



NORTH AVENUE RECONSTRUCTION PROJECT

North Avenue Reconstruction Project

CSS Meeting #6

April 13, 2016

Agenda

- Convene the Meeting
- Review of CSS Advisory Group Meetings 1 - 5
- Project Update
- Public Meeting Debrief
- Next Steps & Schedule Update
- Adjourn



NORTH AVENUE RECONSTRUCTION PROJECT

REVIEW OF CSS ADVISORY GROUP MEETINGS 1 – 5

CSS Meeting #1

- Issues affecting North Avenue
 - Speeding, access, lack of bike/ped facilities, good visual setting, RR crossing delays & safety, roadway configuration
- Vision for the future North Avenue
 - Better intersection configurations, safety, address speeding, stormwater treatment, stormwater treatment

CSS Meeting #2

- Individual and group weighting exercises
 - Improve access to/from North Avenue
 - Address speeding/safety
 - Improve curves/intersections

CSS Meeting #3

- Crash analysis & discussion
- Review of “draft” Purpose and Need
 - Safety, capacity, roadway deficiencies, consistency with local plans
- Proposed typical sections
- Locations for traffic counts and speed study

CSS Meeting #4

- Drainage & stormwater process discussion
- Speed survey and traffic counts results and discussion
- Walk through of the initial alternatives

CSS Meeting #5

- Refined Purpose and Need
- Traffic Discussion
- Traffic Calming
- Revised Alternatives



NORTH AVENUE RECONSTRUCTION PROJECT

PROJECT UPDATES

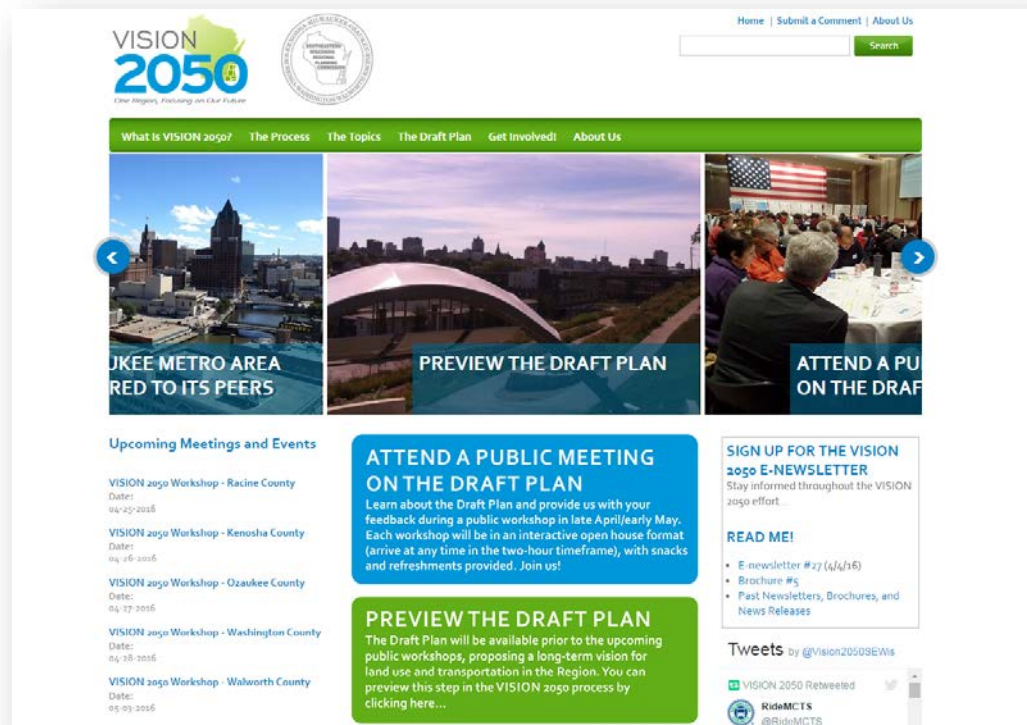


NORTH AVENUE RECONSTRUCTION PROJECT

POPULATION PROJECTIONS

SEWRPC's VISION 2050

- Land Use topics
 - Urban areas
 - Job/Housing balance
 - Rural areas
- Transportation topics
 - Public transit
 - Bicycle/Pedestrian
 - Arterials & Highways
 - Intercity travel
 - Freight



The screenshot shows the homepage of the VISION 2050 website. The header includes the logo for VISION 2050, a search bar, and navigation links for Home, Submit a Comment, and About Us. The main navigation menu lists: What is VISION 2050?, The Process, The Topics, The Draft Plan, Get Involved!, and About Us. The main content area features three large images with text overlays: 'LAKE METRO AREA RED TO ITS PEERS', 'PREVIEW THE DRAFT PLAN', and 'ATTEND A PUBLIC MEETING ON THE DRAFT PLAN'. Below these are sections for 'Upcoming Meetings and Events' listing workshops for Racine, Kenosha, Ozaukee, Washington, and Walworth counties with dates. There are also call-to-action boxes for 'ATTEND A PUBLIC MEETING ON THE DRAFT PLAN' and 'PREVIEW THE DRAFT PLAN'. A sidebar on the right contains a 'SIGN UP FOR THE VISION 2050 E-NEWSLETTER' section and a 'Tweets by @Vision2050SEWis' section.

