

**MINUTES OF THE FIRST MEETING**  
**ADVISORY COMMITTEE ON THE**  
**LAKE PARKWAY EXTENSION STUDY**

DATE: August 26, 2010  
TIME: 10:00 a.m.  
PLACE: Milwaukee County Courthouse  
Room 203R  
901 North Ninth Street  
Milwaukee, Wisconsin

Members Present

Patricia Jursik, Chair ..... Supervisor, 8th District, Milwaukee County Board  
Jeffrey Mantes.....Commissioner of Public Works, City of Milwaukee  
Matthew Sullivan (representing Dick Bolender) ..... Design Engineer, City of Oak Creek  
Tony Day ..... Mayor, City of Cudahy  
Mark Honadel ..... State Representative, 21st Assembly District, State of Wisconsin  
Ralph Voltner, Jr. (representing Al Richards) ..... Mayor, City of St. Francis  
Kyle Vandercar (representing Thomas Zepecki) .....City Engineer, City of South Milwaukee

Staff Members

Kenneth R. Yunker ..... Executive Director, SEWRPC  
Christopher Hiebert.....Chief Transportation Engineer, SEWRPC  
Eric Lynde.....Planner/Engineer, SEWRPC

Guests

Glenn Bultman ..... Legislative Research Analyst, Milwaukee County Board  
Joe Lanane ..... The Daily Reporter  
Mary Jo Lange ..... Director of Public Works, City of Cudahy

**ROLL CALL AND INTRODUCTIONS**

Chairman Jursik called the meeting to order at 10:05 a.m. and asked the Committee members and Committee member representatives to introduce themselves.

Chairman Jursik described to the Committee the need for a study of the extension of the Lake Parkway (STH 794) from its current terminus at Edgerton Avenue to Ryan Road (STH 100). She stated that the Wisconsin Department of Transportation (WisDOT) has proposed the removal and replacement of the Daniel Hoan Memorial Bridge (Hoan Bridge), a bridge connecting IH 794 in downtown Milwaukee to the Lake Parkway across the Milwaukee River inlet. She stated that a “Coalition to Save the Hoan” was formed, and that there has been strong support for repairing and re-decking—rather than removing and replacing—the Hoan Bridge, from local elected officials, businesses, and members of the public in the Bay View neighborhood of the City of Milwaukee and Milwaukee County’s South Shore communities of Cudahy, Oak Creek, St. Francis, and South Milwaukee. She noted that there is significant economic activity in the corridor along IH 794 and the Lake Parkway, including the Port of Milwaukee, the University of Wisconsin–Milwaukee School of Freshwater Sciences, and major manufacturing businesses

such as Rockwell, Ladish, Vilter, and Bucyrus. She also noted that the Community Development Authorities in Cudahy, St. Francis, and South Milwaukee are promoting development in their respective communities, in particular through Tax Increment Financing (TIF) districts, and as well noted the pending redevelopment of the former 440<sup>th</sup> Air Reserve Base.

Mr. Yunker indicated that the Commission staff had distributed to the Committee a resolution unanimously passed by the Milwaukee County Board of Supervisors, requesting that the Commission conduct a study of the extension of the Lake Parkway from its current terminus at Edgerton Avenue to Ryan Road (STH 100) (see Attachment 1 to these minutes). Chairman Jursik noted that the Common Councils of the Cities of Cudahy, Oak Creek, St. Francis, and South Milwaukee had also unanimously passed resolutions requesting that the Commission conduct the study (see Attachments 2, 3, 4, and 5 to these minutes). She asked that a motion be made to receive and file the resolutions by Milwaukee County and the Cities of Cudahy, Oak Creek, Saint Francis, and South Milwaukee.

Mr. Mantes made a motion to receive and file the resolutions by Milwaukee County and the Cities of Cudahy, Oak Creek, Saint Francis, and South Milwaukee, requesting that the Commission conduct a study of the extension of the Lake Parkway (STH 794) from its current terminus at Edgerton Avenue to Ryan Road (STH 100). The motion was seconded by Mr. Voltner, Jr. and was passed unanimously by the Committee.

