

MINUTES OF THE THIRD MEETING

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

DATE: February 16, 2011
TIME: 1:30 p.m.
PLACE: St. Francis Public Library
Hoppe Room
4230 South Nicholson Avenue
St. Francis, Wisconsin

Members Present

Patricia Jursik, Chair Supervisor, 8th District, Milwaukee County Board
Rollin Bertran (representing Jack Takerian)..... Director of Highway Operations,
Department of Transportation and Public Works, Milwaukee County
Dick Bolender Mayor, City of Oak Creek
Tony Day Mayor, City of Cudahy
Mike Loughran (representing Jeffrey Mantes)Chief Planning & Developments Engineer,
City of Milwaukee
Al Richards Mayor, City of St. Francis
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

Samer AbulughodAirport Gateway Business Improvement District #40,
Airport Gateway Business Association
Tom Buck440th Airlift Wing/128th Air Refueling Wing Community Council
Melinda Dejewski City Engineer/Director of Public Works, City of St. Francis
Glenn Gerschke.....Citizen
Michelle Kendall..... Lieutenant Colonel, Civil Engineering Commander,
128th Air Refueling Wing, Wisconsin Air National Guard
Gregg Lindner Owner, Lindner Logistics
Frank LockwoodFire Chief, City of St. Francis
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
Tom Rave.....Executive Director, The Gateway to Milwaukee
Matt RempfishCitizen
Doug Seymour Director, Community Involvement, City of Oak Creek

Guests (continued)

Gene Schmitz Retired General, 128th Air Refueling Wing,
Wisconsin Air National Guard

George Schulz Citizen

Jeff Warg Citizen

Thomas Weatherston Village Trustee, Village of Caledonia

ROLL CALL

Chair Jursik called the meeting to order at 1:30 p.m. and the Commission staff circulated a sign-in sheet for attendance. Chair Jursik indicated that Mr. Thomas Weatherston, Village Trustee for the Village of Caledonia was in attendance and asked him to introduce himself. Trustee Weatherston stated that the Caledonia Village Board had created a committee to consider the possible extension of the Lake Parkway into Racine County should a Lake Parkway extension in Milwaukee County be implemented. Chair Jursik thanked Trustee Weatherston for attending the meeting, noting she had received calls from individuals from Racine County expressing interest in the current study.

DETERMINATION OF NEXT MEETING DATE AND LOCATION

Chair Jursik suggested, and the Committee agreed, that the next meeting should address potential issues associated with constructing a Lake Parkway extension near General Mitchell International Airport (GMIA). She suggested that the meeting be held at GMIA and include GMIA staff and members of the 128th Air Refueling Wing. Col. Metzgar thanked Chair Jursik for attempting to schedule a meeting at GMIA, and agreed to work with her to schedule the meeting.

REVIEW AND APPROVAL OF MINUTES OF THE OCTOBER 28, 2010, MEETING

A motion to approve the minutes of the October 28th meeting as presented was made by Mayor Zepecki, seconded by Mayor Richards, and carried unanimously by the Committee.

CONSIDERATION OF PROPOSED ALTERNATIVE TREATMENTS AT EACH ROADWAY CROSSING OF A LAKE PARKWAY EXTENSION

Chair Jursik asked Mr. Yunker to review the alternative treatments proposed at each roadway crossing of the Lake Parkway Extension. Mr. Yunker then drew the Committee’s attention to Exhibit A, which summarized proposed alternative treatments that would be evaluated for the Lake Parkway extension (see Attachment 1 to these minutes). He explained that the “limited access” alternative included access points to the Lake Parkway Extension at each arterial crossing except for College Avenue, while the “high level of access” alternative included access at College Avenue and also at Edgerton Avenue. He noted that the Commission staff assumed that no access to abutting properties, such as private driveways, would be provided along the Lake Parkway extension between the roadway crossings. He proceeded to review the alternative treatments at each roadway crossing. Chair Jursik suggested that the Committee discuss the access alternatives for each potential roadway crossing and consider recommending a specific treatment at each crossing.