SEWRPC's VISION 2050 will be reflected in a year 2050 regional land use and transportation plan for Southeastern Wisconsin

<http://vision2050sewis.org/Vision2050>

SEWRPC's VISION 2050

Table IV-4

FORECAST GROWTH IN THE REGION: 2050

County	Population			Households			Employment		
	Existing (2010)	Intermediate Forecast (2050)	Preliminary Recommended Plan (2050)	Existing (2010)	Intermediate Forecast (2050)	Preliminary Recommended Plan (2050)	Existing (2010)	Intermediate Forecast (2050)	Preliminary Recommended Plan (2050)
Kenosha	166,400	238,000	238,000	62,600	95,400	95,400	74,900	101,300	101,300
Milwaukee	947,700	976,700	1,011,900	383,600	409,600	424,700	575,400	608,900	627,700
Ozaukee	86,400	109,100	109,100	34,200	44,500	44,500	52,500	69,300	69,300
Racine	195,400	227,700	227,700	75,700	93,800	93,800	88,300	112,300	112,300
Walworth	102,200	140,600	140,600	39,700	58,900	58,900	52,700	69,300	69,300
Washington	131,900	180,500	180,500	51,600	74,300	74,300	63,900	87,400	87,400
Waukesha	389,900	481,400	481,400	152,700	195,900	195,900	268,900	338,400	338,400
Region	2,019,900	2,354,000	2,389,200	800,100	972,400	987,500	1,176,600	1,386,900	1,405,700

Source: U.S. Bureau of the Census and SEWRPC.

VISION 2050 WORKSHOP - WAUKESHA COUNTY

Date / Time:

05-04-2016 - 05:00 PM

Location:

