

Minutes of the Meeting

**ADVISORY COMMITTEE ON
REGIONAL TRANSPORTATION SYSTEM PLANNING**

DATE: May 9, 2012
TIME: 1:00 pm
PLACE: Tommy G. Thompson Youth Center
640 South 84th Street
West Allis, Wisconsin 53214

Advisory Committee Members Present

George E. Melcher Director of Planning and Development,
Chair Kenosha County
Aziz Aleiow Managing Engineer, Milwaukee County Department of Transportation
Sandra K. Beaupré Director, Bureau of Planning,
Division of Transportation Investment Management,
Wisconsin Department of Transportation
Allison M. Bussler Director, Department of Public Works, Waukesha County
Jon Edgren Highway Commissioner, Washington County
Michael Einweck Director of Public Works,
(Representing Wallace Thiel) Village of Hartland
Mike Friedlander Program and Planning Analyst, Bureau of Air Management,
(Representing Bart A. Sponseller) Wisconsin Department of Natural Resources
Thomas M. Grisa Director, Department of Public Works, City of Brookfield
Robert C. Johnson Transit Director,
(Representing Fred Abadi) Waukesha Metro Transit
Alexis Kuklenski Community Planner, Federal Highway Administration,
U.S. Department of Transportation
Thomas Longtin State Program Engineer, Southeast Region,
(Representing Sheri Schmit) Wisconsin Department of Transportation
Eric A. Nitschke Regional Director, Southeast Region,
Wisconsin Department of Natural Resources
Jeffrey S. Polenske City Engineer, City of Milwaukee
Larry Price Operations Director, Walworth County Public Works Department

Liaison to Environmental Justice Task Force

Ald. Willie Wade Alderman, City of Milwaukee Aldermanic District 7

Staff Members Present

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

ROLL CALL

Chairman Melcher called the meeting of the Advisory Committee on Regional Transportation System Planning to order at 1:00 p.m. He indicated that a sign-in sheet was being circulated for the purposes of taking roll and recording the names of all persons in attendance at the meeting, and declared a quorum of the Committee present.

REVIEW AND APPROVAL OF MINUTES OF AUGUST 31, 2011, MEETING

Chairman Melcher asked the Committee to consider the minutes of the August 31, 2011, meeting. There being no comments or discussion, Mr. Grisa made a motion to approve the minutes of the August 31, 2011, meeting. The motion was seconded by Mr. Einweck, and was carried unanimously by the Advisory Committee.

REVIEW AND CONSIDERATION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION AND TOWN OF DELAVAN REQUEST TO AMEND THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN DOCUMENTED IN SEWRPC PLANNING REPORT NUMBER 49, "A REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2035" TO INCLUDE THE WIDENING OF STH 50 FROM 2 TO 4 TRAFFIC LANES BETWEEN CTH F (SOUTH) AND STH 67

At the request of Chairman Melcher, Mr. Hiebert reviewed a memorandum documenting a proposed amendment to the adopted year 2035 regional transportation plan requested by the Wisconsin Department of Transportation (WisDOT) to include the widening of STH 50 from two to four traffic lanes between CTH F (south) and STH 67. He noted that the memorandum also requests that the plan be amended to include the addition of Mound Road between STH 11 and STH 67—an existing street—to the Walworth County planned arterial street and highway system.

Mr. Hiebert indicated that WisDOT is nearing conclusion of the preliminary engineering and environmental impact study of the reconstruction of STH 50 between IH 43 and STH 67, and that the widening of STH 50 between CTH F (south) and STH 67 is included in their recommended alternative. The recommended alternative was developed by WisDOT, working closely with concerned and affected local governments, including the Town of Delavan, to accommodate existing and future traffic volumes, to provide a safe and reliable roadway, to minimize the impact to local businesses, and to avoid impacts to historic and archeological sites, including identified Indian burial mounds, located along STH 50. He noted that the Town of Delavan Board had adopted a resolution approving the amendment and that the Walworth County Jurisdictional Highway Planning Committee had also approved a similar amendment to the Walworth County jurisdictional highway system plan. He indicated that the Walworth County Board of Supervisors would consider the amendment to the jurisdictional plan at a future meeting.

[Secretary's Note: At its September 6, 2012, meeting, the Walworth County Board of Supervisors adopted a resolution requesting that the Commission amend the regional transportation plan to include the widening of STH 50 from two to four traffic lanes between CTH F (south) and STH 67. The adopted resolution is presented as Attachment 1 to these minutes.]

Mr. Yunker noted that Mound Road between STH 11 and STH 67 is being proposed to be added to the Walworth County planned arterial street and highway system as a two-lane facility, and that no functional improvements, such as widening to add additional traffic lanes, to this segment of Mound Road are recommended.

There being no comments or discussion, Mr. Price made a motion to approve the proposed amendments to the adopted year 2035 regional transportation plan to include the widening of STH 50 from two to four traffic lanes between CTH F (south) and STH 67 and the addition of Mound Road between STH 11 and STH 67 to the Walworth County planned arterial street and highway system. The motion was seconded by Mr. Johnson and was carried unanimously by the Advisory Committee.

