

MINUTES OF THE SECOND MEETING

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

DATE: October 28, 2010
TIME: 1:30 p.m.
PLACE: Cudahy Family Library
Winter Garden Room
3500 Library Drive
Cudahy, Wisconsin

Members Present

Patricia Jursik, Chair Supervisor, 8th District, Milwaukee County Board
Dick Bolender Mayor, City of Oak Creek
Tony Day Mayor, City of Cudahy
Mark Honadel State Representative, 21st Assembly District, State of Wisconsin
Al Richards Mayor, City of St. Francis
Jack Takerian Director of Transportation and Public Works, Milwaukee County
Thomas Zepecki Mayor, City of South Milwaukee

Staff Members

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

Guests

Jonathan Brostoff Office of Christopher J. Larsen, Supervisor, 14th District,
Milwaukee County Board
William Hamrick 440th Airlift Wing/128th Air Refueling Wing Community Council
Ronald Harrison Citizen
Michelle Kendall Lieutenant Colonel, Civil Engineering Commander,
128th Air Refueling Wing, Wisconsin Air National Guard
Frank Klamik Citizen
David Mann 440th Airlift Wing/128th Air Refueling Wing Community Council
Edward E. "Ted" Metzgar Colonel, Commander, 128th Air Refueling Wing,
Wisconsin Air National Guard
Steve Miller Citizen
Gerald Peterson City Administrator, City of Oak Creek
Hilde Roubik Citizen
Linda Ryan 440th Airlift Wing/128th Air Refueling Wing Community Council
Stephen Sargant Citizen
Doug Seymour Director, Community Involvement, City of Oak Creek
Gene Schmitz Retired General, 128th Air Refueling Wing,
Wisconsin Air National Guard
Jeff Warg Citizen

ROLL CALL

Chair Jursik called the meeting to order at 1:35 p.m. and the Commission staff circulated a sign-in sheet for attendance. Cudahy Mayor Day welcomed the Advisory Committee to the City of Cudahy, and the Cudahy Family Library.

DETERMINATION OF NEXT MEETING DATE AND LOCATION

Chair Jursik asked that agenda item number six—determination of next meeting date and location—be discussed next by the Advisory Committee noting that she would likely need to leave the meeting before it is adjourned to attend a meeting on the 2011 Milwaukee County budget. Mr. Yunker suggested that the next Advisory Committee be scheduled in late January 2011 for the review of the evaluation and comparison of alternatives for the Lake Parkway extension. Following discussion by the Committee, the next Committee meeting was tentatively scheduled for 1:30 p.m. on Monday, January 24, 2010, in the City of St. Francis. Mr. Yunker indicated that the actual date, time, and location of the meeting when determined would be posted on the study website.

REVIEW AND APPROVAL OF MINUTES OF THE AUGUST 26, 2010, MEETING

A motion to approve the minutes of the August 26th meeting as presented was made by Cudahy Mayor Day, seconded by South Milwaukee Mayor Zepecki, and carried unanimously by the Board.

CONSIDERATION OF PROPOSED ALTERNATIVE ALIGNMENTS FOR LAKE PARKWAY EXTENSION

Chair Jursik asked Mr. Yunker to review the proposed alternative alignments for the extension of the Lake Parkway. Mr. Yunker then drew the Committee's attention to Map 1 depicting proposed alternative alignments for use in the evaluation of the Lake Parkway extension (see Attachment 1 to these minutes). He stated that the potential alternative alignments were developed by the Commission staff under the guidance of the Technical Subcommittee. He stated that a single alignment, along with an option with a modest change in alignment, was being proposed for evaluation. He noted that between Edgerton Avenue and College Avenue (CTH ZZ) the alignment is shown located adjacent to the Union Pacific Railroad (UPR) rail right-of-way within the existing We Energies right-of-way. He added that two alternative alignments are shown between College and Forest Hill Avenues, with one alignment continuing to be shown within the We Energies right-of-way and the other alignment shown outside but adjacent to the We Energies right-of-way to avoid the need for relocation of existing utilities. He stated that south of Forest Hill Avenue, the proposed alternative alignment continues adjacent to the UPR rail right-of-way, and that just north of Ryan Road the proposed alignment shifted east to intersect with STH 100 at the existing intersection of STH 100 and Pennsylvania Avenue. Mr. Yunker noted that the Commission staff would consider at-grade intersections and grade-separated interchanges at every road crossing, and that overpasses with no access would also be considered at some crossings. Mr. Yunker indicated that refinement of these alignments may be expected to occur during the evaluation of Lake Parkway extension alternatives. The following discussion took place regarding the proposed alternative alignments:

1. Oak Creek Mayor Bolender indicated general support for the evaluation of proposed alignments, but suggested that the proposed alignment of the Lake Parkway extension extend along the UPR rail right-of-way to STH 100, terminating at STH 100 west of the existing intersection of STH 100 and Pennsylvania Avenue. He noted that should the Lake Parkway be extended beyond STH 100, the extension should be located along the UPR rail right-of-way, and not along Pennsylvania

Avenue. Mr. Yunker stated that the Commission staff would evaluate the alternative proposed by Oak Creek Mayor Bolender for the extension of the Lake Parkway to STH 100.

2. Oak Creek Mayor Bolender noted that an existing residence located on Rawson Avenue may require acquisition if the Lake Parkway is extended, and businesses in the City of Cudahy may also be impacted. Mr. Yunker stated that the Commission staff would identify as part of the evaluation of Lake Parkway extension alternatives all of the potential impacts of constructing the extension, including the residences and businesses that may require acquisition and relocation. He further stated that the results of the evaluation would be reviewed and discussed at the next meeting of the Advisory Committee tentatively scheduled for January 24, 2011. Chair Jursik noted that a potential advantage of the proposed alignments was that relatively few residences and businesses would likely be impacted.
3. South Milwaukee Mayor Zepecki suggested, and Cudahy Mayor Day agreed, that an overpass without access could be considered where the Lake Parkway extension would cross College Avenue, particularly if access was provided at Edgerton Avenue to the north and at Rawson Avenue to the south. He noted that significant truck traffic volumes were forecast to be generated from the proposed U.S. Postal Service facility southwest of the intersection of Pennsylvania and College Avenues. Chair Jursik noted that access to the extension may be desirable at College Avenue as it is a major east-west arterial route, and is programmed to be widened from two to four traffic lanes between Howell Avenue and Pennsylvania Avenue/Nicholson Avenue (STH 794). Oak Creek Mayor Bolender noted the proximity of the existing UPR rail crossing at College Avenue. Mr. Yunker stated that the Commission staff would evaluate at-grade intersections, grade-separated interchanges, and overpasses with no access for the crossing of each roadway, including College Avenue, and noted that the College Avenue crossing posed particular challenges, as the Committee had identified.
4. South Milwaukee Mayor Zepecki suggested that it may also be beneficial to elevate the UPR rail line along with the Lake Parkway extension at College Avenue. Mr. Yunker indicated that elevating the UPR rail line may be difficult because railroads require a flatter grade than roadways, necessitating that the elevation of the rail line be done over a longer distance than the Lake Parkway extension.
5. Col. Metzgar indicated that he recognized the potential benefits of a Lake Parkway extension. He noted, however, the U.S. Air Force, Wisconsin Air National Guard owned land on both sides of the UPR rail right-of-way along the proposed Lake Parkway extension alignment near General Mitchell International Airport (GMIA). He noted that an extension would limit the potential for the planned new GMIA parallel east-west runway. He suggested that a Lake Parkway extension be constructed below grade adjacent to GMIA, noting that planned construction of a new east-west runway for the GMIA just north of College Avenue may limit the potential to elevate the Lake Parkway extension at College Avenue. Mr. Yunker stated that the Commission staff would consider Col. Metzgar's comments during the evaluation of the Lake Parkway extension alternatives. He noted that the Commission staff had been in contact with GMIA staff, and would coordinate with GMIA staff to identify potential impacts on existing and planned GMIA facilities.
6. Col. Metzgar noted additional potential impacts resulting from the potential extension of the Lake Parkway, including potential impacts to a GMIA fueling facility southwest of the College Avenue and UPR rail crossing, a landfill site northwest of the College Avenue and UPR rail crossing, and a contaminated site resulting from a pipeline leak located just south of Grange Avenue.