Layton Avenue/Edgerton Avenue

1. Mayor Richards suggested that it may not be necessary to provide both an at-grade intersection at Edgerton Avenue and to convert the existing half interchange at Layton Avenue to a full interchange. Mayor Zepecki and Mayor Day agreed, noting that constructing a full interchange at Layton Avenue may be more costly than an at-grade intersection at Edgerton Avenue. Mr. Yunker suggested that the Commission staff analyze two options for Layton Avenue and Edgerton Avenue—one option expanding the existing Layton Avenue interchange from a half

interchange to a full interchange and eliminating existing access at Edgerton Avenue, and one option which would include an at-grade intersection at Edgerton Avenue, but not provide additional access at Layton Avenue. He noted that the potential proximity of the end of a northbound off-ramp and southbound on-ramp of a full interchange at Layton Avenue and an at-grade intersection at Edgerton Avenue may not allow adequate spacing to permit the implementation of both. The Committee agreed to the consideration of these two options.

Grange Avenue

1. Chair Jursik suggested, and the Committee agreed, to postpone the discussion of approval of a recommended crossing treatment at Grange Avenue until after the next Committee meeting to be held at GMIA. Mr. Yunker noted that the Commission staff was proposing to analyze one alternative at Grange Avenue—an overpass with no access.

College Avenue

1. Mayor Day asked if the proposed jughandle access at College Avenue would allow both northbound and southbound access to and from the Lake Parkway extension. Mr. Yunker indicated that it would.
2. Mayor Bolender noted the proposed U.S. Postal Service facility southwest of the intersection of Pennsylvania and College Avenues, and asked whether providing traffic signals at the proposed intersection of the jughandle and College Avenue would affect traffic operations through the roundabout proposed to be constructed on College Avenue east of the Union Pacific Railroad (UPR) rail line. Mr. Bertran stated that the proposed traffic signal-controlled jughandle intersection would not necessarily affect the operation of the roundabout.
3. The Committee agreed to consider the two alternative crossing treatments proposed at College Avenue.
4. Mr. Yunker noted that currently two alternative alignments are being considered for the potential Lake Parkway extension between College and Forest Hill Avenues—one alignment within the We Energies right-of-way and one alignment outside but adjacent to the We Energies right-of-way to avoid the need to relocate existing utilities. He stated that following further review of these two alternative alignments, the Commission staff would recommend that only the alignment within the We Energies right-of-way be considered between College Avenue and a point south of the site for the proposed U.S. Postal Service facility to minimize the potential impact on that site.

Rawson Avenue

1. Mr. Yunker noted that under the grade-separated interchange option at Rawson Avenue, the potential Lake Parkway extension would be constructed under Rawson Avenue, potentially requiring reconstruction of the existing Rawson Avenue bridge over the UPR rail line.
2. Mayor Zepecki noted that there was open space and farmland south of Rawson Avenue and east of the UPR rail line that should be adequate for the construction of interchange ramps. He indicated that he did not have a preferred crossing treatment alternative at Rawson Avenue at this time.
3. Mayor Bolender noted that the potential Lake Parkway extension appears to not have an impact on Camelot Park located south of Rawson Avenue and east of the UPR rail line, and suggested that the potential Lake Parkway extension be constructed as far west as possible near Rawson Avenue to minimize impacts to any existing and potential future development in the area.

4. In response to an inquiry by Chair Jursik, Mr. Yunker explained that grade-separated interchanges would provide a higher level of service on the Lake Parkway extension than signalized at-grade intersections.
5. The Committee agreed to review further information regarding the potential impacts of alternative crossing treatments at Rawson Avenue.

Drexel Avenue

1. Mayor Zepecki noted that the planned IH 94 interchange at Drexel Avenue may impact the level of traffic volume accessing the Lake Parkway extension at Drexel Avenue. Mr. Yunker noted that the year 2035 regional transportation plan recommends a new IH 94 interchange at Drexel Avenue, and that the new interchange would be considered when estimating future traffic volumes on the Lake Parkway extension and adjacent arterial streets and highways.
2. The Committee agreed to review further information regarding the potential impacts of alternative treatments at the Drexel Avenue crossing.

Forest Hill Avenue

1. Mayor Bolender made a motion for the Committee to approve an overpass with no access as the recommended crossing treatment of the Lake Parkway extension at Forest Hill Avenue. The motion was seconded by Mayor Day, and carried unanimously by the Committee.