REVIEW AND CONSIDERATION OF PRELIMINARY DRAFT CHAPTERS OF SEWRPC MEMORANDUM, “REGIONAL TRANSPORTATION OPERATIONS PLAN”: CHAPTER III, “ALTERNATIVE AND RECOMMENDED SHORT-RANGE TRANSPORTATION SYSTEMS MANAGEMENT PLAN AND PROGRAM” AND CHAPTER IV, “SUMMARY AND CONCLUSIONS”

At the request of Chairman Melcher, Mr. Hiebert reviewed two draft chapters of the regional transportation operations plan (RTOP). Mr. Hiebert noted that the Committee had approved Chapters I and II at the last meeting. He stated that the RTOP will address the operation and systems management of the regional transportation system, serving to refine and implement the transportation systems management (TSM) element of the regional transportation plan. He further stated that draft Chapter III of the RTOP presents candidate and recommended projects proposed by local and State governments within Southeastern Wisconsin over the next three to five years to implement the TSM element of the regional transportation plan, and that draft Chapter IV provides a summary of the RTOP.

Mr. Hiebert stated that the Commission staff had solicited candidate TSM projects during the last quarter of 2011 from each County, City, Village, and Town in Southeastern Wisconsin and from WisDOT. He indicated that a total of 26 candidate projects—all surface arterial traffic management projects—had been received. He noted that Chapter III provides a listing of these candidate projects, and presents a proposed evaluation and priority ranking of these projects for implementation and funding. He noted that the development of the RTOP, and solicitation of TSM candidate projects, would be conducted on a four-year cycle, and that the next RTOP expected to be developed in the fall of 2015. He also noted that the Commission staff would intend to use the same project scoring criteria developed and applied in this RTOP in future project solicitations and prioritizations. Mr. Hiebert noted that the Commission staff is considering to propose to the Commission’s Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, and Round Lake Urbanized Areas (TIP Committees) that these project scoring criteria be used by Commission staff to evaluate candidate TSM projects for Federal Congestion Mitigation and Air Quality (CMAQ) funding. Mr. Yunker noted that candidate CMAQ projects are independently rated by Wisconsin Department of Natural Resources (WDNR), WisDOT, and Commission staffs. The procedures used for the selection of CMAQ projects and the rating procedure utilized by the Commission staff was developed and approved by the TIP Committees. He added that including project prioritization recommended in the project rating procedures utilized by Commission staff for CMAQ funding, would not affect the scoring procedures utilized by WDNR and WisDOT staffs. He added that the prioritization of projects contained in the RTOP would only pertain to TSM projects, and that other types of projects eligible for CMAQ funding, such as transit and bicycle and pedestrian projects, would continue to be scored based on the procedures developed and approved by the TIP Committees. He also noted that WisDOT has informed the Commission and WDNR that there is backlog of approved CMAQ projects, and that Commission staff would work with WisDOT and WDNR staffs to review the status of these approved CMAQ projects and determine how to address the backlog in cooperation with the TIP Committees.

The following discussion took place regarding the draft chapters of the RTOP:

1. Mr. Grisa asked whether the prioritization of an intersection TSM project that was identified in Table 2 of the draft RTOP chapter as involving the installation of a traffic signal would be

affected should a roundabout ultimately be recommended for implementation at that intersection. Mr. Yunker responded that the prioritization is based on the need for improvement at the particular intersection, and would not be affected by the traffic control method that is recommended for implementation.

2. In responding to a question from Ms. Bussler, Mr. Yunker indicated that based on the current procedures developed and approved for the selection of projects for CMAQ funding by the TIP Committees, TSM projects would still be evaluated together with other types of CMAQ projects, and that CMAQ funds would not be allocated specifically for each project category. He noted that the TIP Committees could decide in the future to change the CMAQ project selection procedures to include allocation of funds for specific types of projects.
3. Responding to an inquiry by Mr. Einweck, Mr. Yunker stated that the Commission staff had not requested that a warrant analysis be provided by the project sponsor for each TSM project prioritized in the RTOP. He noted that if signals or a roundabout is ultimately determined not to be warranted for an intersection project approved for funding, it would be expected that the funding allocated to that project would be reallocated to other projects.
4. Mr. Johnson asked whether the potential designation of most counties in Southeastern Wisconsin as being in attainment of ozone and carbon monoxide (CO) pollutant standards would affect the funding available for future candidate CMAQ projects. Mr. Yunker responded that it could, but the exact level of CMAQ funding that would be available for projects would ultimately be determined by new Federal transportation legislation and actions by the State Legislature and the Governor in the next State budget. He stated that the State of Wisconsin has typically received annually about \$25 million in CMAQ funding, and that the biennial State budget has made available about \$12 million of that funding for county and municipal CMAQ-eligible projects in nonattainment areas. He further stated that with only two counties in Wisconsin likely remaining as nonattainment for the State's ozone standard—Sheboygan County and the portion of Kenosha County east of IH 94—it appears that Wisconsin—under current Federal legislation—may only receive the minimum allocation of CMAQ funds, or about \$12 to \$15 million. He added that it may be possible that the State would continue to make about the same level of competitive CMAQ funding available for nonattainment areas—which is about \$12 million—when the State Legislature and Governor prepare the next State budget.

[Secretary's Note: On July 6, 2012, President Obama signed MAP-21 (the Moving Ahead for Progress in the 21st Century Act) into law. Under MAP-21, apportioned Federal funding programs no longer have their own individual formulas for distributing funds. Instead, starting in FY 2013, MAP-21 will provide a total apportionment to each State then will divide that State amount among the individual programs. For the CMAQ program, this total State apportionment is multiplied by the ratio of the State's FY 2009 CMAQ funding to the State's total FY 2009 apportionment. It is estimated that the State would continue to receive about \$25 million in CMAQ funds.]

