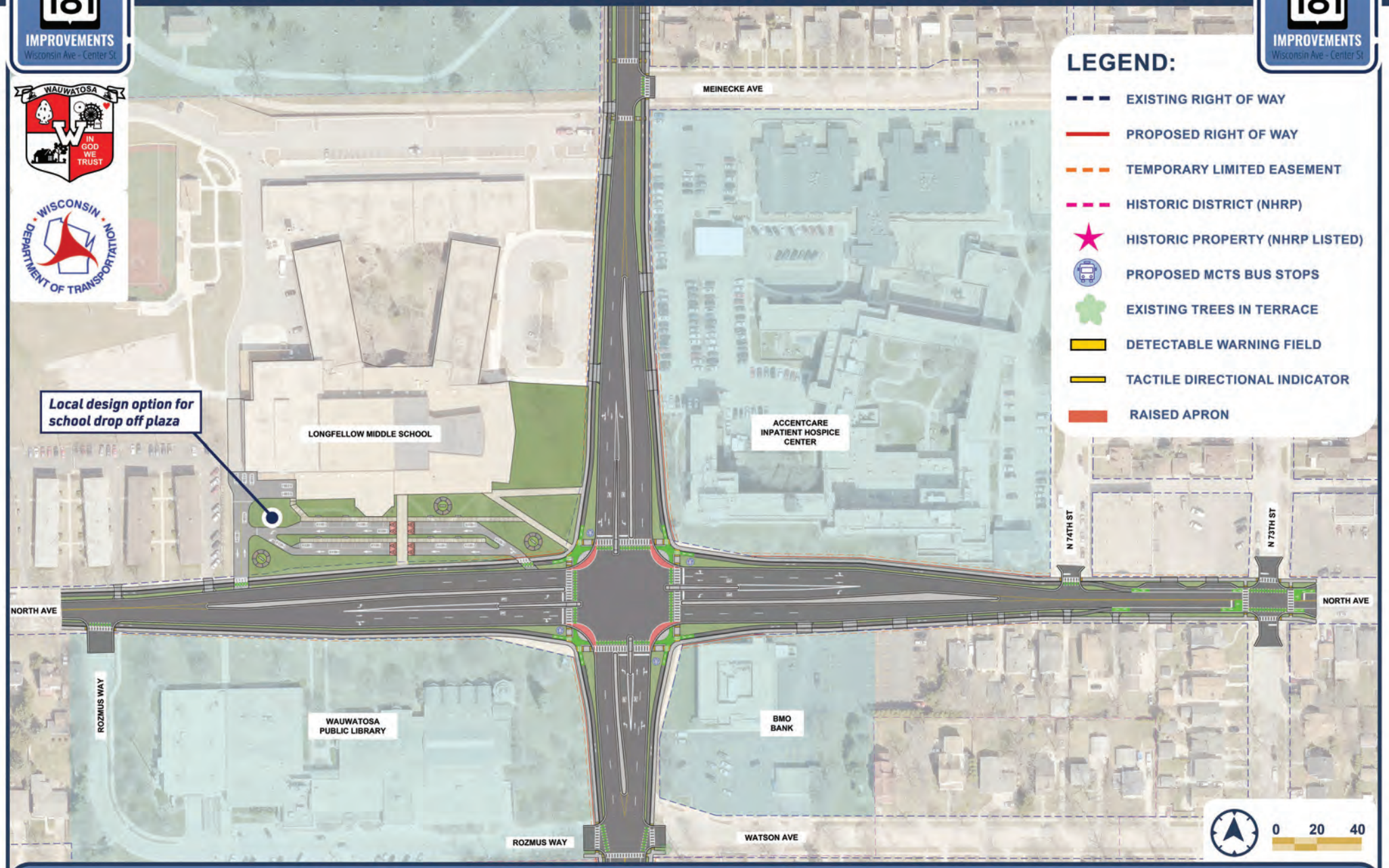

Proposed Conditions

# Wisconsin Highway 181 Improvements: Wisconsin Avenue to Center Street




## Corridor Segment 5 - Watson Ave to Meinecke Ave *(North Ave Option 1)*

# Wisconsin Highway 181 Improvements: Wisconsin Avenue to Center Street




## Corridor Segment 5 - Watson Ave to Meinecke Ave *(North Ave Option 2)*

# Wisconsin Highway 181 Improvements: Wisconsin Avenue to Center Street

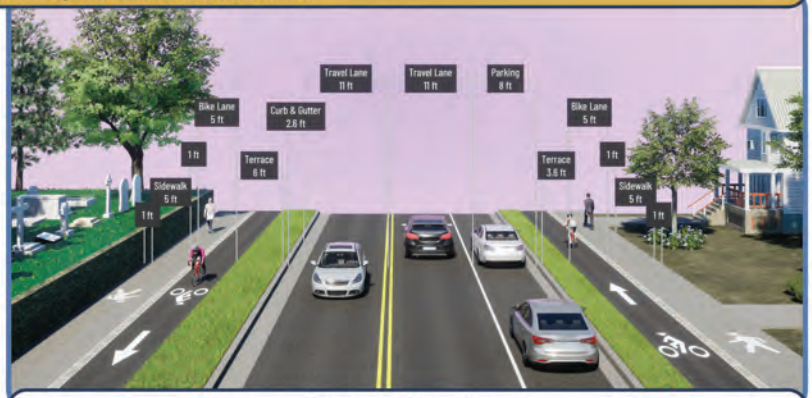



## Corridor Segment 6 - Meinecke Ave to Center St

### 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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# 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, is 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:**

Wisconsin Department of Transportation
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