Waukesha County Technical College

Richard T. Anderson Center, Conference Room C051

800 Main St

Pewaukee, WI 53072

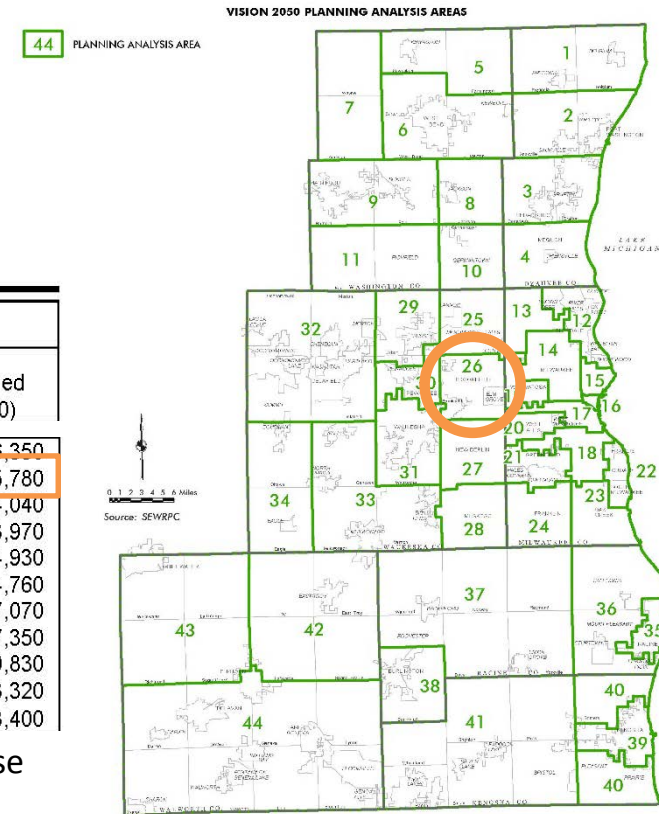
SEWRPC's VISION 2050

- Region divided into 44 Planning Analysis Areas

EXISTING AND PLANNED 2050 POPULATION, HOUSEHOLDS, AND EMPLOYMENT

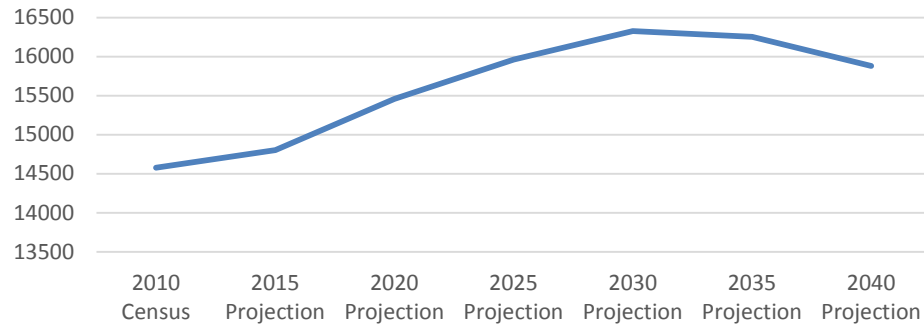
County/Planning Analysis Area	Population		Households		Employment	
	Existing (2010)	Planned (2050)	Existing (2010)	Planned (2050)	Existing (2010)	Planned (2050)
25	38,580	49,550	15,940	20,850	41,250	46,350
26	49,620	58,600	19,610	23,390	55,690	65,780
27	39,590	43,990	16,290	18,890	27,150	34,040
28	24,140	34,580	9,070	14,060	7,730	13,970
29	23,020	34,000	8,520	13,630	9,420	14,930
30	20,160	28,370	8,790	12,580	29,030	34,760
31	80,000	92,430	31,750	38,290	48,480	57,070
32	67,440	85,040	25,450	33,450	35,050	47,350
33	35,800	41,710	13,120	16,050	12,160	20,830
34	11,550	13,130	4,120	4,710	2,930	3,320
Waukesha County	389,900	481,400	152,700	195,900	268,900	338,400
	18% Increase		19% Increase		18% Increase	

Source: SEWRPC

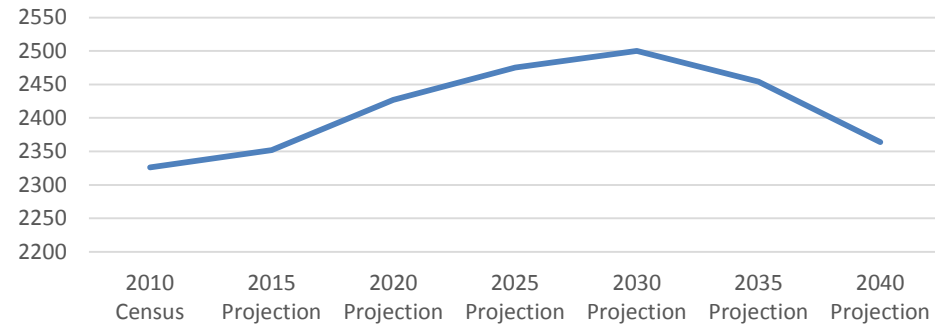


Household Projections

City of Brookfield
Households Projections



Village of Elm Grove
Households Projections



Source:

Demographic Services Center

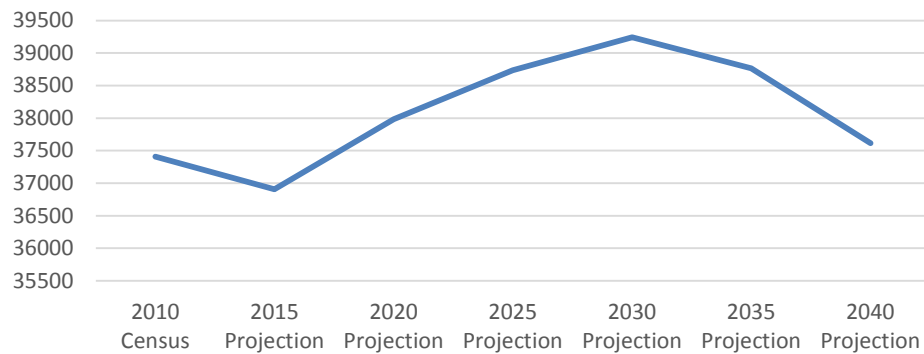
Division of Intergovernmental Relations – Department of Administration

State of Wisconsin

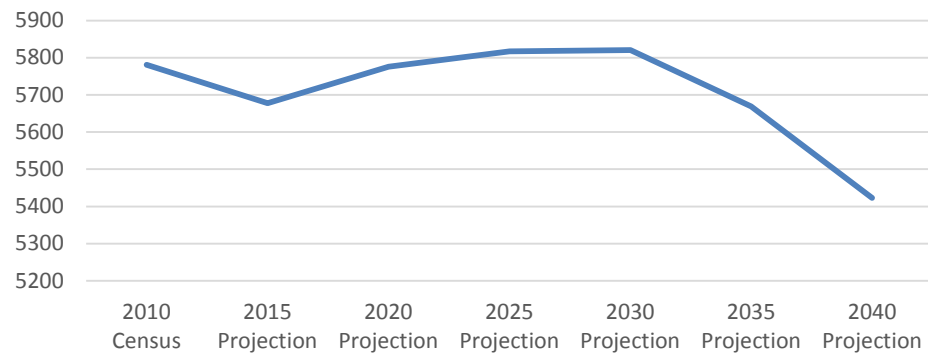
4/11/2014

Population Projections

City of Brookfield
Population Projections



Village of Elm Grove
Population Projections



Source:

Demographic Services Center

Division of Intergovernmental Relations – Department of Administration

State of Wisconsin

4/11/2014



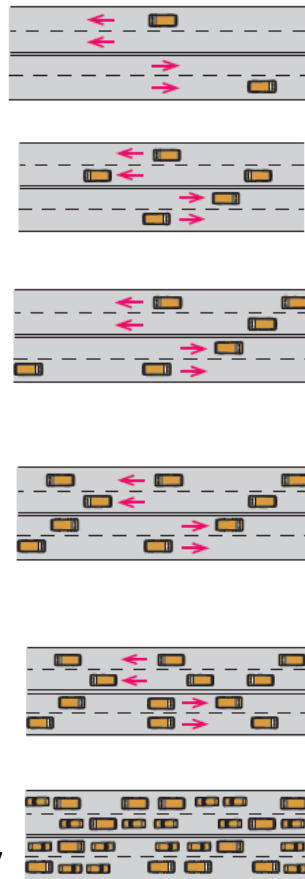
NORTH AVENUE RECONSTRUCTION PROJECT

LEVEL OF SERVICE

Level of Service (LOS) Definitions

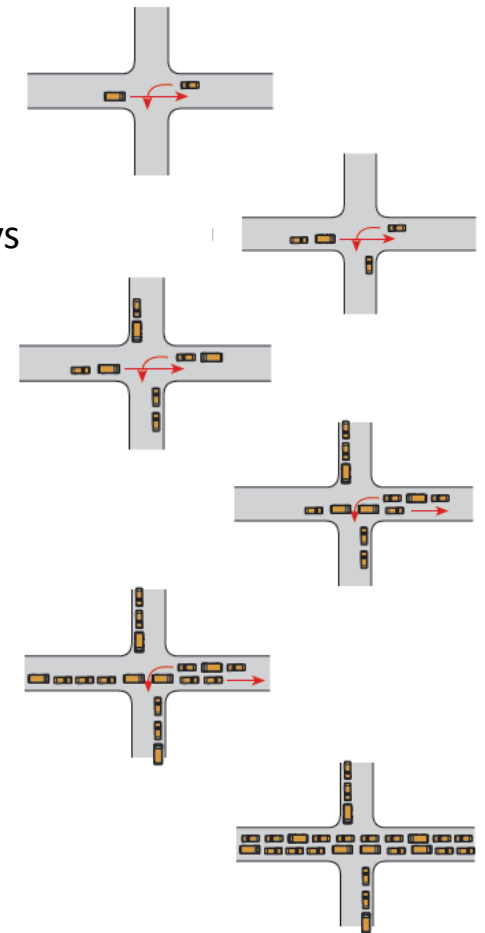
Roadway

- LOS A
 - Free flow traffic
- LOS B
 - Minimum delays
- LOS C
 - Some restricted movements
- LOS D
 - Restricted movements
 - Speeds decline
- LOS E
 - Roadway is at capacity
- LOS F
 - Demand exceeds capacity



Intersections

- LOS A
 - Minimal delays
- LOS B
 - Low level of delays
- LOS C
 - Occasional backups
- LOS D
 - Extensive delays
- LOS E
 - Intersection at capacity
- LOS F
 - Demand exceeds capacity