Puetz Road

1. Chair Jursik asked if Puetz Road was planned to be widened from two to four traffic lanes. Mayor Bolender stated that he believed it was, and noted that a proposed development in Oak Creek along Lake Michigan could potentially increase traffic volumes on Puetz Road. Mr. Yunker added that the year 2035 regional transportation plan recommends the provision of four traffic lanes on Puetz Road between 27th Street (STH 241) and STH 32.
2. The Committee agreed to review further information regarding the potential impacts of alternative treatments at the Puetz Road crossing.

Ryan Road

1. Mayor Zepecki made a motion for the Committee to approve the provision of cul-de-sacs on Ryan Road on each side of the Lake Parkway extension as the recommended crossing treatment of the Lake Parkway extension at Ryan Road. The motion was seconded by Mayor Day, and carried unanimously by the Committee.

STH 100

1. Mr. Yunker noted that two locations are being considered for an at-grade intersection at STH 100—one location at the existing intersection of STH 100 and Pennsylvania Avenue and one location at a point west of the existing intersection of STH 100 and Pennsylvania Avenue. Mayor Bolender expressed concern that intersecting the Lake Parkway extension at Pennsylvania Avenue may result in additional traffic using local roadways, such as Ryan Road, to access the Lake Parkway extension to avoid possible traffic congestion on STH 100. Mayor Richards noted, and Trustee Weatherston agreed, that locating the intersection west of Pennsylvania Avenue would potentially make it easier to extend the Lake Parkway south into Racine County. Mr. Yunker noted that it may be costly to construct an at-grade intersection west of Pennsylvania Avenue because STH 100 is elevated at that location.
2. The Committee agreed to review further information regarding the potential impacts of the two alternative locations being considered for an at-grade intersection at STH 100.

Mayor Richards requested that the Commission staff provide at the next Committee meeting the distance between each potential Lake Parkway extension access and egress location.

REPORT BY COMMISSION STAFF ON MEETING WITH GENERAL MITCHELL INTERNATIONAL AIRPORT STAFF REGARDING A LAKE PARKWAY EXTENSION

Chair Jursik asked Mr. Yunker to briefly describe the meeting between Commission and GMIA staff, noting that she hoped to further discuss any potential issues associated with the Lake Parkway extension along GMIA in further detail at the next Committee meeting to be held at GMIA. Mr. Yunker indicated that during meetings with the Commission staff, GMIA staff drew attention to a Milwaukee County ordinance restricting the height of new facilities adjacent to the airport, and indicated that ultimately the Federal Aviation Administration (FAA) would need to review designs for the extension to determine whether the extension would affect navigable airspace. Mr. Yunker noted that the extension would generally have a similar height as the UPR rail line along GMIA. He added that GMIA staff did not identify any issue that would make construction of a Lake Parkway extension infeasible.

DISCUSSION OF METHODOLOGY TO BE USED IN IMPACT EVALUATION OF LAKE PARKWAY EXTENSION ALTERNATIVES

Mr. Yunker drew the Committee's attention to Exhibit B showing the methodology to be used in impact evaluation of the Lake Parkway Extension alternatives (see Attachment 2 to these minutes). He described the impacts the Commission staff were proposing to evaluate as part of the study, and noted that the Commission staff would present the results of the impact evaluation to the Advisory Committee at a future meeting.

In response to a question by Mayor Zepecki regarding the potential speed limit on the Lake Parkway extension, Mr. Yunker stated that a speed limit of 40 miles per hour—similar to that of the existing Lake Parkway—was assumed for the Lake Parkway extension, as discussed at the October 28, 2010, Committee meeting.

In response to an inquiry from Mayor Richards, Mr. Yunker indicated that the Commission staff has 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.

In response to an inquiry from Ms. Dejewksi, Mr. Yunker indicated that the permitting of bicycles on the existing Lake Parkway between Carferry Drive and Layton Avenue would not be considered as a part of the current Lake Parkway extension study. He noted that should the Lake Parkway extension be implemented with bicycle accommodations, the Wisconsin Department of Transportation (WisDOT) would likely address the potential provision of bicycle accommodations on the existing Lake Parkway when WisDOT conducts preliminary engineering for a reconstruction of the existing Lake Parkway. Ms. Dejewksi suggested that bicycle accommodations along the Lake Parkway extension should be considered in the current study. Mr. Yunker indicated that the Commission staff intends to consider bicycle accommodations for each of the Lake Parkway extension alternatives.