5. Mr. Friedlander suggested including emission reduction estimates for the candidate TSM projects in future RTOP documents. Mr. Yunker agreed, noting that an air quality analysis would need to be conducted as part of the evaluation of candidate CMAQ projects. He added that the estimated emissions reduction is one of the primary criteria WDNR uses in evaluating candidate CMAQ projects.

6. Mr. Polenske expressed support for the methodology proposed in the RTOP for prioritizing TSM projects, and suggested that the point categories for the “annual number of vehicle crashes” criterion be modified in future RTOP cycles should projects be submitted for intersections that far exceed five annual vehicle crashes. Mr. Yunker agreed, noting that the proposed project scoring criteria were intended to be applicable to future candidate TSM projects, but could be modified as appropriate based on the projects submitted in future cycles.

There being no further discussion, Ms. Bussler made a motion to approve the preliminary drafts of Chapter III, “Alternative and Recommended Short-Range Transportation Systems Management Plan and Program,” and Chapter IV, “Summary and Conclusions” of SEWRPC Memorandum, “Regional Transportation Operations Plan,” as presented. The motion was seconded by Mr. Friedlander, and was carried unanimously by the Advisory Committee.

PRESENTATION AND DISCUSSION OF A STUDY OF THE EXTENSION OF THE LAKE PARKWAY (STH 794) BETWEEN EDGERTON AVENUE AND STH 100

Mr. Yunker stated that the Commission staff had recently completed a study of the extension of the Lake Parkway (STH 794) between Edgerton Avenue and STH 100 in Milwaukee County. He indicated that the study had been prepared at the unanimous request of the Milwaukee County Board of Supervisors and County Executive and the Cities of Cudahy, Oak Creek, St. Francis, and South Milwaukee. He noted that the study had been guided by the Advisory Committee on the Lake Parkway Extension Study composed primarily of elected officials, which had unanimously recommended that the Lake Parkway be extended from Edgerton Avenue to STH 100 in Milwaukee County. He also noted that the study Advisory Committee had recommended that the Commission add the Lake Parkway extension to the regional transportation system plan, and that upon addition of a Lake Parkway extension to the regional transportation system plan, Milwaukee County and each of the concerned and affected local governments, including the Cities of Cudahy, Milwaukee, Oak Creek, St. Francis, and South Milwaukee, request that WisDOT conduct the necessary preliminary engineering and environmental impact studies for a Lake Parkway extension.

Mr. Yunker indicated that the Commission staff was not requesting that the Advisory Committee take action at this meeting to approve the addition to the adopted year 2035 regional transportation plan of the Lake Parkway extension between Edgerton Avenue and STH 100. He stated that prior to amending the regional transportation plan, the Commission staff would need to determine the conformity of the potential plan amendment with the State of Wisconsin air-quality implementation plan (SIP). He indicated that the Commission staff would determine conformity by analyzing and comparing the Region’s emissions budgets with a Lake Parkway extension.

Mr. Yunker noted that Milwaukee County Board Supervisor Patricia Jursik, who served as Chair of the Lake Parkway Extension Study Advisory Committee, was pursuing the adoption of a County Board resolution to formally request that the Commission amend the adopted year 2035 regional transportation plan to include a Lake Parkway extension. He added that it may be appropriate that action by this Advisory Committee to add the extension to the regional plan wait until such resolutions are adopted.

[Secretary’s Note: At its May 24, 2012, meeting the Milwaukee County Board of Supervisors adopted a resolution requesting that the Commission add the Lake Parkway extension to the regional transportation plan. The adopted resolution was signed by the County Executive on June 1, 2012, and is presented as Attachment 2 to these minutes.]

Mr. Hoel then reviewed SEWRPC Memorandum Report No. 201, *Study of a Lake Parkway (STH 794) Extension from Edgerton Avenue to STH 100 in Milwaukee County*, which documents the findings of a study of a potential six-mile extension of the Lake Parkway (State Trunk Highway 794) from its current terminus at Edgerton Avenue to State Trunk Highway (STH) 100 in Milwaukee County. Mr. Hoel stated that the first step in the study process was the development, under the guidance of the Lake Parkway Study Advisory Committee, of possible alternative designs for a Lake Parkway extension, including alternative alignments, cross-sections, and roadway crossing treatments. He noted that the alternative roadway crossing treatments considered included no access provided, access provided with at-grade intersection, and access provided with grade-separated interchange. Mr. Hoel stated that the Commission staff discussed the potential impact with utility companies with facilities located along the potential Lake Parkway extension corridor, and with General Mitchell International Airport (GMIA) staff and representatives of the 128th Air Refueling Wing of the Wisconsin Air National Guard. Mr. Hoel further stated that from the alternative designs, the study Advisory Committee selected an initially preferred design, including an initially preferred alignment, cross-section, and roadway crossing treatments.

