

A detailed topographic map of southeastern Wisconsin, showing county boundaries (Ozaukee, Milwaukee, Waukesha, Racine, Jefferson, Walworth, and Franklin), major roads, and water bodies. A vertical orange brushstroke graphic is positioned in the center-right of the map, behind the main title text.

# **RECORD OF PUBLIC COMMENTS**

## **PRELIMINARY RECOMMENDATIONS OF LAKE PARKWAY (STH 794) EXTENSION STUDY**

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RECORD OF PUBLIC COMMENTS

**PRELIMINARY RECOMMENDATIONS OF  
A LAKE PARKWAY (STH 794) EXTENSION STUDY**

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## TABLE OF CONTENTS

|  | Page |
|--|------|
| INTRODUCTION .....   | 1    |
| SUMMARY OF COMMENTS AND RESPONSES .....  | 1    |
| APPENDICES   |      |
| Appendix A COMMENTS RECEIVED FROM FEBRUARY 15, 2012, THROUGH MARCH 15, 2012, ON PRELIMINARY RECOMMENDATIONS OF A STUDY OF A LAKE PARKWAY (STH 794) EXTENSION FROM EDGERTON AVENUE TO STH 100 IN MILWAUKEE COUNTY |      |
| A-1 WRITTEN COMMENTS RECEIVED VIA FORM DISTRIBUTED AT PUBLIC MEETING OR VIA LETTER .....   | A-1  |
| A-2 WRITTEN COMMENTS RECEIVED VIA ELECTRONIC MAIL AND THROUGH STUDY WEBSITE .....  | A-11 |
| A-3 ORAL COMMENTS PRESENTED TO COURT REPORTERS AT PUBLIC MEETING.....  | A-20 |
| Appendix B PROCEEDINGS OF PUBLIC MEETING, FEBRUARY 29, 2012, SOUTH MILWAUKEE PERFORMING ARTS CENTER, CITY OF SOUTH MILWAUKEE   |      |
| B-1 ATTENDANCE RECORD OF PUBLIC MEETING .....  | B-1  |
| B-2 DISPLAY BOARDS AVAILABLE FOR VIEWING AT PUBLIC MEETING.....  | B-4  |
| B-3 TRANSCRIPT OF PUBLIC MEETING.....  | B-9  |
| B-4 PRESENTATION GIVEN BY COMMISSION STAFF AT PUBLIC MEETING.....  | B-23 |
| B-5 QUESTION CARDS FROM PUBLIC MEETING.....  | B-32 |
| Appendix C COMMISSION AND OTHER ANNOUNCEMENTS OF PUBLIC MEETING HELD ON FEBRUARY 29, 2012, AND SUMMARY MATERIALS DISTRIBUTED AT PUBLIC MEETING   |      |
| C-1 PAID NEWSPAPER ADVERTISEMENTS .....  | C-1  |
| C-2 PRESS RELEASE AND LIST OF MEDIA OUTLETS .....  | C-3  |
| C-3 LAKE PARKWAY EXTENSION STUDY PRELIMINARY RECOMMENDATIONS SUMMARY BROCHURE, FEBRUARY 2012.....  | C-4  |
| C-4 MILWAUKEE COUNTY BOARD SUPERVISOR PATRICIA JURSIK 8 <sup>TH</sup> DISTRICT E-NEWSLETTERS, DECEMBER 2011, JANUARY, FEBRUARY, AND MARCH 2012 .....   | C-8  |
| Appendix D NEWSPAPER ARTICLES AND EDITORIALS CONCERNING THE LAKE PARKWAY EXTENSION STUDY PRELIMINARY RECOMMENDATIONS .....   | D-1  |

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## **RECORD OF PUBLIC COMMENTS**

### **PRELIMINARY RECOMMENDATIONS OF A LAKE PARKWAY (STH 794) EXTENSION STUDY**

#### **INTRODUCTION**

This report presents the public comment received on the preliminary recommendations of a study of a possible extension of the Lake Parkway (State Trunk Highway 794) from its current terminus at Edgerton Avenue to State Trunk Highway 100 in Milwaukee County. The public comment was received during a formal public comment period of February 15, 2012, through March 15, 2012, and during a public meeting held on February 29, 2012 at the South Milwaukee Performing Arts Center.