## **CONSIDERATION OF PROPOSED SCOPE OF WORK FOR LAKE PARKWAY EXTENSION STUDY**

Mr. Yunker drew the Committee's attention to a preliminary draft of the proposed scope of work for the Lake Parkway extension study, which had been distributed to the Committee (see Attachment 6 to these minutes). He noted that attached to the proposed scope of work was the Advisory Committee created to guide the study, along with a list of Technical Subcommittee members, including technical staff of the elected officials on the Advisory Committee. Mr. Yunker described the steps to be followed for the study, including developing Lake Parkway extension location and cross-section alternatives, evaluating and comparing the identified alternatives, providing preliminary recommendations of a preferred alignment and cross-section, and obtaining public comment on preliminary recommendations. He indicated that following review of the public comment received, the Committee would make their final recommendations regarding the extension, with a report prepared documenting all study findings.

Representative Honadel asked if there were any potential location alternatives for the extension other than adjacent to the existing Union Pacific railroad right-of-way. Mr. Yunker indicated that the location adjacent to the railroad right-of-way was the primary alternative location for an extension, and that the Commission staff would identify potential refinements during the development of alternative alignments.

In response to a question by Representative Honadel regarding how many homes may need to be relocated should a Lake Parkway extension be constructed, Mr. Yunker stated that estimates of the number of home relocations would be proposed as part of the study. Chairman Jursik indicated that the number of home relocations would likely be low.

In response to a question by Mr. Vandercar regarding previously prepared environmental documentation on the Lake Parkway extension, Mr. Yunker indicated that an Environmental Impact Statement for a proposed extension between Layton Avenue in Milwaukee County and State Trunk Highway 31 in Kenosha County, had been prepared in the early 1990's. Mr. Yunker indicated that the Commission staff would review that document, as well as the existing cross-sections of the Lake Parkway, when developing alternatives for the proposed study. Chairman Jursik noted that representatives from Racine County had expressed interest in the proposed study, but that a formal request to study an extension into Racine

County had not been made. She indicated that the study, limited to within Milwaukee County, would not preclude the Lake Parkway from being extended further south into Racine or Kenosha Counties.

Chairman Jursik suggested that traffic congestion on the Lake Parkway tended to be severe at times, noting in particular that congestion tended to occur at the traffic signal at the intersection with Oklahoma Avenue, and asked if the Commission staff would study these conditions in the proposed study. Mr. Yunker indicated that the Commission staff would study existing and forecast future traffic volumes and congestion on the potential extension alternatives, adjacent roadways in the corridor, the existing Lake Parkway, and the Hoan Bridge.

Representative Honadel asked whether WisDOT would require a local cost share to construct a potential Lake Parkway extension. Mr. Yunker responded that WisDOT would require a 25 percent local cost share should the local traffic forecast exceed 40 percent of the total traffic on the extension (local traffic is that traffic which has one trip end within one-half mile of the project limits). He noted that new freeway interchanges require a local cost share of 50 percent, unless it could be demonstrated that the interchange would provide offsetting benefits to the state and local highway system. Mr. Bultman suggested that WisDOT could develop a unique formula to determine the required local cost share for the Lake Parkway extension, should the State determine to construct the extension. Mr. Voltner, Jr. asked if the State was likely to be supportive of constructing a Lake Parkway extension. Representative Honadel indicated that he would expect there to be bipartisan support for constructing the extension. Chairman Jursik agreed, stating that there had been bipartisan support for keeping the Hoan Bridge, evident by the membership of the "Coalition to Save the Hoan". Mr. Yunker suggested that support for a Lake Parkway extension would likely depend on the estimated costs, benefits, and potential alignment and cross-section of the extension, which would be included in the proposed Lake Parkway extension study report.