Mr. Hoel added that following the study Advisory Committee's selection of an initially preferred design, the Commission staff estimated the potential benefits, anticipated right-of-way acquisition and impacts, and estimated construction cost for the preferred design. He noted that the Lake Parkway extension would be expected to improve traffic congestion, with significantly reduced traffic volumes on several adjacent north-south arterial roadways; improve accessibility for the South Shore communities, with the estimated travel time between STH 100 and Layton Avenue reduced by five minutes with implementation of a Lake Parkway extension; and reduce overall vehicular crashes. He further noted that to implement the Lake Parkway extension, an estimated 118 acres of right-of-way would need to be acquired; a total of about 57 acres of primary environmental corridors, wetlands, or park/recreational land would be impacted; and, only one residential structure—and no commercial, or institutional structures—would need to be acquired. He added that the estimated cost of a Lake Parkway extension—including construction, right-of-way acquisition, and utility relocation—would be about \$207.2 million in year 2010 dollars.

Mr. Hoel stated that based on the evaluation of the preferred design, the study Advisory Committee determined to make a preliminary recommendation that the Lake Parkway be extended from Edgerton Avenue to STH 100. He added that members of the public were provided the opportunity to comment on the preferred design during a public meeting held in February and a formal public comment period. He indicated that a summary of the public comment obtained, including responses to comments as appropriate, was documented in the study memorandum report and a record of public comments document was prepared, which also included all of the public comments received, meeting and public comment notices, news articles on the Lake Parkway extension, and other information regarding the public meeting and comment period. He noted that a total of 86 persons provided comments at the meeting and during the public comment period, with 44 persons expressing support for a Lake Parkway extension, and 19 persons expressing opposition.

Mr. Hoel stated that based on the public comments received on the preliminary recommendations, the study Advisory Committee determined to make a final recommendation that the Lake Parkway be extended from Edgerton Avenue to STH 100 in Milwaukee County, and determined to continue to recommend the initially preferred design, including the preferred alignment, cross-section, and roadway crossing treatments, and as well determined to recommend eight refinements to the preliminary recommendations listed in the study report, which address suggested changes and concerns expressed in the public comments received on the preliminary recommendations, and emphasize specific issues that should be given particular consideration during preliminary engineering. He noted that the study Advisory Committee further recommended that the Commission add the Lake Parkway extension to the regional transportation plan, and recommended that upon addition of a Lake Parkway extension to the regional transportation plan, Milwaukee County and each of the concerned and affected local governments,

including the Cities of Cudahy, Milwaukee, Oak Creek, St. Francis, and South Milwaukee, request that WisDOT conduct the necessary preliminary engineering and environmental impact studies for a Lake Parkway extension.

During and following Mr. Hoel's review, the following comments and questions were raised:

1. Mr. Grisa asked whether a speed limit greater than the assumed 40 miles per hour had been considered. Mr. Yunker responded that the design was based on a speed limit of 40 miles per hour—consistent with the existing Lake Parkway between Carferry Drive and Layton Avenue. He noted that several persons had submitted comments suggesting that a Lake Parkway extension should have a speed limit greater than 40 miles per hour. He added that a higher speed limit may be desirable, particularly given that the development along a Lake Parkway extension is generally less dense than along the existing Lake Parkway to the north. He noted that WisDOT would ultimately determine the most appropriate speed limit for the extension during preliminary engineering, should it proceed to implementation. Mr. Friedlander asked if it was possible that the speed limit would exceed 55 miles per hour, as higher speeds would tend to increase pollutant emissions. Mr. Yunker responded that it was unlikely because the existing Lake Parkway was not designed to be a freeway.
2. Ald. Wade asked whether the proposed southbound on-ramp to the Lake Parkway extension from Layton Avenue was likely to impact the petroleum pipeline recently purchased by the Milwaukee Metropolitan Sewerage District (MMSD) from West Shore Pipeline. Mr. Yunker responded that the Commission staff had contacted MMSD staff during the study process, and they had indicated that the pipeline is intended to be part of a longer pipeline to transport methane gas from a landfill site in the Muskego area to the Jones Island wastewater treatment plant. He indicated that the pipeline is located within the We Energies right-of-way from Layton Avenue to about 650 feet south of Layton Avenue, and the pipeline is located west of the UPR rail right-of-way from 650 feet south of Layton Avenue to a point midway between College and Rawson Avenues. Mr. Yunker noted that the petroleum pipeline would only be potentially impacted should a southbound on-ramp to the extension be constructed at Layton Avenue, but any impact to the pipeline would be determined during preliminary engineering and environmental impact studies that WisDOT would need to conduct should the extension be implemented.
3. Mr. Friedlander asked whether the Commission staff had estimated the level of congestion on adjacent roadways due to implementation of a Lake Parkway extension. He noted that the study memorandum report includes a map of the year 2035 forecast traffic volumes on the potential Lake Parkway extension, and on the adjacent planned arterial street and highway system with implementation of the extension. Mr. Yunker indicated that the Commission staff would estimate the level of congestion on the adjacent planned arterial street and highway system with and without implementation of the extension, and include it in the meeting minutes.

[Secretary's Note: Attachment 3 to these minutes includes a map of the estimated level of congestion on the adjacent planned arterial street and highway system with and without implementation of a Lake Parkway extension.]