7. Representative Honadel suggested that the number of access points to the Lake Parkway extension be limited to provide a faster connection to and from downtown Milwaukee. South Milwaukee Mayor Zepecki agreed that limiting the number of access points would be beneficial. Mr. Yunker stated that a higher level of service would be possible with fewer access points, but would need to be balanced with the goal of improving access. He agreed, however, that access to the Lake Parkway extension may not be necessary at each potential road crossing.
8. St. Francis Mayor Richards noted that there was an existing congestion problem on the existing Lake Parkway at the traffic signal located at the intersection with Oklahoma Avenue. Mr. Yunker indicated that this particular issue was raised at the first Committee meeting, and that the Commission staff had agreed to include in the Lake Parkway extension study an analysis of the existing traffic congestion problems on the existing Lake Parkway at Oklahoma Avenue.

CONSIDERATION OF PROPOSED ALTERNATIVE CROSS-SECTIONS FOR LAKE PARKWAY EXTENSION

Mr. Yunker drew the Committee's attention to Figures 1 and 2 showing typical cross-sections on the existing Lake Parkway, as well as proposed alternative cross-sections for use in the evaluation of the Lake Parkway extension, which were developed with guidance from the Subcommittee (see Attachments 2 and 3 to these minutes). He explained that the existing typical cross-sections between Layton and Edgerton Avenues and between St. Francis and Layton Avenues were essentially the same, with the exception of retaining walls present between St. Francis and Layton Avenues. He indicated that between Carferry Drive and St. Francis Avenue, the median width was considerably narrower and the auxiliary lane was slightly wider than the rest of the Lake Parkway.

Mr. Yunker stated that a speed limit of 40 miles per hour—similar to that of the existing Lake Parkway—was assumed for the proposed alternative cross-sections for the Lake Parkway extension. He indicated that the difference between the two proposed alternative cross-sections shown for a 40 miles per hour extension was that one included a multi-use trail to accommodate bicycles and pedestrians, while the other did not. He stated that Federal and State law require that bicycle and pedestrian accommodations be considered on any new or reconstructed roadway utilizing State or Federal funding, and that the Commission staff would work with the Wisconsin Department of Transportation (WisDOT) and the Technical Subcommittee to determine whether, and how bicycle and pedestrian accommodations should be provided for the Lake Parkway extension. He noted that the auxiliary lanes shown on the two proposed alternative cross-sections may provide adequate bicycle accommodations, or a separate off-street trail could be used. He added that the existing Lake Parkway does not provide pedestrian or bicycle accommodations. The following discussion took place regarding the proposed alternative cross-sections:

1. St. Francis Mayor Richards suggested that six traffic lanes be considered for a Lake Parkway extension. Mr. Yunker indicated that the proposed cross-sections included four traffic lanes with auxiliary lanes, and that the Commission staff would develop forecast future traffic volumes on the potential extension alternatives to assess the number of traffic lanes appropriate for the Lake Parkway extension.
2. Oak Creek Mayor Bolender indicated opposition to accommodating bicycles on the Lake Parkway extension, expressing concern for the safety of bicyclists. Mr. Yunker stated that the Commission staff shared this concern, particularly since the Lake Parkway extension would connect to the existing Lake Parkway, where bicycles and pedestrians are currently prohibited. South Milwaukee Mayor Zepecki suggested, and Oak Creek Mayor Bolender agreed, that a barrier be considered between the roadway and a multi-use trail to separate bicycle traffic from automobile traffic. Mr. Yunker stated that a Technical Subcommittee member had also suggested

a barrier or buffer between the roadway and a multi-use trail. Mr. Seymour suggested alternative routes parallel to the Lake Parkway extension be considered to accommodate bicycles, rather than accommodating bicycles within the extension right-of-way.

3. Oak Creek Mayor Bolender suggested a narrower median width be considered to minimize potential right-of-way impacts. Mr. Yunker responded that a 30-foot median may be necessary for left turn lanes at intersections, but it would be possible to achieve narrower median widths between at-grade intersections or if grade-separated crossings and interchanges are used.
4. South Milwaukee Mayor Zepecki suggested the Lake Parkway extension have similar aesthetics to those of the existing Lake Parkway. Representative Honadel agreed, and suggested landscaping requiring minimal maintenance costs be considered within the median. Mr. Yunker indicated that the proposed design of the Lake Parkway extension, including aesthetics, was anticipated to be a continuation of the existing Lake Parkway.