## **ADJOURNMENT**

Chairman Jursik suggested that the Committee schedule its next meeting. Mr. Yunker suggested that the next Advisory Committee be scheduled in late October to review the preliminary alternatives identified by the Technical Subcommittee, whose first meeting would likely occur in early October. Following discussion by the Committee, Chairman Jursik stated that the next scheduled Committee meeting would be at 10:00 a.m. on Thursday, October 28, 2010, in the City of Cudahy, to which the Committee agreed. Cudahy Mayor Tony Day stated that he would notify the Committee members of the location of the next meeting.

[Secretary's Note: Cudahy Mayor Tony Day has scheduled the following location for the next meeting:  
Cudahy Family Library 3500 Library Drive, Cudahy, Wisconsin. The time of the meeting was changed to 1:30 p.m.]

The meeting was adjourned at 10:50 a.m.

Respectfully submitted,

Kenneth R. Yunker  
Recording Secretary



Attachment 1

1 By Supervisor Jursik, Mayo, Borkowski, Dimitrijevic, Larson, Cesarz

2  
3 **A RESOLUTION**

4  
5 Requesting Southeastern Wisconsin Regional Planning Committee (SEWRPC) create a  
6 study committee to investigate the feasibility and desirability of extending the Lake  
7 Parkway to Highway 100 at Ryan Road or other connection to Racine County  
8

9 WHEREAS, the Lake Parkway (Highway 794) which opened in 1998, is an  
10 important link from the Hoan Bridge (which is Interstate 794) to the southeastern part of  
11 Milwaukee County; and  
12

13 WHEREAS, this Parkway provides direct access to Cudahy (at Pennsylvania  
14 Avenue), St. Francis (at Howard Avenue), Milwaukee (at Oklahoma Avenue and at  
15 Car ferry Drive) and to all three cities at Layton Avenue; and  
16

17 WHEREAS, this Parkway carries over 46,000 vehicles per day to and from the  
18 Hoan Bridge with links to other freeways through the Marquette Interchange and exits at  
19 the Port of Milwaukee and General Mitchell International Airport; and  
20

21 WHEREAS, the residents of Oak Creek, South Milwaukee and Racine County  
22 are required to use local residential streets to access the Lake Parkway and these  
23 streets are not designed for the current or future traffic; and  
24

25 WHEREAS, the Lake Parkway could be extended to the south, adjacent to the  
26 existing railroad right of way with little impact on the adjacent uses if it is connected with  
27 Highway 100 at Ryan Road or Wisconsin Highway 32 or at any connection in Racine  
28 County; and  
29

30 WHEREAS, the planning and feasibility of this extension is best evaluated by all  
31 the local affected municipalities using the staff of SEWRPC; and  
32

33 WHEREAS, this local planning is necessary in order to request the State  
34 Department of Transportation (WisDOT) and Legislature to approve this project, now,  
35 therefore,  
36

37 BE IT RESOLVED, that Milwaukee County requests that Southeastern  
38 Wisconsin Regional Planning Committee create a study committee to investigate the  
39 feasibility and desirability of extending the Lake Parkway to Highway 100 at Ryan Road  
40 or other connection to Racine County; and  
41

42 BE IT FURTHER RESOLVED, that Milwaukee County requests the cities of St.  
43 Francis, Cudahy, South Milwaukee, Oak Creek and Milwaukee notify SEWRPC that  
44 they support the study of the extension of Lake Parkway to connect to Racine County;  
45 and  
46

**Attachment 1 (continued)**

47 BE IT FURTHER RESOLVED, the results of this study be provided to Milwaukee  
48 County and all affected municipalities.

49

50 Glen Bultman

51 Cdm/08/25/09

52 Adjusted by ag 1/20/10

53 H:\Shared\COMCLERK\Committees\2009\September\TPWT\resolutions\Lake Parkway extension by Supervisor Jursik.doc

**Attachment 2**

I noted and recorded that a quorum was present with no absences recorded at the Common Council meeting of March 2, 2010. Various matters and business were taken up during the course of the meeting without intervention of any closed session. One of the matters taken up was Resolution No. 6593 which was introduced by Alderperson Mikolajczak, and seconded by Alderperson Litkowiec. Following discussion and after all alderpersons who desired to do so had expressed their views for or against said resolution, the question was called and upon roll being called and the continued presence of a quorum being noted, the recorded vote was as follows:

AYE:

Joe Mikolajczak; Mary Schissel; Mark Otto; Jason Litkowiec; Tom Pavlic.