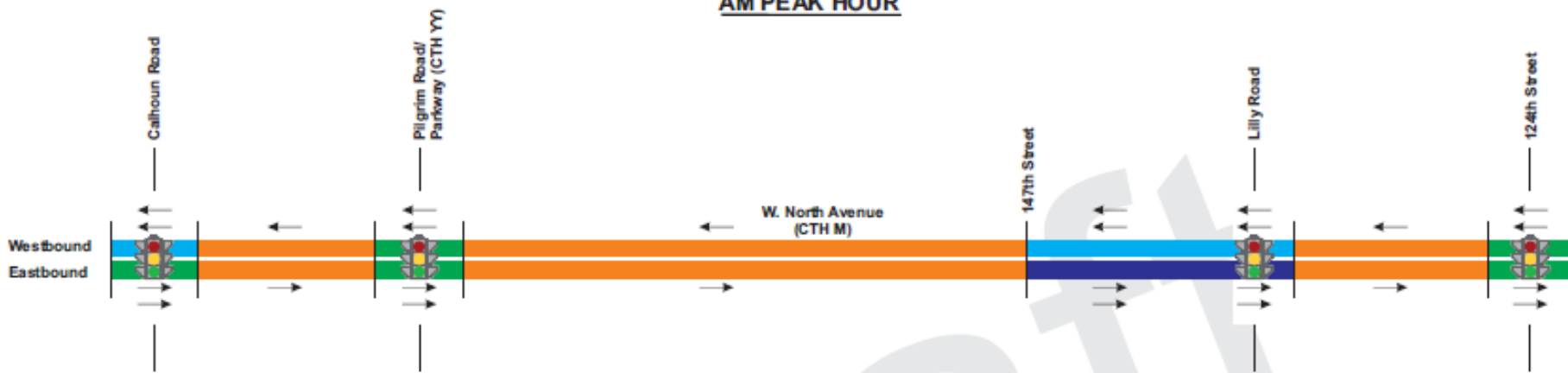


Existing Year LOS

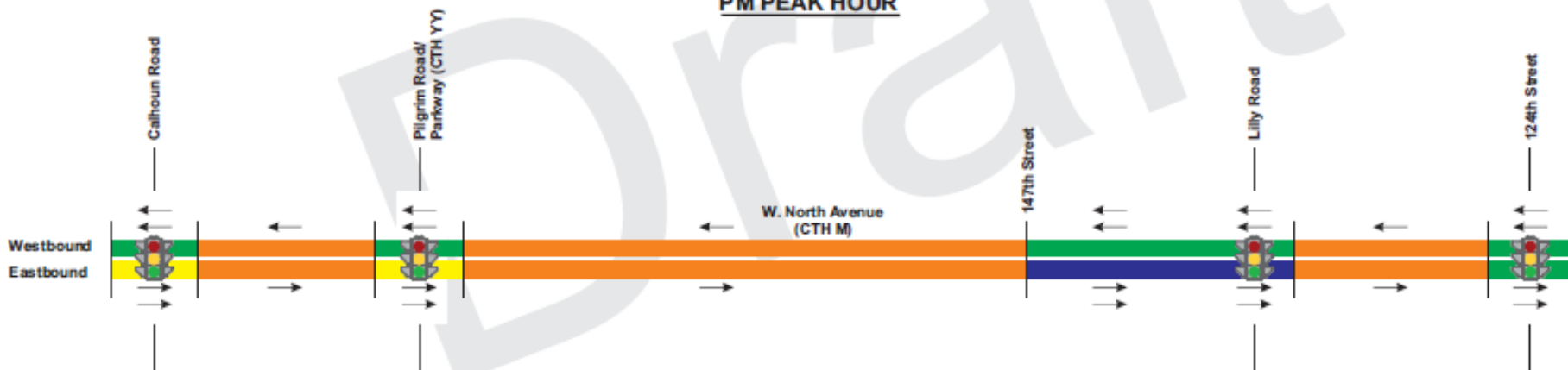
LEGEND

- NUMBER OF TRAVEL LANES
- LEVEL OF SERVICE A
- LEVEL OF SERVICE B
- LEVEL OF SERVICE C
- LEVEL OF SERVICE D
- LEVEL OF SERVICE E
- LEVEL OF SERVICE F