UPDATE ON MAJOR REEVALUATION OF REGIONAL LAND USE AND TRANSPORTATION PLANS, AND EXTENSION OF PLAN DESIGN YEAR FROM 2035 TO 2050

At the request of Chairman Melcher, Mr. Yunker provided an update on the upcoming major reevaluation of the land use and transportation plans for the seven-county Southeastern Wisconsin Region, and the

extension of the plan design year from 2035 to 2050. He stated that about every ten years, the Commission prepares a major reevaluation of the long-range plans. He noted that meetings of the Advisory Committees on Regional Land Use Planning and Transportation System Planning were initiated in 2004 for the last major reevaluation completed and adopted in 2006, which extended the plan design year to 2035. He noted that the upcoming major reevaluation should be completed by 2015 to comply with Federal requirements that the Region have adopted plans in place that have a design horizon of at least 20 years, so initial meetings of the Advisory Committees regarding the major reevaluation are expected to be held in early 2013. He explained that as part of the major reevaluation, changes in the Region since the adoption of the year 2035 plans will be examined, changes likely to occur by 2050 will be forecast, and the implementation status of the recommendations from the 2035 plans will be reviewed. He noted that the Commission staff also intends to identify and evaluate a range of regional land use and transportation system scenarios.

Mr. Yunker noted that the Commission is currently conducting a large-scale travel survey for the Region, which began in 2011 and is scheduled for completion later this year. He stated that the travel survey is a multi-million dollar effort being funded by WisDOT using Federal and State funding, and that similar surveys in the Region were previously conducted in 1963, 1972, 1991, and 2001. He indicated that the information obtained from the survey will be used to estimate the current travel habits and patterns of the resident population of the Region, identify trends in those travel habits and patterns, and assist in the development of mathematical models to project future travel behavior in the Region. He noted that several parts of the current survey effort had already been completed, including a resident household travel survey of over 17,000 households, a group-quartered resident travel survey, and the surface streets portion of an external travel survey. He noted that efforts currently underway include the freeways portion of the external travel survey, a commercial truck travel survey, and a public transit travel survey, all of which are expected to be completed by the fall of 2012.

PUBLIC COMMENTS

No members of the public were present at the meeting to provide comments.

ADJOURNMENT

There being no further business to come before the Advisory Committee on Regional Transportation System Planning, the meeting was adjourned at 2:00 p.m. on a motion from Ms. Bussler, seconded by Mr. Edgren, and carried unanimously by the Advisory Committee.

Respectfully Submitted,

Kenneth R. Yunker
Acting Secretary

Attachment 1

Resolution No. 33-09/12
Amending the Jurisdictional Highway System Plan For Walworth County: 2035 to
Include the Widening of STH 50 between CTH F (north) and STH 67

1 Moved/Sponsored by: Public Works Committee
2

3 **WHEREAS**, by Resolution 09-05/11, the Walworth County Board of Supervisors endorsed the
4 year 2035 jurisdictional highway system plan for Walworth County, as documented in SEWRPC
5 Planning report No. 15 (Second Edition), *A Jurisdictional Highway System Plan For Walworth*
6 *County: 2035* (Plan); and,
7

8 **WHEREAS**, at the time of completion of the Plan, the Wisconsin Department of Transportation
9 (WisDOT) was conducting a preliminary engineering and environmental impact study for the
10 reconstruction of STH 50 between IH 94 and STH 67. WisDOT worked closely with concerned
11 and affected local governments, including the Town of Delavan, to refine alternatives to
12 accommodate existing and future traffic volumes; to provide a safe and reliable roadway; to
13 minimize the impact to local businesses, particularly between CTH F (north) and CTH F (south);
14 and to avoid impacts to historic and archaeological sites, including identified Indian burial
15 mounds located along STH 50; and,
16

17 **WHEREAS**, the preliminary engineering and environmental impact study necessarily analyzed
18 in greater detail than the County Plan the costs, benefits and impacts of the alternatives for
19 reconstruction of STH 50; and,
20

21 **WHEREAS**, WisDOT is now nearing completion of the preliminary engineering and
22 environmental impact study and has selected a recommended alternative, which includes the
23 widening of STH 50 from two to four traffic lanes between CTH F (north) and STH 67, which
24 requires amending the Plan; and,
25

26 **WHEREAS**, while changes may still be made as the recommended alternative is finalized, an
27 agreement has been reached between WisDOT the Town of Delavan on widening STH 50; and,
28

29 **WHEREAS**, WisDOT and the Town of Delavan request that the Plan be amended to include the
30 proposed widening of STH 50 between CTH F (north) and STH 67 from two to four traffic
31 lanes; and,
32

33 **WHEREAS**, the Walworth County Jurisdictional Highway Planning Committee approved the
34 amendment of the Plan at its meeting held on May 3, 2012; and,
35

36 **WHEREAS**, at its June 12, 2012 meeting, the County Board declined to adopt the Plan
37 amendment by a vote of 8 to 2; and,
38

39 **WHEREAS**, subsequent to the above-stated meeting, WisDOT requested to present additional
40 pertinent information regarding the Plan amendment to the Public Works Committee; and,
41

Attachment 1 (continued)

1 **WHEREAS**, based upon its consideration of the WisDOT presentation, the Public Works
2 Committee unanimously voted to forward the Plan amendment to the County Board, for a second
3 time, for the Board's endorsement.

4
5 **NOW, THEREFORE, BE IT RESOLVED** that the Walworth County Board of Supervisors
6 hereby endorses amending the Jurisdictional Highway System Plan for Walworth County: 2035
7 to include the widening of STH 50 between CTH F (north) and STH 67 and that any action by
8 the Board to the contrary be and is hereby rescinded.

9 **BE IT FURTHER RESOLVED** that upon passage, the Walworth County Clerk will transmit a
10 certified copy of this resolution to the Southeastern Wisconsin Regional Planning Commission.