NAY:

0

ABSTAINED

0

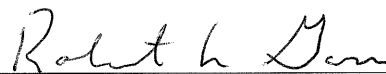
Whereupon the chairperson of the meeting declared said resolution adopted, and I so recorded it.

**IN WITNESS WHEREOF**, I have signed my name and affixed the seal of the City hereto on this 2<sup>nd</sup> day of March, 2010.

**CITY OF CUDAHY, WISCONSIN**

[SEAL]

By:



Robert Goss, City Clerk

Attachment 2 (continued)

RESOLUTION NO. 6593

**A RESOLUTION REQUESTING SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMITTEE (SEWRPC) CREATE A STUDY COMMITTEE TO INVESTIGATE THE FEASIBILITY AND DESIRABILITY OF EXTENDING THE LAKE PARKWAY TO HIGHWAY 100 AT RYAN ROAD OR OTHER CONNECTION TO RACINE COUNTY**

**WHEREAS**, the Lake Parkway (Highway 794) which opened in 1998, is an important link from the Hoan Bridge (which is Interstate 794) to the southeastern part of Milwaukee County; and

**WHEREAS**, this Parkway provides direct access to Cudahy (at Pennsylvania Avenue), St. Francis (at Howard Avenue), Milwaukee (at Oklahoma Avenue and at Carferry Drive) and to all three cities at Layton Avenue; and

**WHEREAS**, this Parkway carries over 46,000 vehicles per day to and from the Hoan Bridge with links to other freeways through the Marquette interchange and exits at the Port of Milwaukee and General Mitchell International Airport; and

**WHEREAS**, the residents of Oak Creek, South Milwaukee and Racine County are required to use local residential streets to access the Lake Parkway and these streets are not designed for the current or future traffic; and

**WHEREAS**, the Lake Parkway could be extended to the south, adjacent to the existing railroad right of way with little impact on the adjacent uses if it is connected with Highway 100 at Ryan Road of Wisconsin Highway 32 or at any connection in Racine County; and

**WHEREAS**, the planning and feasibility of this extension is best evaluated by all the local affected municipalities using the staff of SEWRPC; and

**WHEREAS**, this local planning is necessary in order to request the State Department of Transportation (WisDOT) and Legislature to approve this project, now, therefore,

**BE IT RESOLVED**, that the city of Cudahy requests that Southeastern Wisconsin Regional Planning Committee create a study committee to investigate the feasibility and desirability of extending the Lake Parkway to Highway 100 at Ryan Road or other connection to Racine County; and

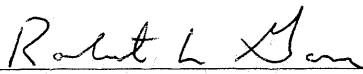
**BE IT FURTHER RESOLVED**, the City of Cudahy hereby notifies SEWRPC that it supports the study of the extension of Lake Parkway to connect to Racine county; and

**BE IT FURTHER RESOLVED**, the results of above named study be provided to Milwaukee County and all affected municipalities.

Passed and adopted this 2<sup>nd</sup> day of March, 2010.

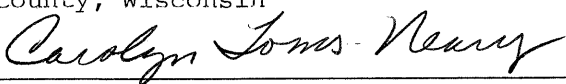
  
\_\_\_\_\_  
Mayor

Attest:

  
\_\_\_\_\_  
City Clerk

Certified Copy

Certified this 4th day of March,  
in the City of Cudahy, Milwaukee  
County, Wisconsin

  
\_\_\_\_\_  
Carolyn Toms-Neary, Deputy City Clerk





*Oak Creek*

OFFICE OF THE CITY CLERK

I hereby certify that the attached is a true and correct copy of Resolution No. 11044-042010, which was presented and adopted by the Common Council at their regular meeting of Tuesday, April 20, 2010.