AM PEAK HOUR



PM PEAK HOUR

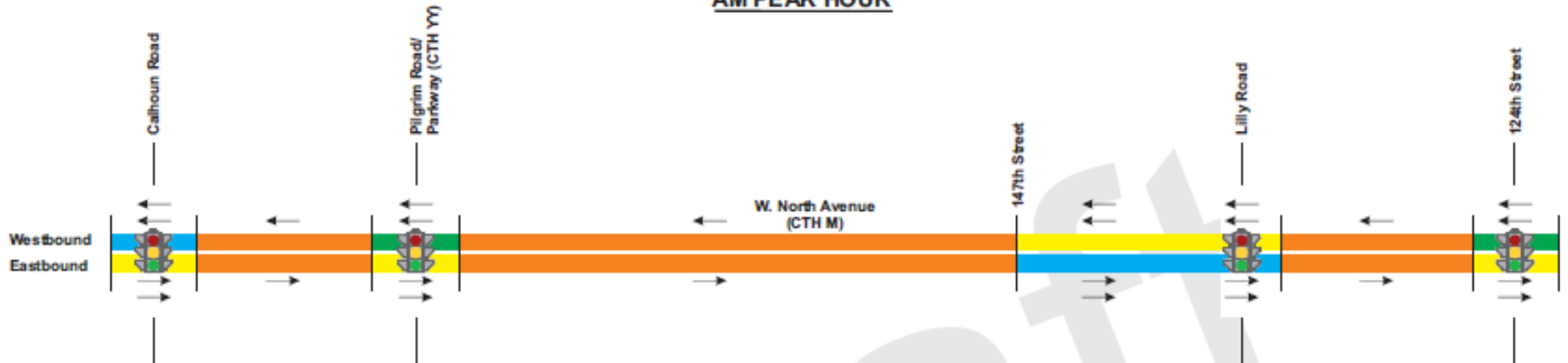


No-Build 2039 Roadway LOS

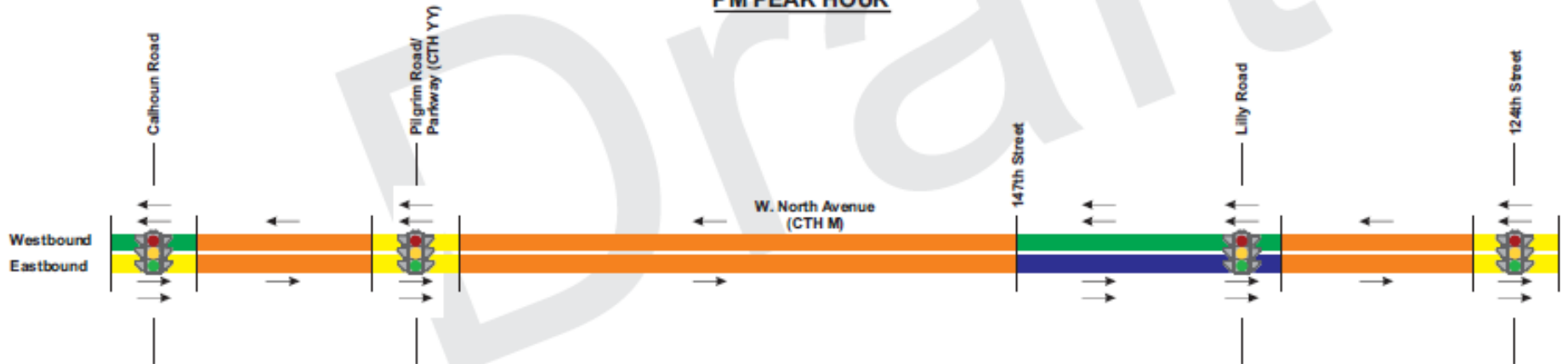
LEGEND

- NUMBER OF TRAVEL LANES
- LEVEL OF SERVICE A
- LEVEL OF SERVICE B
- LEVEL OF SERVICE C
- LEVEL OF SERVICE D
- LEVEL OF SERVICE E
- LEVEL OF SERVICE F