DISCUSSION OF PROPOSED EVALUATION CRITERIA FOR LAKE PARKWAY EXTENSION

Mr. Yunker drew the Committee's attention to Table 1 presenting criteria proposed to be used to evaluate Lake Parkway extension alternatives (see Attachment 4 to these minutes). He noted that the Commission staff had sent a copy of the table to members of the Subcommittee for their review and comment. He noted that additional impacts may be identified by the Committee, the Commission staff, and the Technical Subcommittee during the evaluation of the alternatives of the Lake Parkway extension.

South Milwaukee Mayor Zepecki noted that the Committee had discussed a number of challenges to constructing a Lake Parkway extension, but there were also significant potential benefits to a Lake Parkway extension. He stated that the benefits included improved mobility for residents, improved access to jobs, reduced congestion on adjacent roadways, and enhanced economic development opportunities.

St. Francis Mayor Richards inquired about a conceptual timeline for the implementation of a Lake Parkway extension. Mr. Yunker responded that it would likely be 10 or more years, if the project went ahead. Preliminary engineering would require about two years, as would final engineering and design. Right-of-way acquisition and construction would also require a few years. Some time should also be expected to elapse before WisDOT would initiate preliminary engineering, and to secure funding for final engineering and construction.

ADJOURNMENT

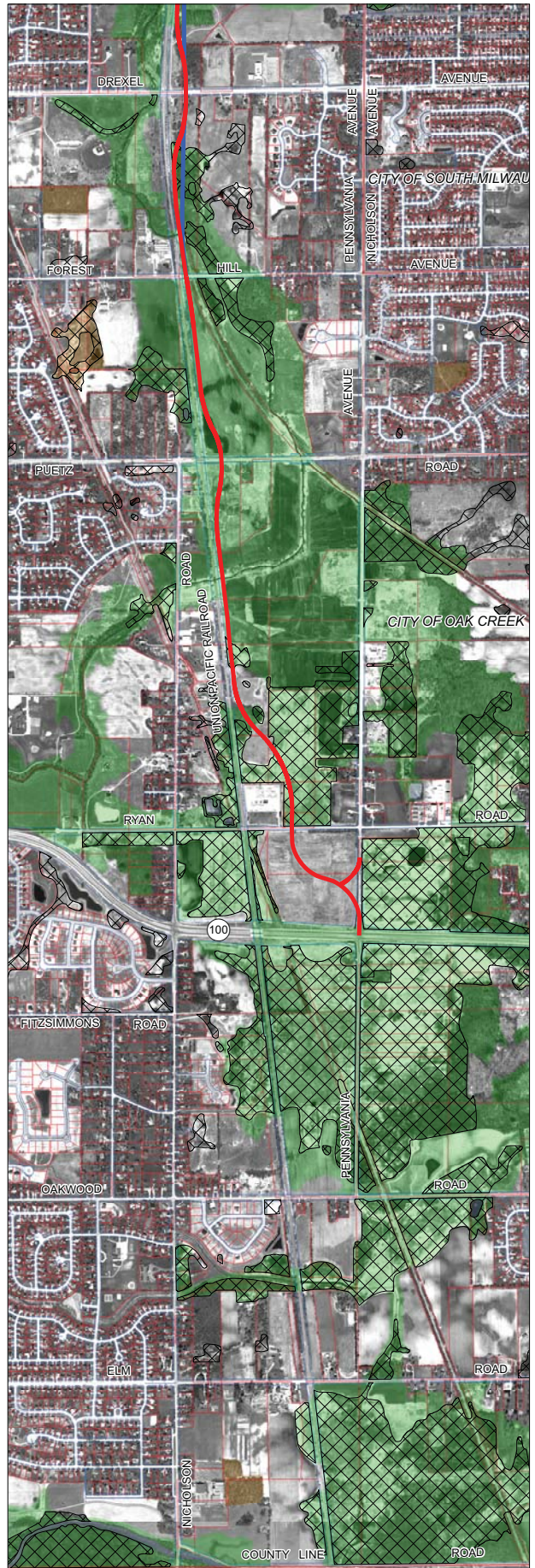
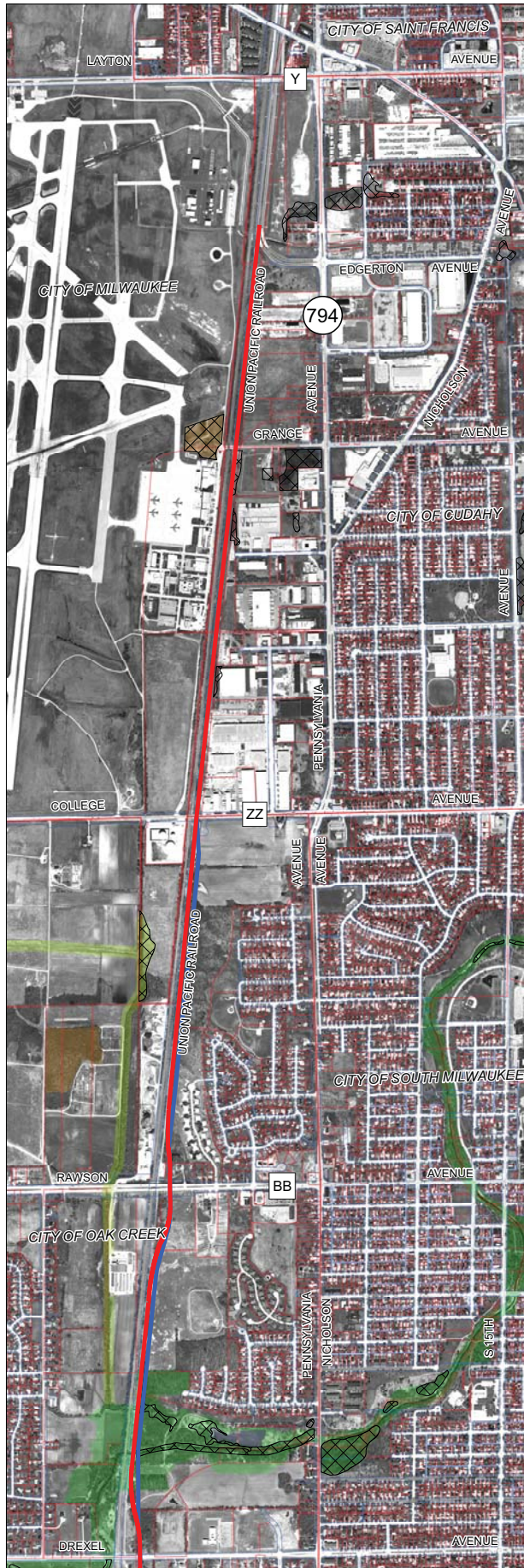
There being no further business to come before the Committee, the meeting was adjourned at 2:40 p.m.

Respectfully submitted,

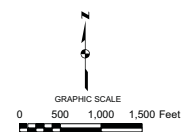
Kenneth R. Yunker
Recording Secretary

Attachment 1

POTENTIAL ALIGNMENT CENTERLINES FOR AN EXTENSION OF THE LAKE PARKWAY IN MILWAUKEE COUNTY

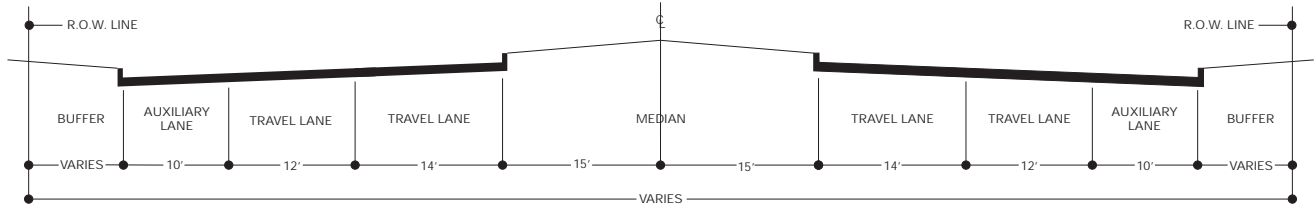


- POTENTIAL ALIGNMENT CENTERLINE WITHIN WE ENERGIES RIGHT-OF-WAY
- POTENTIAL ALIGNMENT CENTERLINE OUTSIDE OF WE ENERGIES RIGHT-OF-WAY
- PRIMARY ENVIRONMENTAL CORRIDOR
- SECONDARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA
- SURFACE WATER
- WETLANDS
- MUNICIPAL BOUNDARY