*Janet Bauer*  
\_\_\_\_\_  
City Clerk



**Attachment 3 (continued)**

RESOLUTION NO. 11044-042010

BY:     Ald. Jakubczyk    

RESOLUTION REQUESTING THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION (SEWRPC) CREATE A STUDY COMMITTEE TO INVESTIGATE THE FEASIBILITY AND DESIRABILITY OF EXTENDING THE LAKE PARKWAY TO HIGHWAY 100 AT RYAN RD. OR OTHER CONNECTION TO RACINE COUNTY

WHEREAS, the Lake Parkway (Highway 794) which opened in 1998, is an important link from the Hoan Bridge (which is Interstate 794) to the southeastern part of Milwaukee County; and

WHEREAS, this Parkway provides direct access to Cudahy (at Pennsylvania Avenue), St. Francis (at Howard Avenue), Milwaukee (at Oklahoma Avenue and at Carferry Drive) and to all three cities at Layton Avenue; and

WHEREAS, this Parkway carries over 46,000 vehicles per day to and from the Hoan Bridge with links to other freeways through the Marquette Interchange and exits at the Port of Milwaukee and General Mitchell International Airport; and

WHEREAS, the residents of Oak Creek, South Milwaukee and Racine County are required to use local residential streets to access the Lake Parkway and these streets are not designed for the future traffic; and

WHEREAS, the Lake Parkway could be extended to the south, adjacent to the existing railroad right of way with little impact on the adjacent uses if it is connected with Highway 100 at Ryan Road or Wisconsin Highway 32 or at any connection in Racine County; and

WHEREAS, the planning and feasibility of this extension is best evaluated by all the local affected municipalities using the staff of SEWRPC; and

WHEREAS, this local planning is necessary in order to request the State Department of Transportation (WisDOT) and Legislature to approve this project, now, therefore,

BE IT RESOLVED, that the City of Oak Creek requests that Southeastern Wisconsin Regional Planning Committee create a study committee to investigate the feasibility and desirability of extending the Lake Parkway to Highway 100 at Ryan Road or other connection to Racine County; and

BE IT FURTHER RESOLVED, the City of Oak Creek hereby notifies SEWRPC that it supports the study of the extension of Lake Parkway to connect to Racine County; and

Attachment 3 (continued)

BE IT FURTHER RESOLVED, the results of above named study be provided to Milwaukee County and all affected municipalities.

Introduced at a regular meeting of the Common Council of the City of Oak Creek held this 20<sup>th</sup> day of April, 2010.

Passed and adopted this 20<sup>th</sup> day of April, 2010.

Thomas A. Michalski  
President, Common Council

Approved this 20<sup>th</sup> day of April, 2010

Richard P. Bolender  
Mayor

ATTEST:

James S. Bauer  
City Clerk

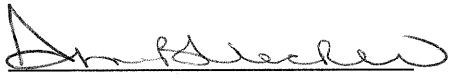
VOTE: Ayes 6 Noes 0

**Attachment 4**

**CERTIFICATION**

I, Anne Uecker, City Clerk/Comptroller for the City of St. Francis, in Milwaukee County, Wisconsin, do hereby certify that the attached copy of Resolution No. 2557 of the City of St. Francis is an exact duplicate of the original copy of said Resolution on file in the Office of the City Clerk for the City of St. Francis.