11
12
13
14
15
16
17
18 _____
19 Nancy Russell
20 County Board Chair

Kimberly S. Bushey
County Clerk

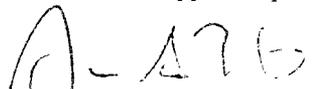
21
22
23 Action Required: Majority X Two-thirds _____ Other _____

24
25 County Board Meeting Date: September 6, 2012

26

Policy and Fiscal Note is attached.

Reviewed and approved pursuant to Section 2-91 of the Walworth County Code of Ordinances:



David A. Bretl
County Administrator/Corporation Counsel

8/30/12
Date



Nicole Andersen
Deputy County Administrator - Finance

8/30/12
Date

If unsigned, exceptions shall be so noted by the County Administrator.

Attachment 1 (continued)

Policy and Fiscal Note
Resolution No. 33-09/12

- I. Title:** Amending the Jurisdictional Highway System Plan For Walworth County: 2035 to Include the Widening of STH 50 between CTH F (north) and STH 67
- II. Purpose and Policy Impact Statement:** The purpose of this resolution is to amend the 2035 jurisdictional highway system plan for Walworth County to include the widening of STH 50 from two to four traffic lanes between CTH F (north) and STH 67.
- III. Budget and Fiscal Impact:** Passage of this resolution will have no immediate impact on the county budget. Construction of the improvements to Highway 50 will likely have an impact on future budgets, as the County maintains Highway 50 and receives reimbursement for those activities. It is not possible to calculate that impact at this time.
- IV. Referred to the following standing committees for consideration and date of referral:**

Committee: Public Works Committee Meeting Date: July 16, 2012

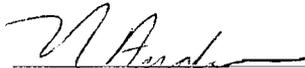
Vote: 5 – 0

County Board Meeting Date: September 6, 2012

Policy and fiscal note has been reviewed and approved as an accurate statement of the probable policy and fiscal impacts associated with passage of the attached resolution.



Date 8/30/12
David A. Bretl
County Administrator/Corporation Counsel



Date 8/30/12
Nicole Andersen
Deputy County Administrator – Finance

(This page intentionally left blank)



Attachment 2
Milwaukee County

County Courthouse
901 N. 9th Street, Rm.
105
Milwaukee, WI 53233

Certified Copy

Resolution: 12-371

File Number: 12-371

A resolution requesting an extension of the Lake Parkway (State Trunk Highway 794) from Edgerton Avenue to State Trunk Highway 100 be added to the regional transportation system plan by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) and that the Wisconsin Department of Transportation (WisDOT) then conduct necessary preliminary engineering and environmental impact studies for the project.

I, Joseph J. Czarnezki, County Clerk in and for the County of Milwaukee, State of Wisconsin, do hereby certify that this is a true copy of Resolution No. 12-371, ADOPTED by the County Board on May 24, 2012 and SIGNED by the County Executive on June 1, 2012.

Given under my hand and official seal, at the Milwaukee County Courthouse, in the City of Milwaukee.

Attest:

Handwritten signature of Joseph J. Czarnezki in black ink.

Joseph J. Czarnezki

June 20, 2012

Date Certified

1
2
3 (ITEM) A resolution by Supervisors Jursik and Taylor requesting an extension of
4 the Lake Parkway (State Trunk Highway 794) from Edgerton Avenue to State Trunk
5 Highway 100 be added to the regional transportation system plan by the Southeastern
6 Wisconsin Regional Planning Commission (SEWRPC) and that the Wisconsin
7 Department of Transportation (WisDOT) then conduct necessary preliminary
8 engineering and environmental impact studies for the project, by recommending
9 adoption of the following:

10
11 **A RESOLUTION**
12

13 WHEREAS, Milwaukee County and the Cities of Cudahy, Oak Creek, St. Francis,
14 and South Milwaukee unanimously requested by resolution that the Southeastern
15 Wisconsin Regional Planning Commission (SEWRPC) create a study committee to
16 investigate the feasibility and desirability of extending the Lake Parkway from Edgerton
17 Avenue to State Trunk Highway 100 in Milwaukee County; and

18
19 WHEREAS, SEWRPC created a Lake Parkway Extension Study Advisory
20 Committee (Study Advisory Committee) composed primarily of elected officials and
21 Chaired by Milwaukee County Board Supervisor Patricia Jursik, and a Technical
22 Subcommittee consisting of the technical staff of the elected officials on the Study
23 Advisory Committee; and

24
25 WHEREAS, the Study Advisory Committee and Technical Subcommittee
26 considered possible alternative designs for a Lake Parkway extension developed by
27 SEWRPC staff, including alternative alignments, cross-sections, and roadway crossing
28 treatments, and the Study Advisory Committee approved presenting a preferred design
29 to the public for comment; and

30
31 WHEREAS, more than twice as many persons expressed support for a Lake
32 Parkway extension than expressed opposition, as documented in SEWRPC's Record of
33 Public Comments, Preliminary Recommendations of Lake Parkway (STH 794)
34 Extension Study, March 2012; and

35
36 WHEREAS, following consideration of the public comment, the Study Advisory
37 Committee made a final recommendation that the Lake Parkway be extended from
38 Edgerton Avenue to State Trunk Highway 100 in Milwaukee County, including the
39 initially preferred design, as documented in SEWRPC Memorandum Report No. 201,
40 Study of a Lake Parkway (STH 794) Extension from Edgerton Avenue to STH 100 in
41 Milwaukee County, April 2012; and