The study is being conducted by the Southeastern Wisconsin Regional Planning Commission 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. The purpose of the study is to propose and evaluate alternatives for a Lake Parkway extension, and ultimately recommend to the Commission's Advisory Committee on Regional Transportation System Planning and to the Commission whether an extension of the Lake Parkway should be added to the regional transportation system plan and a request be made that the Wisconsin Department of Transportation (WisDOT) conduct the necessary preliminary engineering and environmental impact studies for the extension. The study is guided by an Advisory Committee composed primarily of elected officials from the Cities of Cudahy, Oak Creek, St. Francis, and South Milwaukee, Milwaukee County, and the State of Wisconsin. The Advisory Committee made the preliminary study recommendations, and will be responsible for making the final study recommendations.

The report presents in a series of appendices:

- Written and oral comments received from February 15, 2012, through March 15, 2012, including comments submitted at the public meeting held on February 29, 2012 (Appendix A).
- The proceedings of the public meeting held on February 29, 2012 (Appendix B).
- Materials announcing the public meeting and summary materials distributed at that meeting (Appendix C).
- Newspaper articles and editorials concerning the preliminary recommendations of the Lake Parkway extension study (Appendix D).

The following section provides a summary of the comments received, and the Commission staff responses to those comments.

#### **SUMMARY OF COMMENTS AND RESPONSES**

During the period of February 15, 2012, through March 15, 2012, a total of 86 persons provided comments regarding the preliminary recommendations of the Lake Parkway extension study. Oral

comments were provided during a public meeting held on February 29, 2012. Written comments were provided on forms available at the public meeting or via letter, electronic mail, or through the study website ([www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway)).

### **Comments in Support of a Lake Parkway Extension**

A total of 44 persons expressed support for a Lake Parkway extension.

- Nineteen persons cited that a Lake Parkway extension would provide benefits to the South Shore communities, including the Cities of Cudahy, Oak Creek, St. Francis, and South Milwaukee. Ten of the total 19 persons suggested that an extension would encourage economic growth, attract businesses and residents, and increase access to jobs, in the South Shore Communities. Seven of the total 19 persons suggested that an extension would provide better access from surrounding communities to the South Shore communities. Six of the total 19 persons suggested that an extension would provide better access to downtown Milwaukee for residents of the South Shore communities. Five of the total 19 persons suggested that an extension would provide a viable alternative to Interstate Highway (IH) 94 for residents and visitors of the South Shore communities. One of the total 19 persons suggested that an extension would improve the aesthetics of the existing industrial area in the City of Cudahy.
- Eighteen persons suggested that WisDOT initiate work on a Lake Parkway extension as soon as possible.
- Twelve persons cited that a Lake Parkway extension would reduce traffic volumes on local streets adjacent to a Lake Parkway extension, in particular on Pennsylvania Avenue and Nicholson Road. Four of the total 12 persons cited concerns regarding the present safety of driving on Pennsylvania Avenue between College and Layton Avenues.
- Five persons expressed support for the bicycle and pedestrian accommodations included in the preliminary recommendations for a Lake Parkway extension.
- One person stated that a Lake Parkway extension would have minimal impact to existing commercial and industrial development.
- One person expressed support for the jughandle ramp access to a Lake Parkway extension at College Avenue.

A total of four persons indicated that they may support a Lake Parkway extension, but only if certain conditions were met.

- Two persons indicated they could only support a Lake Parkway extension if it had a speed limit greater than 40 miles per hour.
- Two persons indicated they could only support a Lake Parkway extension if there was a grade-separated interchange on the existing Lake Parkway at Oklahoma Avenue, rather than the existing overpass with jughandle ramp access.
- One person indicated they could only support a Lake Parkway extension if there was a grade-separated interchange at College Avenue, rather than the preliminary recommendation for an overpass with jughandle ramp access.

- One person indicated they could only support a Lake Parkway extension if the Daniel Hoan Memorial Bridge (Hoan Bridge) on IH 794 is to be repaired and maintained.

### **Comments in Opposition to a Lake Parkway Extension**

A total of 19 persons expressed opposition to a Lake Parkway extension.

- Nine persons suggested that new or existing transit services should be funded rather than constructing a Lake Parkway extension. Seven of the total nine persons suggested that the planned Kenosha-Racine-Milwaukee commuter rail service would be preferred to an extension. Four of the total nine persons suggested that it would not be appropriate to fund an extension given the current financial problems facing the existing Milwaukee County Transit System.