Dated this 25<sup>th</sup> day of August, 2010



Anne B. Uecker, MMC/WCPC  
City Clerk/Comptroller  
City of St. Francis



**Attachment 4 (continued)**

**RESOLUTION NO. 2557**

**Requesting Southeastern Wisconsin Regional Planning Committee (SEWRPC) create a study committee to investigate the feasibility and desirability of extending the Lake Parkway to Highway 100 at Ryan Road or other connection to Racine County**

At a regular meeting of the Common Council of the City of St. Francis, Milwaukee County, Wisconsin, held on the 4<sup>th</sup> day of May, 2010, a quorum being present and a majority of the Council voting therefore, said council does resolve as follows:

WHEREAS, the Lake Parkway (Highway 794) which opened in 1998, is an important link from the Hoan Bridge (which is Interstate 794) to the southeastern part of Milwaukee County; and

WHEREAS, this Parkway provides direct access to Cudahy (at Pennsylvania Avenue), St. Francis (at Howard Avenue), Milwaukee (at Oklahoma Avenue and at Carferry Drive) and to all three cities at Layton Avenue; and

WHEREAS, this Parkway carries over 46,000 vehicles per day to and from the Hoan Bridge with links to other freeways through the Marquette Interchange and exits at the Port of Milwaukee and General Mitchell International Airport; and

WHEREAS, the residents of Oak Creek, South Milwaukee and Racine County are required to use local residential streets to access the Lake Parkway and these streets are not designed for the current or future traffic; and

WHEREAS, the Lake Parkway could be extended to the south, adjacent to the existing railroad right of way with little impact on the adjacent uses if it is connected with Highway 100 at Ryan Road or Wisconsin Highway 32 or at any connection in Racine County; and

WHEREAS, the planning and feasibility of this extension is best evaluated by all the local affected municipalities using the staff of SEWRPC; and

WHEREAS, this local planning is necessary in order to request the State Department of Transportation (WisDOT) and Legislature to approve this project, now, therefore,

BE IT RESOLVED, that the City of St. Francis requests that Southeastern Wisconsin Regional Planning Committee create a study committee to investigate the feasibility and desirability of extending the Lake Parkway to Highway 100 at Ryan Road or other connection to Racine County; and

BE IT FURTHER RESOLVED, the City of St. Francis hereby notifies SEWRPC that it supports the study of the extension of Lake Parkway to connect to Racine County; and

**Attachment 4 (continued)**

BE IT FURTHER RESOLVED, the results of above named study be provided to Milwaukee County and all affected municipalities.

PASSED and APPROVED this 4<sup>th</sup> day of May, 2010.

/s/Alan L. Richards

Mayor

ATTEST:

/s/Anne B. Uecker, MMC/WCPC  
City Clerk/Comptroller

**CERTIFICATION**

South Milwaukee, Wisconsin  
March 4, 2010

I, Kathleen M. Lisowski, City Clerk for the City of South Milwaukee, in Milwaukee County, Wisconsin, do hereby certify that the attached copy of Resolution No. 10-08 of the City of South Milwaukee, is an exact duplicate of the original copy of said Resolution on file in the Office of the City Clerk, for the City of South Milwaukee.

Dated this 4<sup>th</sup> day of March, 2010

*Kathleen M. Lisowski*

KATHLEEN M. LISOWSKI

City Clerk

City of South Milwaukee



**Attachment 5 (continued)**

**RESOLUTION NO. 10-08**

**RESOLUTION REQUESTING SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMITTEE (SEWRPC) CREATE A STUDY COMMITTEE TO INVESTIGATE THE FEASIBILITY AND DESIRABILITY OF EXTENDING THE LAKE PARKWAY TO HIGHWAY 100 AT RYAN ROAD OR OTHER CONNECTION TO RACINE COUNTY**

**WHEREAS**, the Lake Parkway (Highway 794) which opened in 1998, is an important link from the Hoan Bridge (which is Interstate 794) to the southeastern part of Milwaukee County; and

**WHEREAS**, this Parkway provides direct access to Cudahy (at Pennsylvania Avenue), St. Francis (at Howard Avenue), Milwaukee (at Oklahoma Avenue and at Carferry Drive) and to all three cities at Layton Avenue; and

**WHEREAS**, this Parkway carries over 46,000 vehicles per day to and from the Hoan Bridge with links to other freeways through the Marquette Interchange and exits at the Port of Milwaukee and General Mitchell International Airport; and