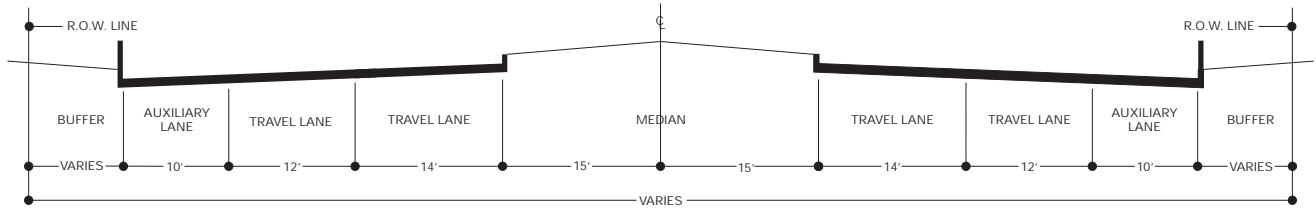


EXISTING TYPICAL CROSS-SECTIONS ON LAKE PARKWAY

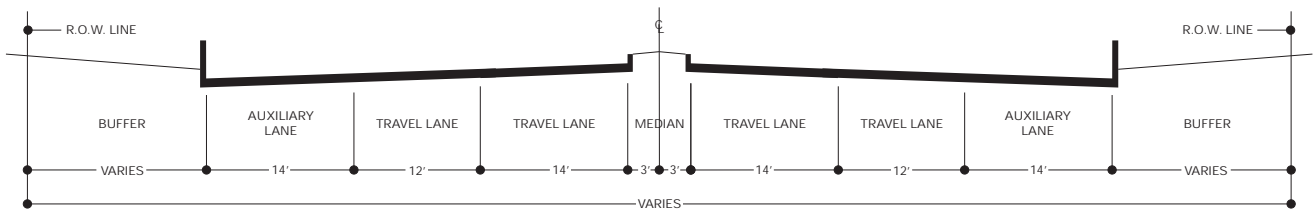
EXISTING TYPICAL CROSS-SECTION
BETWEEN LAYTON AVENUE AND EDGERTON AVENUE



EXISTING TYPICAL CROSS-SECTION
BETWEEN ST. FRANCIS AVENUE AND LAYTON AVENUE

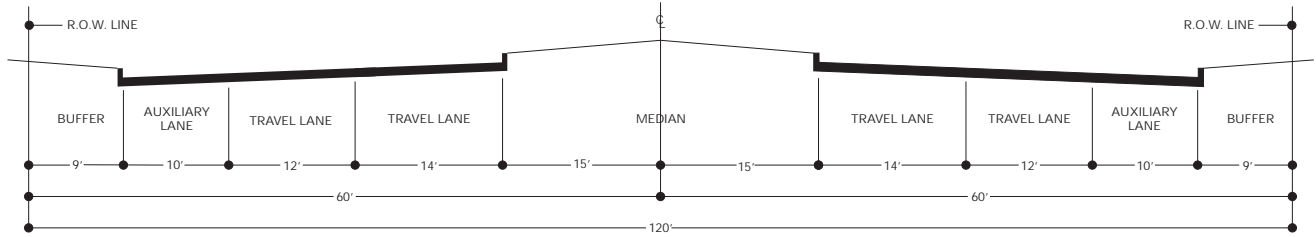


EXISTING TYPICAL CROSS-SECTION
BETWEEN CARFERRY DRIVE AND ST. FRANCIS AVENUE

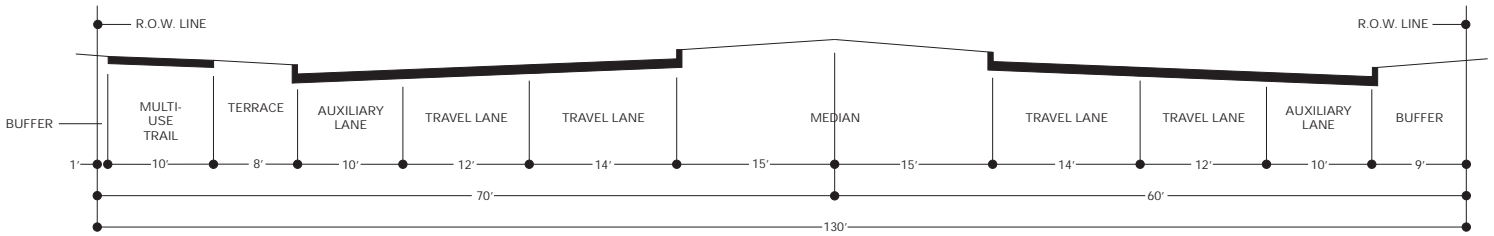


POTENTIAL TYPICAL CROSS-SECTIONS FOR POSSIBLE LAKE PARKWAY EXTENSION

TYPICAL CROSS-SECTION
 DIVIDED LOW SPEED (SPEED LIMITS OF 40 MPH OR LESS)
 FOUR-LANE URBAN ARTERIAL WITH AUXILIARY LANES



TYPICAL CROSS-SECTION
 DIVIDED LOW SPEED (SPEED LIMITS OF 40 MPH OR LESS)
 FOUR-LANE URBAN ARTERIAL WITH AUXILIARY LANES AND MULTI-USE TRAIL



NOTE: THE ABOVE CROSS-SECTIONS WOULD BE USED SHOULD THE POSTED SPEED LIMIT ON THE LAKE PARKWAY EXTENSION BE 40 MILES PER HOUR OR LESS. BETWEEN INTERSECTIONS WITH MAJOR ARTERIALS, THERE MAY BE THE POTENTIAL TO REDUCE THE WIDTH OF THE MEDIAN AND RIGHT-OF-WAY BY ABOUT 25 FEET.

CRITERIA FOR USE IN EVALUATING POSSIBLE LAKE PARKWAY EXTENSION

- Traffic Impacts
 - Estimated existing and forecast traffic volumes on Lake Parkway Extension.
 - Estimated impact of Lake Parkway Extension on existing and forecast traffic volumes on adjacent arterial streets and highways.
 - Estimated effect of Lake Parkway Extension on existing and future congestion on adjacent arterial streets and highways.
 - Estimated effect of Lake Parkway Extension traffic diversion on planned roadway widening and new facilities.
 - Improvement of accessibility as a result of Lake Parkway Extension.