In response to a question from Chair Jursik regarding the use of year 2010 U.S. Census demographic data in the current study, Mr. Yunker stated that the Commission staff annually monitors estimates of population and employment to verify the validity of forecasts in regional transportation and land use plans for Southeastern Wisconsin.

ADJOURNMENT

There being no further business to come before the Committee, the meeting was adjourned at 3:05 p.m.

Respectfully submitted,

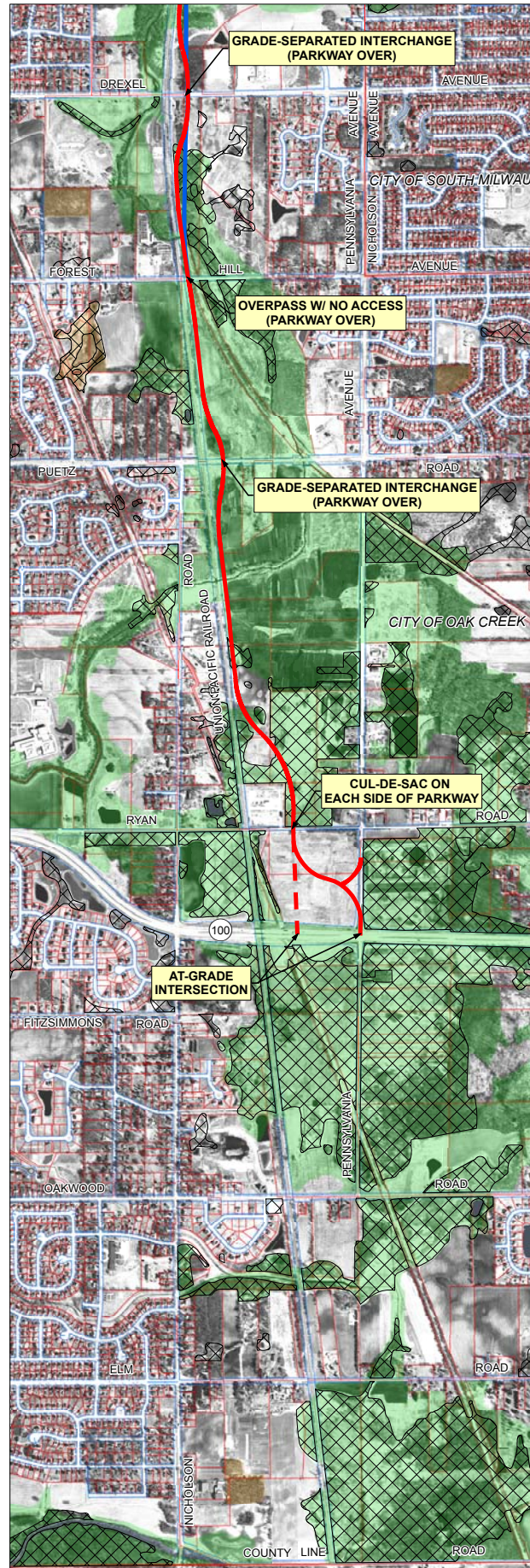
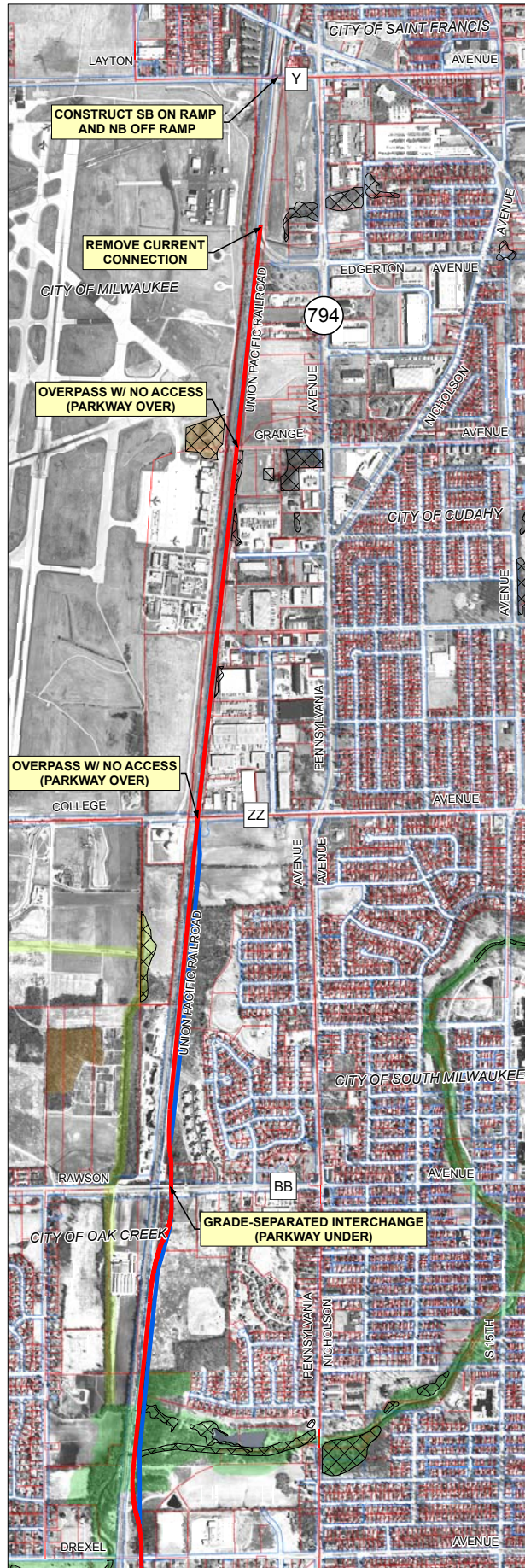
Kenneth R. Yunker
Recording Secretary