**WHEREAS**, the residents of Oak Creek, South Milwaukee and Racine County are required to use local residential streets to access the Lake Parkway and these streets are not designed for the current or future traffic; and

**WHEREAS**, the Lake Parkway could be extended to the south, adjacent to the existing railroad right of way with little impact on the adjacent uses if it is connected with Highway 100 at Ryan Road or Wisconsin Highway 32 or at any connection in Racine County; and

**WHEREAS**, the planning and feasibility of this extension is best evaluated by all the local affected municipalities using the staff of SEWRPC; and

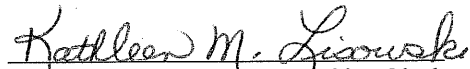
**WHEREAS**, this local planning is necessary in order to request the State Department of Transportation (WisDOT) and Legislature to approve this project, now, therefore,

**BE IT RESOLVED**, that the City of South Milwaukee requests that Southeastern Wisconsin Regional Planning Committee create a study committee to investigate the feasibility and desirability of extending the Lake Parkway to Highway 100 at Ryan Road or other connection to Racine County; and

**BE IT FURTHER RESOLVED**, the City of South Milwaukee hereby notifies SEWRPC that it supports the study of the extension of Lake Parkway to connect to Racine County; and

**BE IT FURTHER RESOLVED**, the results of above named study be provided to Milwaukee County and all affected municipalities.

  
THOMAS ZEPECKI, Mayor

  
KATHLEEN LISOWSKI, City Clerk

ADOPTED: March 2, 2010

APPROVED: March 3, 2010

Passed by an unanimous vote of eight (8)  
for and zero(0) against, on March 2, 2010



**Preliminary Draft**

**LAKE PARKWAY EXTENSION STUDY  
SCOPE OF WORK**

**INTRODUCTION**

This memorandum outlines a proposed scope of work for the study requested by Milwaukee County of the extension of the Lake Parkway (STH 794) from its current terminus at Edgerton Avenue to Ryan Road (STH 100). The study is intended to propose and evaluate alternatives for the Lake Parkway extension, and ultimately recommend whether an extension of the Lake Parkway should be added to the regional transportation plan and a request be made that the Wisconsin Department of Transportation (WisDOT) subsequently conduct the necessary preliminary engineering and environmental assessment studies for the extension.

The study will be guided by an Advisory Committee shown in Figure 1 composed primarily of elected officials. The Advisory Committee will make the preliminary and final study recommendations. Also guiding the study will be a Technical Subcommittee including the technical staff of these elected officials as shown in Figure 2. The Commission staff will first present study information and findings to the Technical Subcommittee and upon reaching their approval, will then present the information and findings to the Advisory Committee.

**DEVELOPMENT OF LAKE PARKWAY EXTENSION ALTERNATIVES**

The first step of the study will be to develop alternatives for the extension of the Lake Parkway. One element of the alternatives will be the potential cross-section for the extension--number and width of traffic lanes, auxiliary lanes, median, buffer to edge of right-of-way, and right-of-way width. In developing alternative and recommended cross-sections, the existing Lake Parkway cross-section will be examined along with the cross-sections considered in the preliminary engineering for the Lake Parkway extension conducted by WisDOT in the early 1990's.

The other element of the development of Lake Parkway extension alternatives will be the identification of alternative locations for the extension. The alternative locations considered will seek to minimize impact on existing and planned land uses. The existing Lake Parkway is located adjacent to a Union Pacific railway right-of-way. It may be expected that the principal Lake Parkway extension location alternative considered will continue to be located adjacent to this railway right-of-way. This potential route for the Lake Parkway extension may need to deviate from the adjacent railway to provide 90 degree intersections with cross streets and to allow vehicle storage between at-grade railway crossings with cross streets and Lake Parkway extension intersections with cross streets. Also, immediately adjacent to the railway right-of-way between Edgerton Avenue and Forest Hill Avenue is a We Energies right-of-way with electric power transmission lines. The development of alternative Lake Parkway extension locations will need to evaluate whether the potential roadway could be located within the We Energies right-of-way and the electric power transmission poles and towers relocated. The location of the potential roadway within part of the railway right-of-way may also be considered.