AM PEAK HOUR

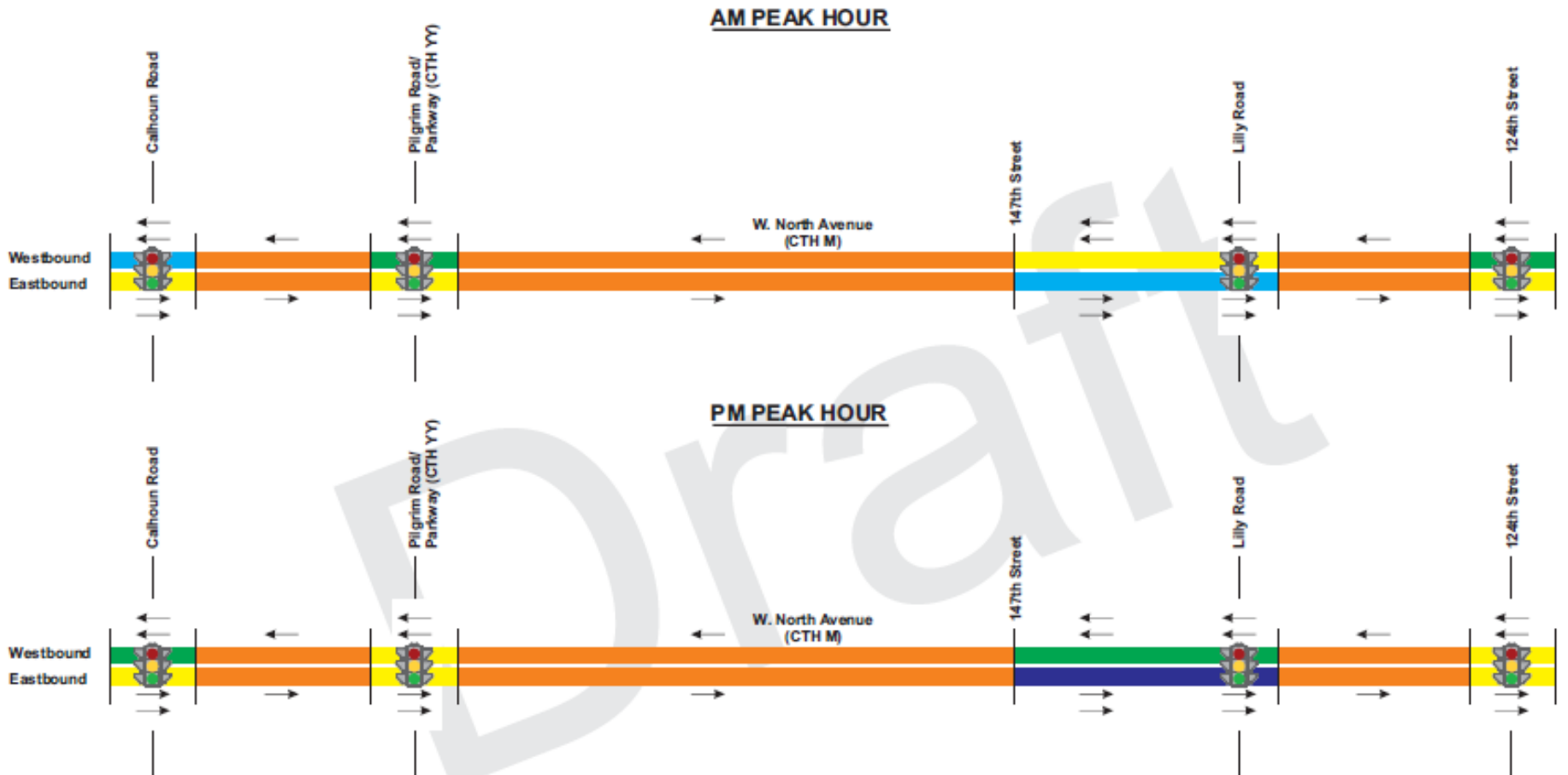


PM PEAK HOUR



Three Lane TWLT 2039 Roadway LOS

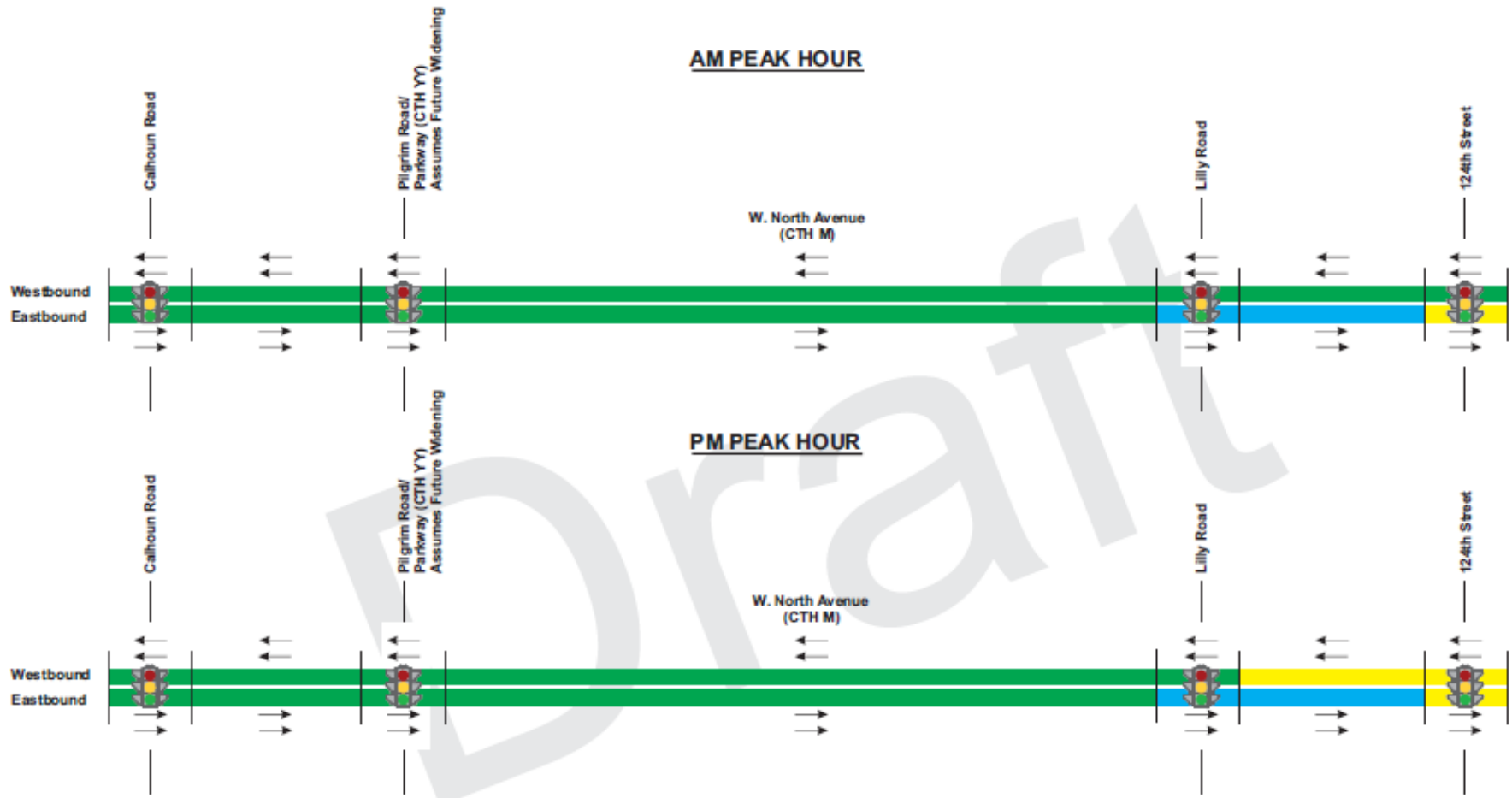
LEGEND	
→	NUMBER OF TRAVEL LANES
■ (Dark Blue)	LEVEL OF SERVICE A
■ (Light Blue)	LEVEL OF SERVICE B
■ (Green)	LEVEL OF SERVICE C
■ (Yellow)	LEVEL OF SERVICE D
■ (Orange)	LEVEL OF SERVICE E
■ (Red)	LEVEL OF SERVICE F