KRY/RWH/EDL/edl/dad
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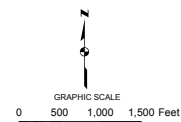
**POTENTIAL ALTERNATIVE TREATMENTS AT EACH ROADWAY CROSSING OF A
LAKE PARKWAY EXTENSION BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY**

Roadway Crossing	Alternative 1 – Limited Access		Alternative 2 – High Level of Access	
	Potential Treatment of Lake Parkway	Access Provided	Potential Treatment of Lake Parkway	Access Provided
Layton Avenue	Convert half interchange to full interchange (construct SB on ramp and NB off ramp)	Yes	Maintain half interchange (SB off ramp and NB on ramp)	Yes
Edgerton Avenue	Remove current connection	No	At-grade intersection	Yes
Grange Avenue	Overpass with no access (Lake Parkway over)	No	Overpass with no access (Lake Parkway over)	No
College Avenue (CTH ZZ)	Overpass with no access (Lake Parkway over)	No	Overpass with “jughandle” ramp (Lake Parkway over)	Yes
Rawson Avenue (CTH BB)	Grade-separated interchange (Lake Parkway under)	Yes	At-grade intersection on existing Rawson Avenue bridge	Yes
Drexel Avenue	Grade-separated interchange (Lake Parkway over)	Yes	At-grade intersection	Yes
Forest Hill Avenue	Overpass with no access (Lake Parkway over)	No	At-grade intersection	Yes
Puetz Road	Grade-separated interchange (Lake Parkway over)	Yes	At-grade intersection	Yes
Ryan Road	Cul-de-sac on each side of Lake Parkway	No	Cul-de-sac on each side of Lake Parkway	No
STH 100	At-grade intersection	Yes	At-grade intersection	Yes