42
43 WHEREAS, the Study Advisory Committee recommended to SEWRPC that the
44 Lake Parkway extension be added to the regional transportation system plan and, upon
45 that addition, Milwaukee County and each of the concerned and affected local
46 governments would request that the Wisconsin Department of Transportation (WisDOT)

Attachment 2 (continued)

47 conduct the necessary preliminary engineering and environmental impact studies for the
48 extension; now, therefore,

49

50 BE IT RESOLVED, that Milwaukee County requests that the Southeastern
51 Wisconsin Regional Planning Commission (SEWRPC) add to the adopted regional
52 transportation system plan, as recommended by the Study Advisory Committee, an
53 extension of the Lake Parkway (State Trunk Highway 794) from Edgerton Avenue to
54 State Trunk Highway 100; and

55

56 BE IT FURTHER RESOLVED, that upon addition of the Lake Parkway extension
57 to the regional transportation system plan, Milwaukee County requests that the
58 Wisconsin Department of Transportation (WisDOT) conduct the necessary preliminary
59 engineering and environmental impact studies for the extension; and

60

61 BE IT FURTHER RESOLVED, that the Director, Department of Transportation, is
62 authorized and directed to communicate the contents of this resolution to the
63 appropriate officials at SEWRPC and WisDOT.

64

65

66

67

68

69

70

71

72

73

74

75

76

77

78

79

80

81

82

83

84

85

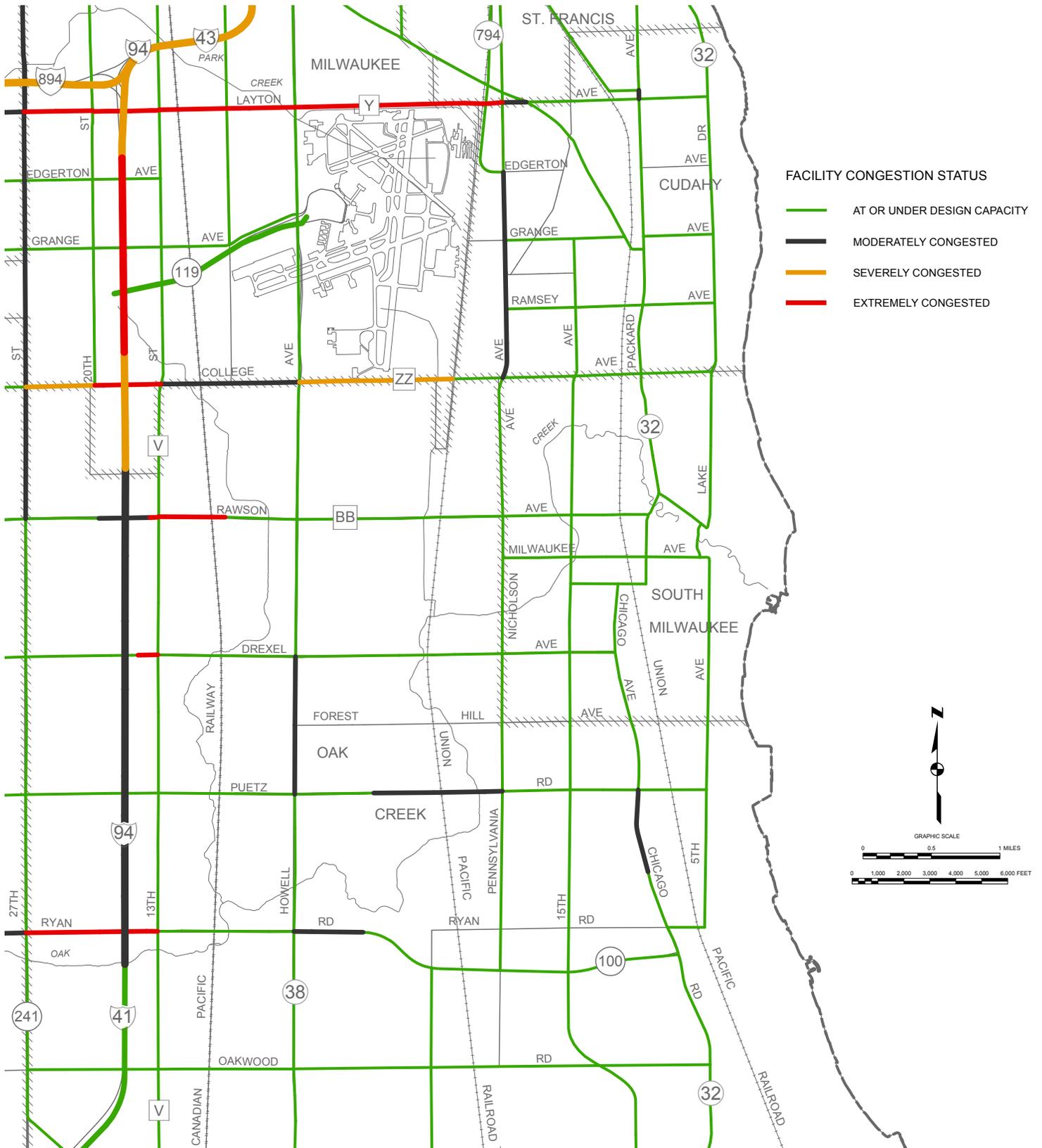
86

jl
05/02/2012
H:\Shared\COMCLERK\Committees\2012\May\TPW\Resolutions\12-371.doc

(This page intentionally left blank)