Response: The current year 2035 regional transportation system plan for the seven-county Southeastern Wisconsin Region has long recognized the need for a balanced, multimodal transportation system, including both highways and public transit. The regional transportation plan recommends travel demand management, transportation systems management, public transit, bicycle and pedestrian, and arterial street and highway actions and improvements necessary to meet existing and year 2035 transportation needs and objectives within the Region. The public transit element of the regional transportation plan recommends a nearly doubling of transit service in the Region by the year 2035, including significant improvement and expansion of local bus transit service and a commuter rail line connecting Milwaukee, Racine, and Kenosha. The regional transportation plan has also recognized that implementation of the recommended expansion of public transit is dependent upon continued State funding of public transit and attaining dedicated local funding for public transit. Most public transit systems nationwide have dedicated local funding, typically a sales tax of 0.25 to 1.0 percent.

- Six persons suggested that the estimated travel time reduction between STH 100 and Layton Avenue of five minutes—10 minutes on a Lake Parkway extension compared to 15 minutes on Pennsylvania Avenue—does not justify the estimated impacts and costs of an extension.

Response: The Commission staff has estimated the potential benefits, costs, and impacts of a Lake Parkway extension, which the study Advisory Committee will use when determining whether to continue to recommend an extension. As noted in the comment, one of the potential benefits would be an estimated travel time reduction of five minutes between STH 100 and Layton Avenue on a Lake Parkway extension compared to on Pennsylvania Avenue. Should the Advisory Committee continue to recommend an extension, the Commission’s Advisory Committee on Regional Transportation System Planning and the Commission would consider the potential benefits, including a potential travel time reduction, along with the costs and impacts of an extension, when determining whether to add an extension to the regional transportation plan. Ultimately, WisDOT will consider the potential benefits, costs, and impacts when determining whether to implement an extension, and would develop alternative designs for an extension during preliminary engineering and environmental impacts studies, identifying the specific benefits, costs, and impacts associated with those design alternatives.

- Five persons cited that a Lake Parkway extension would have negative environmental impacts. The potential negative environmental impacts cited included decreased or degraded primary environmental corridor, wetlands, and park/recreational land; impacts to wildlife; reduced stormwater retention capacity; and stormwater runoff issues.



Response: The potential right-of-way impacts of a Lake Parkway extension estimated by the Commission staff include approximately 41 acres of primary environmental corridor, 27 acres of wetlands, and 20 acres of park/recreational land. A total of 57 acres of primary environmental corridors, wetlands, or park/recreational land would be impacted. These and other potential impacts, along with the potential benefits and costs, will be considered by the study Advisory Committee when determining whether to continue to recommend an extension. Should the Advisory Committee continue to recommend an extension, the Commission's Advisory Committee on Regional Transportation System Planning and the Commission would also consider the potential benefits, costs, and impacts of an extension, when determining whether to add an extension to the regional transportation plan. Ultimately, WisDOT would consider the potential benefits, costs, and impacts when determining whether to implement an extension, and would develop alternative designs for an extension during preliminary engineering and environmental impacts studies, identifying the specific benefits, costs, and impacts associated with those design alternatives.

- Four persons suggested that a Lake Parkway extension is not necessary given the proximity of IH 94 and north-south arterial roadways adjacent to an extension, asserting that they already provide north-south connections between the South Shore communities and downtown Milwaukee.

Response: The Commission staff prepared forecast year 2035 average weekday traffic volumes for the proposed Lake Parkway extension study area. These forecasts indicated that with implementation of an extension, there would be a reduction of about 5,000 vehicles per average weekday on IH 94 between Rawson Avenue and the Mitchell Interchange and a reduction of about 5,000 vehicles per average weekday on IH 94/IH 43 north of the Mitchell Interchange. The forecasts also indicated an expected improvement in traffic congestion on several north-south arterial roadways adjacent to an extension, including Pennsylvania Avenue, Howell Avenue, 13th Street, Puetz Road, and STH 32 (Chicago Avenue). This improvement in traffic congestion would be particularly beneficial to the segments of these north-south arterial roadways with a high degree of access via driveways to residences and businesses. An extension would also be expected to improve accessibility in terms of an estimated travel time reduction of about five minutes between STH 100 and Layton Avenue, and improve safety in terms of an expected overall reduction of vehicular crashes with implementation of an extension. The study Advisory Committee will consider these and other potential benefits, along with the costs and impacts, when determining whether to continue to recommend an extension.