The conclusion of this step in the study would be the identification of a small number of Lake Parkway extension location and cross-section alternatives.

**EVALUATION OF LAKE PARKWAY EXTENSION ALTERNATIVES**

Each of the identified Lake Parkway extension alternatives will be evaluated and compared. The evaluation and comparison will consider each alternative's estimated construction cost, right-of-way

## **Attachment 6 (continued)**

acquisition and impacts, proximity to existing and planned development, and traffic impacts. Traffic impacts evaluated will include the potential traffic which would be expected under each alternative to use the Lake Parkway extension and the existing Lake Parkway and the attendant reduction in traffic on other arterial streets. Also, the potential for the forecast reduction in traffic on other arterial streets to permit avoiding their potential future capacity expansion will be assessed.

Based upon this evaluation, a preferred alignment and cross-section for the Lake Parkway extension will be preliminarily recommended, and the Advisory Committee will consider whether to make a preliminary recommendation for implementation of the Lake Parkway extension. This recommendation may also include recommending that other capacity expansions--not necessary if the Lake Parkway extension is implemented--are removed from regional and local transportation plans.

### **PUBLIC COMMENT ON PRELIMINARY RECOMMENDATIONS**

Public comment will be obtained on the study preliminary recommendations. Three public meetings will be held throughout the extension corridor. A newsletter and brochure summarizing the findings and preliminary recommendations will be prepared. A website will be developed which will provide comprehensive and summary information on the study. A record of all public comment received will be provided to the Advisory Committee and Technical Subcommittee.

### **FINAL RECOMMENDATIONS**

Following review of the public comment received, the Advisory Committee will consider whether additional alternatives and/or analyses need be considered, and the Advisory Committee will then make their final recommendations which will be documented in a report including all study findings.

\* \* \*

KRY/dad  
#151996 v1 - Lake Parkway Extension Study-SOW

Figure 1

**ADVISORY COMMITTEE ON THE  
LAKE ARTERIAL EXTENSION STUDY**

Patricia Jursik, Chair ..... Supervisor, 8th District, Milwaukee County Board  
Tom Barrett ..... Mayor, City of Milwaukee  
Dick Bolender ..... Mayor, City of Oak Creek  
Paul Cesarz ..... Supervisor, 9th District, Milwaukee County Board  
Tony Day ..... Mayor, City of Cudahy  
Marina Dimitrejevic ..... Supervisor, 4th District, Milwaukee County Board  
Mark Honadel ..... State Representative, 21st Assembly District,  
State of Wisconsin  
Dewayne J. Johnson ..... Director, Southeast Region  
Wisconsin Department of Transportation  
Christopher J. Larson ..... Supervisor, 14th District, Milwaukee County Board  
Jeffrey Plale ..... Senator, 7th Senate District,  
State of Wisconsin  
Al Richards ..... Mayor, City of St. Francis  
Jon Richards ..... State Representative, 19th Assembly District,  
State of Wisconsin  
Christine Sinicki ..... State Representative, 20th Assembly District,  
State of Wisconsin  
Scott Walker ..... County Executive, Milwaukee County  
Thomas Zepecki ..... Mayor, City of South Milwaukee

Figure 2

**TECHNICAL SUBCOMMITTEE ON THE  
LAKE ARTERIAL EXTENSION STUDY**

Melinda Dejewski ..... City Engineer, City of St. Francis  
Dewayne J. Johnson..... Director, Southeast Region  
Wisconsin Department of Transportation  
Mary Jo Lange ..... Director of Public Works,  
City of Cudahy  
Jeff Mantes..... Commissioner of Public Works,  
City of Milwaukee  
Mike Simmons ..... Acting City Engineer, City of Oak Creek  
Jack Takerian ..... Director, Milwaukee County  
Department of Transportation and Public Works  
Kyle Vandercar ..... City Engineer, City of South Milwaukee