**Attachment 3
Map 1**

**FORECAST YEAR 2035 TRAFFIC CONGESTION ON THE RECOMMENDED ARTERIAL STREET AND HIGHWAY SYSTEM
IN THE SOUTHEAST MILWAUKEE COUNTY AREA: WITHOUT A LAKE PARKWAY EXTENSION**



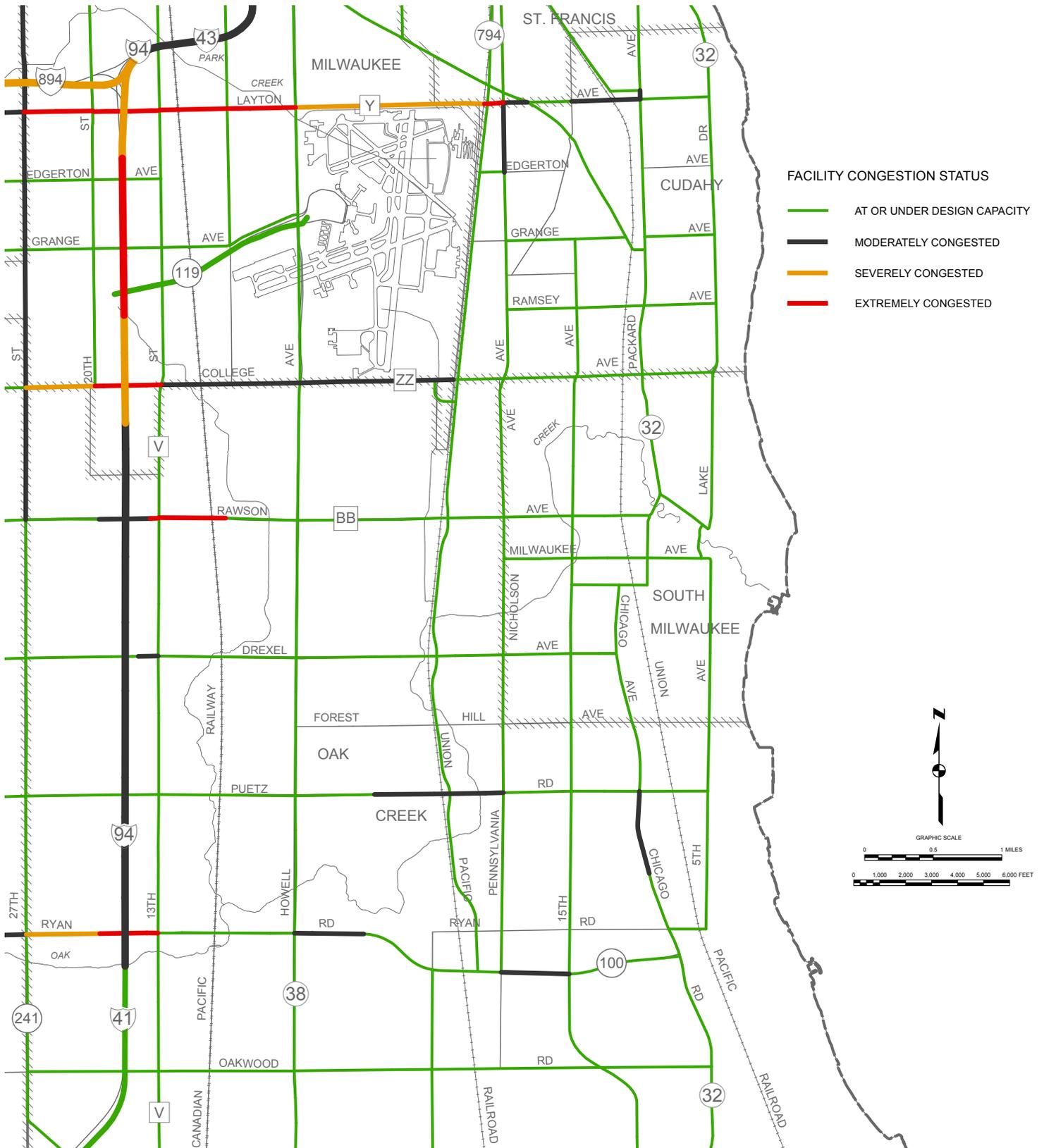
Source: SEWRPC.

CTH/EDL/RWH/rwh/edl
10/11/12

I:\Tran\WORK\Lake Parkway Extension\Evaluation\Traffic\Maps\Lake Pkwy - 2035 Congestion without Extension.mxd

**Attachment 3 (continued)
Map 2**

**FORECAST YEAR 2035 TRAFFIC CONGESTION ON THE RECOMMENDED ARTERIAL STREET AND HIGHWAY SYSTEM
IN THE SOUTHEAST MILWAUKEE COUNTY AREA: WITH A LAKE PARKWAY EXTENSION**



Source: SEWRPC.

CTH/EDL/RWH/rwh/edl
10/11/12

I:\Tran\WORK\Lake Parkway Extension\Evaluation\Traffic\Maps\Lake Pkwy - 2035 Congestion with Extension.mxd