- Four persons suggested that a Lake Parkway extension is not affordable given the current financial problems facing local, State, and Federal governments.

Response: The study Advisory Committee includes local, County, and State elected officials. These elected officials will consider the potential cost and affordability of a Lake Parkway extension when determining whether to continue to recommend an extension. Should the Advisory Committee continue to recommend an extension, the Commission's Advisory Committee on Regional Transportation System Planning and the Commission would consider the cost and affordability of an extension when determining whether to add an extension to the regional transportation plan. Ultimately, WisDOT will consider the cost and affordability when determining whether to implement an extension.

- Three persons cited that a Lake Parkway extension would negatively impact residential properties located near an extension. The potential negative impacts cited included increased noise, diminished aesthetics, and reduced property values.

Response: The potential right-of-way impacts estimated by the Commission staff include one acquisition of a residential structure and an estimated 56 disrupted residential structures (i.e. within 200 feet of the extension right-of-way). The study Advisory Committee will consider these impacts when determining whether to continue to recommend an extension. Should the Advisory Committee continue to recommend an extension, the Commission’s Advisory Committee on Regional Transportation System Planning and the Commission would also consider these impacts when determining whether to add an extension to the regional transportation plan. Ultimately, WisDOT would consider these impacts when determining whether to implement an extension, and would develop alternative designs for the extension during preliminary engineering and environmental impacts studies, identifying and attempting to reduce the specific impacts associated with those design alternatives.

- Two persons suggested that a Lake Parkway extension would encourage urban sprawl.

Response: A Lake Parkway extension would primarily serve the Cities of Cudahy, South Milwaukee, and Oak Creek. The Cities of Cudahy and South Milwaukee are older, denser, close-in suburbs. The City of Oak Creek has a considerable amount of undeveloped land, but this land is planned to be developed at medium urban densities, regardless of whether or not an extension is implemented.

- Two persons suggested that a Lake Parkway extension would not attract new businesses to the South Shore communities, but would instead cause existing businesses to relocate along an extension from other areas of the South Shore communities.

Response: While it is difficult to estimate the specific economic impact of a Lake Parkway extension, and whether or not businesses would relocate along an extension, the Commission staff has estimated potential benefits of an extension that would likely benefit both new and existing businesses in the South Shore communities. One of these potential benefits is an expected improvement in traffic congestion on several north-south arterial roadways adjacent to an extension, including Pennsylvania Avenue, Howell Avenue, 13th Street, Puetz Road, and STH 32 (Chicago Avenue). Another benefit would be an estimated travel time reduction of about five minutes between STH 100 and Layton Avenue. The reduced traffic congestion and travel time would increase the ability of residents and visitors of the South Shore communities to access the existing businesses along the north-south arterial roadways adjacent to an extension, and would likely make these communities a more attractive location to new businesses.

- One person suggested that a Lake Parkway extension would negatively impact the Oak Leaf Trail.

Response: A Lake Parkway extension, as located in the study’s preliminary recommendations, would cross the Oak Leaf Trail in one location, just north of Drexel Avenue. At this location—given the preliminary recommendation at Drexel Avenue for a grade-separated interchange with an extension over Drexel Avenue—it is anticipated that an extension would be on structure over the Oak Leaf Trail, with the Oak Leaf Trail essentially maintaining its existing route. In addition, should an extension be implemented, it may be

possible to increase connections to the Oak Leaf Trail by providing access to the multi-use trail proposed within the right-of-way for an extension.

- One person suggested that a Lake Parkway extension would increase traffic volumes on northbound IH 43 and westbound IH 94 traveling away from downtown Milwaukee.

Response: The Commission staff prepared forecast year 2035 average weekday traffic volumes for the proposed Lake Parkway extension study area. These traffic forecasts indicated that an extension would attract local traffic largely from adjacent north-south arterial roadways between STH 100 and Layton Avenue, including Pennsylvania Avenue, Howell Avenue, 13th Street, Puetz Road, and STH 32 (Chicago Avenue). The forecasts did not indicate any increase in traffic volumes on IH 43 north of the Marquette Interchange or IH 94 between the Marquette Interchange and the Zoo Interchange, as a result of implementing a Lake Parkway extension.