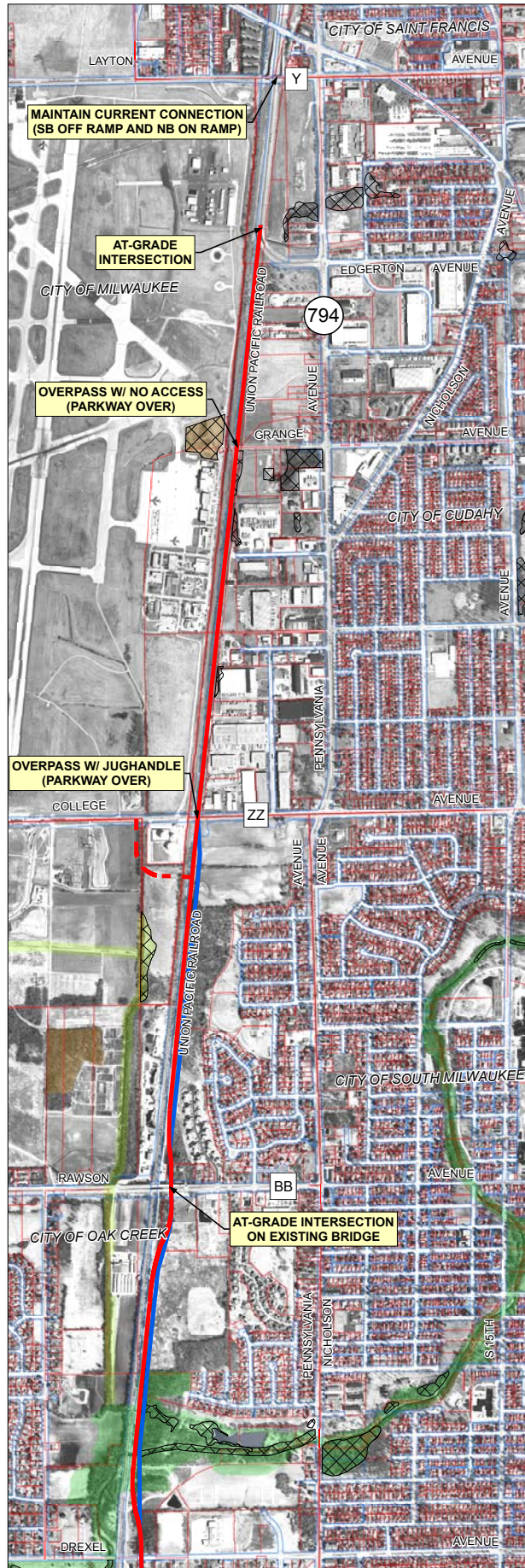
Attachment 1 (continued)
 POTENTIAL ALIGNMENT CENTERLINES AND ROADWAY CROSSING TREATMENTS
 FOR AN EXTENSION OF THE LAKE PARKWAY IN MILWAUKEE COUNTY: LIMITED ACCESS ALTERNATIVE