- Safety
 - Comparison of expected crash rates on Lake Parkway Extension to crash rates on arterials which would carry traffic in the absence of the Lake Parkway Extension.
 - Impacts of proximity of Lake Parkway Extension to existing at-grade railroad crossings.

- Right-of-Way Impacts
 - Property and Structure Acquisitions/Relocations.
 - Residential Structures.
 - Commercial/Industrial Structures.
 - Institutional Structures.
 - Acres.
 - Primary Environmental Corridors (acres).
 - Secondary Environmental Corridors (acres).
 - Isolated Natural Area (acres).
 - Wetlands (acres).
 - Prime Agricultural Land (acres).

Attachment 4 (continued)

- Other right-of-way impacts, such as to the planned redevelopment site of the 128th Air Refueling Wing of the Wisconsin Air National Guard and the proposed new U.S. Postal facility to be located southwest of the intersection of Pennsylvania Avenue and College Avenue.

- Disruptions¹
 - Residential Units.
 - Commercial/Industrial Structures.
 - Institutional Structures.

- Capital Costs (2010 Dollars)
 - Construction costs.
 - Right-of-Way².
 - Utility Relocation.

- Other
 - Impacts to access of adjacent businesses and residences located along roadways intersecting Lake Parkway Extension.

¹ A “disruption” is defined as any residential unit, or commercial or institutional structure located within about 200 feet of the right-of-way required for each alternative.

² Right-of-way capital costs include the costs to acquire highway easements for the Lake Parkway, but do not include the costs to relocate any existing utility facilities, such as electric power transmission line poles and towers.