Four Lane Divided & Five Lane TWLTL 2039 Roadway LOS

LEGEND

- NUMBER OF TRAVEL LANES
- LEVEL OF SERVICE A
- LEVEL OF SERVICE B
- LEVEL OF SERVICE C
- LEVEL OF SERVICE D
- LEVEL OF SERVICE E
- LEVEL OF SERVICE F



Intersection LOS

Location	Intersection Level of Service				
	Existing Year	No Build 2039	Three Lane TWLTL 2039	Four Lane Divided 2039	Five Lane TWLTL 2039
Calhoun Road	C/C	C/D	C/D	C/C	C/C
Pilgrim Road	C/C	D/D	D/D	C/C	D/D
Lilly Road	B/B	C/C	C/C	B/B	C/C
124th Street	C/E (47)	D/D	D/D	D/D	D/D

Notes:

- As presented, the first letter is the LOS for the AM Peak and the second letter is the LOS for the PM Peak
- Red text represents LOS E or LOS F. Numbers in parentheses represent average delay per vehicle in seconds.



NORTH AVENUE RECONSTRUCTION PROJECT

CULTURAL RESOURCES – PROPERTIES POTENTIALLY ELIGIBLE FOR THE NRHP

Elm-Brook State Bank

2255 N. Calhoun Road

- Eligible under Criteria B (significant persons)
 - Association with Rolland Ruby, former farmer and real estate
 - Identified as among the key persons to promote and develop the City of Brookfield
 - It was determined that this structure best reflects Ruby's contributions to the development of Brookfield
- Built in conjunction with the Ruby Isle Shopping Center
- First bank located in the City of Brookfield



Daubner Farmstead

16680 W. North Avenue

- Eligible under Criteria C
 - Architecture as the only high-style example of Italianate architecture located in the City of Brookfield
- Built by Civil War veteran George Daubner in 1870





NORTH AVENUE RECONSTRUCTION PROJECT

PUBLIC INFORMATION MEETING DEBRIEF

PIM #2 Summary

- Tuesday, March 15, 2016
 - 4:00 pm to 7:00 pm at the Brookfield Public Safety Building
- 77 attendees
- Exhibits
 - Overview of the study corridor
 - Traffic and crash information on the area
 - Existing and potential reconstruction typical sections
 - Timelines for the proposed project
 - Preliminary engineering plans

Comment Topics

- 24 comments received at the PIM
 - Four lane divided
 - Five in favor, three against
 - Five lane TWLTL
 - Five in favor, five against
 - Roundabout
 - Zero in favor, six against
 - Three lane TWLT
 - Three in favor, zero against



NORTH AVENUE RECONSTRUCTION PROJECT

OTHER MEETINGS AND DISCUSSIONS

Recent Meetings

- Railroad coordination
- Local officials
- Stormwater management



NORTH AVENUE RECONSTRUCTION PROJECT

NEXT STEPS AND SCHEDULE UPDATE

Next Steps

- Determine alternative impacts
- Cost estimates will be developed
- Continue progress on the Environmental Assessment (EA)
- CSS 7 – July 15, 2016
 - Alternative impacts
- CSS 8 – October 3, 2016
 - Preview the Preferred Alternative and EA
- CSS 9 & 10 – December 2016/May 2017
 - Design updates