

MEETING NOTES

Public Information Meeting #1

Project West Waukesha Bypass Corridor Study (IH-94 to WIS 59) Waukesha County WisDOT Project I.D. 2788-01-00	Date May 18, 2010 Location Waukesha West High School 3301 Saylesville Road, Waukesha
Purpose The purpose of the meeting was to introduce the West Waukesha Bypass Corridor Study, describe the study purpose and goals, provide background information on the study area including existing transportation deficiencies and environmental resources, and to obtain public views on the need for and possible locations for a future bypass.	

Meeting Information

The meeting was announced through newsletters sent to over 1,800 individuals including property owners in the County TT corridor, local officials, state and federal agencies, other interests and stakeholders. Display ads announcing the meeting were also published in the Waukesha Freeman and Milwaukee Journal Sentinel.

The meeting was open house from 4 p.m. to 8 p.m. and approximately 267 people attended. Displays and other information available at the meeting included the following:

- Meeting and study purpose boards
- Aerial maps showing environmental constraints, resources and other features in the study area were available for attendees to mark up with suggested alternatives for a bypass route
- Historical timeline of West Waukesha Bypass planning milestones
- Summary of key study activities
- Study goals and transportation issues identified by the project's advisory group
- Existing roadway features in the County TT corridor
- Existing and projected traffic volumes in the County TT corridor
- Intersection crashes and roadway segment crashes in the County TT corridor for 2007-2009
- Upcoming project milestones and study schedule
- Handout with contact information, study schedule and comment form
- Handout with frequently asked questions/responses
- Copies of the SAFETEA-LU draft Coordination Plan and Impact Assessment Methodology

General Observations

Review of the comments received as a result of the public information meeting identified the following key viewpoints, issues and concerns regarding a possible future West Waukesha Bypass:

Participants provided information on safety concerns and other problems in the existing CTH TT corridor. Key items included the following:

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

- Congestion—Increasing traffic in the CTH TT corridor makes it difficult to make left turns onto CTH TT from local streets and numerous driveways. Many area residents use to the nearest signalized intersection to head in the opposite direction. Additional development in the CTH TT corridor is contributing to increased congestion.
- Pedestrian and bicycle facilities—The CTH TT does not have adequate pedestrian and bicycle access to neighborhood facilities and the Glacial Drumlin trail and there is no parking area for accessing the trail.

There is overall support for some level of improvement in the CTH TT corridor whether or not it becomes the West Waukesha Bypass route. Suggested improvements included widening the existing road, widening shoulders, flattening sharp curves, adding traffic signals and turn lanes at several intersections, improving signal timing throughout the corridor, providing pedestrian and bicycle accommodations including possible overpasses or tunnels at select locations, and constructing noise berms or walls at residential subdivisions.

Approximately 13 people specifically supported using the mapped CTH TT corridor as a future bypass alignment. Key reasons included: A bypass farther west would not be used and improvements on CTH TT are needed to address traffic flow and safety concerns.

Approximately 8 people specifically opposed using CTH TT as the bypass alignment. Key reasons included: There has been too much additional development in the CTH TT corridor since the original bypass alignment was mapped and CTH TT will no longer serve as a true bypass, adverse effects on aesthetics and the rural quality of life, impacts to the Pebble Creek wetlands and wildlife, adverse impacts to property values, increased noise impacts, concern about increased traffic volumes with a 4-lane highway, impacts to the Glacial Drumlin Trail, concern about the ability to provide bicycle and pedestrian accommodations, concern about increased flooding on adjacent land due to additional highway runoff and possible impacts to existing drain tiles.

Approximately 17 people support the need for a bypass, but believe it should be farther west than CTH TT. Suggestions for other bypass routes included using a corridor that would go south from the CTH SS/I-94 interchange, STH 83 to STH 59, a corridor that would go south from the CTH G/I-94 interchange, and a corridor along CTH DT. Key reasons include: The CTH TT corridor is no longer viable as a bypass due to development that has occurred since it was mapped as a bypass route, a bypass off the CTH SS/I-94 interchange or others would have more open land, fewer environmental impacts, and would affect fewer homes/businesses. A bypass farther west would also enhance opportunities for additional commercial, industrial and residential development which would have a positive impact on the area's tax base.