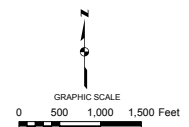
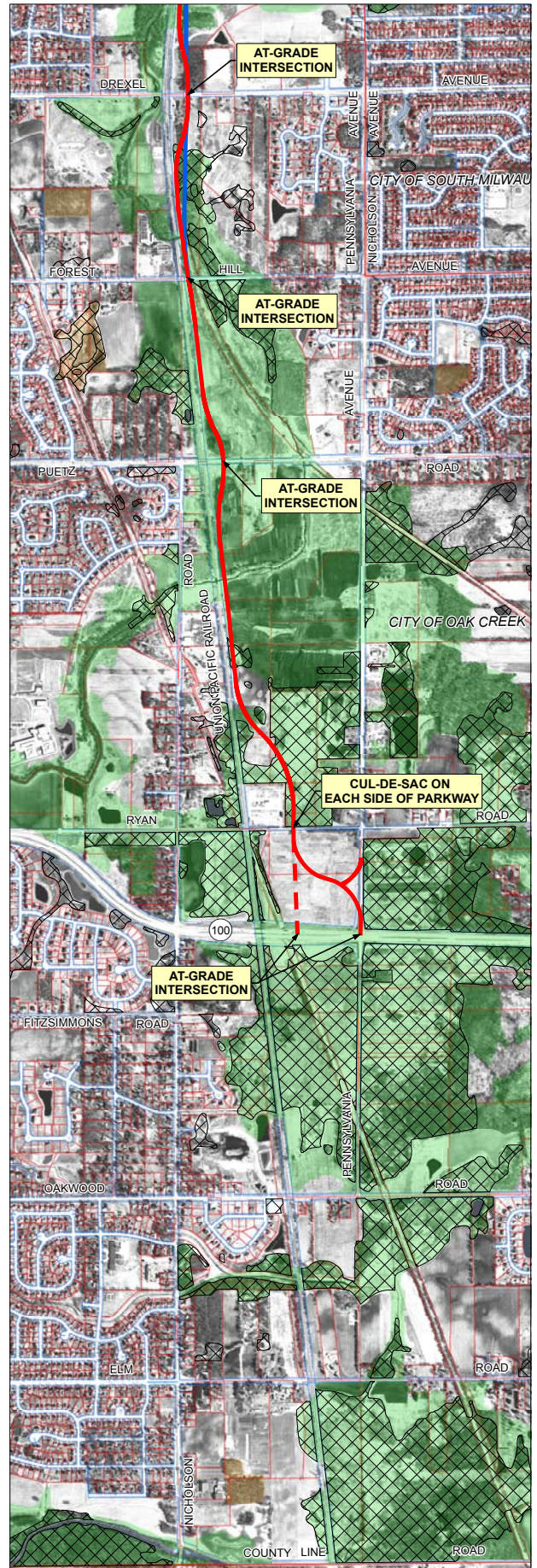
- POTENTIAL ALIGNMENT CENTERLINE WITHIN WE ENERGIES RIGHT-OF-WAY
- POTENTIAL ALIGNMENT CENTERLINE OUTSIDE OF WE ENERGIES RIGHT-OF-WAY
- ALTERNATIVE ALIGNMENT CENTERLINE AT STH 100
- PRIMARY ENVIRONMENTAL CORRIDOR
- SECONDARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA
- SURFACE WATER
- WETLANDS
- MUNICIPAL BOUNDARY



POTENTIAL ALIGNMENT CENTERLINES AND ROADWAY CROSSING TREATMENTS FOR AN EXTENSION OF THE LAKE PARKWAY IN MILWAUKEE COUNTY: HIGH LEVEL OF ACCESS ALTERNATIVE



- POTENTIAL ALIGNMENT CENTERLINE WITHIN WE ENERGIES RIGHT-OF-WAY
- POTENTIAL ALIGNMENT CENTERLINE OUTSIDE OF WE ENERGIES RIGHT-OF-WAY
- ALTERNATIVE ALIGNMENT CENTERLINE AT COLLEGE AVENUE AND STH 100
- PRIMARY ENVIRONMENTAL CORRIDOR
- SECONDARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA
- SURFACE WATER
- WETLANDS
- MUNICIPAL BOUNDARY



**PROPOSED METHODOLOGY FOR EVALUATING IMPACTS
OF LAKE PARKWAY EXTENSION ALTERNATIVES**

- Traffic Impacts
 - Estimated existing and forecast traffic volumes on Lake Parkway Extension.
 - Staff will estimate traffic volumes on a Lake Parkway Extension based on existing year and forecast year 2035 traffic volumes.
 - Estimated impact of Lake Parkway Extension on existing and forecast traffic volumes on adjacent arterial streets and highways.
 - Staff will compare estimated traffic volumes on the planned arterial streets and highway system based on existing year and forecast year 2035 traffic volumes with and without implementation of a Lake Parkway Extension.
 - Estimated effect of Lake Parkway Extension on existing and future congestion on adjacent arterial streets and highways.
 - Staff will compare estimated levels of service on the planned arterial streets and highway system with and without implementation of a Lake Parkway Extension based on existing year and forecast year 2035 traffic volumes and existing and planned roadway capacities.
 - Estimated effect of Lake Parkway Extension traffic diversion on planned roadway widening and new facilities.
 - Staff will identify planned roadway widening and new facilities that may not be necessary based on the amount of forecast year 2035 traffic volumes expected to be diverted from those roadways to a Lake Parkway Extension.
 - Improvement of accessibility as a result of Lake Parkway Extension.
 - Staff will compare estimated travel times between specific origins and destinations with and without implementation of a Lake Parkway Extension.

- Safety
 - Comparison of expected crash rates on a Lake Parkway Extension to crash rates on arterials which would carry traffic in the absence of a Lake Parkway Extension.
 - Staff will compare estimated crash rates for segments of a Lake Parkway Extension and Pennsylvania Avenue—the primary arterial which would carry traffic in the absence of a Lake Parkway Extension—between Layton Avenue and STH 100. Crash rates along the Lake Parkway Extension will be estimated based on crashes reported on the existing Lake Parkway between Carferry Drive and Layton Avenue. Crash rates along Pennsylvania Avenue will be estimated based on crashes reported on this roadway between Layton Avenue and STH 100.
 - Impacts of proximity of Lake Parkway Extension to existing at-grade railroad crossings.
 - Staff will identify locations of roadway crossings where the distance between the Lake Parkway Extension and an existing parallel at-grade railroad is less than minimum ideal distance of 125 feet and less than a distance of 80 feet, which requires special design and traffic control arrangements, per the Wisconsin Department of Transportation’s Facilities Design Manual.
- Right-of-Way Impacts
 - Property and Structure Acquisitions/Relocations.
 - Staff will estimate the number of residential structures, commercial and industrial structures, institutional structures, and total acres of property, which may require acquisition or relocation due to a Lake Parkway Extension, as identified utilizing year 2010 orthophotography for Milwaukee County.
 - Structure Disruptions
 - Staff will estimate the number of residential units, commercial and industrial structures, and institutional structures, which may be disrupted by a Lake Parkway Extension, as identified utilizing year 2010 orthophotography for Milwaukee County. A “disruption” is defined as any residential unit, commercial or industrial structure, or institutional

structure located within about 200 feet of the right-of-way required for each Lake Parkway Extension alternative.

- Acres of Primary Environmental Corridors, Secondary Environmental Corridors, and Isolated Natural Area.
 - Staff will estimate the total acres of primary environmental corridor, secondary environmental corridor, and isolated natural area that may be impacted by a Lake Parkway Extension, as measured utilizing SEWRPC's year 2005 environmental corridors inventory.
- Wetlands (acres).
 - Staff will estimate the total acres of wetlands that may be impacted by a Lake Parkway Extension, as measured utilizing SEWRPC's year 2005 SEWRPC wetlands inventory.
- Prime Agricultural Land (acres).
 - Staff will estimate the total acres of prime agricultural lands that may be impacted by a Lake Parkway Extension, as measured utilizing the prime agricultural lands identified in the year 2035 regional land use plan.
- Planned redevelopment site of 128th Air Refueling Wing of the Wisconsin Air National Guard.
 - Staff will identify potential impacts associated with locating a Lake Parkway Extension along land owned by the U.S. Air Force, Wisconsin Air National Guard. These impacts will be focused on the extent to which a Lake Parkway Extension may limit the potential to redevelop sites along Grange Avenue for the 128th Air Refueling Wing.
- Proposed new U.S. Postal facility to be located southwest of the intersection of Pennsylvania Avenue and College Avenue.
 - Staff will identify impacts that could potentially result from an extension of the Lake Parkway on the new proposed U.S. Postal facility planned to be constructed at the southwest corner of the intersection of Pennsylvania Avenue and College Avenue. These impacts will primarily be focused on traffic patterns and driveway access near the Lake Parkway Extension, and the impacts on the development due to any potential need to

acquire land on the proposed U.S. Postal facility's property for the construction and maintenance of the Lake Parkway Extension.

- Capital Costs (2010 Dollars)
 - Construction Costs.
 - Staff will estimate capital costs of constructing a Lake Parkway Extension based on the costs of other projects of similar types that have been constructed in southeastern Wisconsin. The costs for each Lake Parkway Extension alternative will include construction, engineering, contingencies, traffic control, storm water management facilities, and any clearing, grubbing, and grading within the right-of-way.
 - Right-of-Way.
 - Staff will estimate the capital costs to acquire highway easements and right-of-way for a Lake Parkway Extension.
 - Utility Relocation.
 - Staff will estimate the capital costs to relocate any existing utility facilities, such as electric power transmission line poles and towers.
- Other
 - Impacts to access of adjacent businesses and residences located along roadways intersecting Lake Parkway Extension.
 - Staff will identify businesses and residences that may have reductions in access due to the closing of existing median openings to allow for the provision of safe and adequate access to a Lake Parkway Extension.