- One person suggested that additional traffic from a Lake Parkway extension would increase traffic congestion on Puetz Road west of the Union Pacific Railroad (UPR) rail line.

Response: The Commission staff prepared forecast year 2035 average weekday traffic volumes for the proposed Lake Parkway extension study area. These traffic forecasts indicated that with implementation of an extension, year 2035 forecast traffic volumes would increase on Puetz Road between the UPR rail line and Howell Avenue from about 18,000 to about 21,000 vehicles per average weekday, and would decrease on Puetz Road between Howell Avenue and 13<sup>th</sup> Street from about 16,000 to about 11,000 vehicles per average weekday. The year 2035 regional transportation plan recommends the provision of four traffic lanes on Puetz Road between 27<sup>th</sup> Street (STH 241) and STH 32, which includes the segment of Puetz Road between the UPR rail line and Howell Avenue. Should four traffic lanes be provided, the Commission staff would anticipate little or no traffic congestion on Puetz Road between the UPR rail line and Howell Avenue, regardless of whether or not an extension is implemented.

- One person suggested that existing roadways should be repaired and maintained rather than constructing a Lake Parkway extension.

Response: The proposed Lake Parkway extension would be a State Trunk Highway, should it proceed to implementation. As part of the decision regarding whether to proceed to implementation, the State of Wisconsin would need to first determine whether to conduct preliminary engineering. At the conclusion of preliminary engineering, the State of Wisconsin Legislature and Governor would then need to decide whether to proceed to final engineering and design. Throughout each of these steps, the State would need to consider the priority of a Lake Parkway extension relative to the need to repair and maintain existing State highways.

### **Comments Suggesting Changes to Specific Elements of the Preliminary Recommendations for a Lake Parkway Extension**

- Ten persons suggested changes to how and where to provide access to a Lake Parkway extension. Eight of the total ten persons suggested that a grade-separated interchange be considered at College Avenue—rather than an overpass with jughandle ramp access at College Avenue—which would

result in all access to the extension being provided via grade-separated interchanges. One of the total ten persons suggested that a northbound off-ramp be constructed at Layton Avenue to create a full grade-separated interchange, rather than constructing northbound on- and off-ramps at Edgerton Avenue. One of the total ten persons suggested that the existing southbound Lake Parkway exit to Pennsylvania Avenue at Edgerton Avenue should be maintained—rather than removed to construct northbound on- and off-ramps at Edgerton Avenue. One of the total ten persons suggested that providing access at Drexel Avenue and Puetz Road would not be necessary. One of the total ten persons suggested that not providing access at Puetz Road—rather than a grade-separated interchange—would minimize the impact to primary environmental corridor and wetlands at that location. One of the total ten persons suggested that crossing roadways of the extension be constructed over—rather than under—the extension to eliminate the need for at-grade railroad crossings on those crossing roadways.

Response: Regardless of the specific roadway crossing treatments included in the study Advisory Committee’s final recommendations, should the Advisory Committee continue to recommend a Lake Parkway extension, WisDOT would consider alternative crossing treatments at each roadway crossing for an extension during preliminary engineering and environmental impact studies, should an extension proceed to implementation.

The Advisory Committee’s preliminary recommendations for a Lake Parkway extension included an overpass with jughandle ramp access at College Avenue to minimize the potential impact on existing businesses northwest of the intersection of Pennsylvania and College Avenues and to minimize the potential impact on the site for a proposed U.S. Postal Service facility southwest of the intersection of Pennsylvania and College Avenues. Should the proposed U.S. Postal Service facility not proceed to implementation, the existing available land southwest of the intersection of Pennsylvania and College Avenues could potentially be utilized for a grade-separated interchange at College Avenue, with the ramps located south of College Avenue on either side of the UPR rail right-of-way to minimize the potential impact on the existing businesses northwest of the intersection of Pennsylvania and College Avenues.

The preliminary recommendations for a Lake Parkway extension included the addition of a southbound off-ramp to the existing half interchange at Layton Avenue and northbound on- and off-ramps at Edgerton Avenue. The Advisory Committee recommended this crossing treatment as it maintains direct access to the major industrial area in the City of Cudahy via Edgerton Avenue, and avoids impacting the proposed Cobalt Partners retail development located southwest of the intersection of Pennsylvania and Layton Avenues.

With regard to the suggestion to not provide access to a Lake Parkway extension at Drexel Avenue and Puetz Road, both Drexel Avenue and Puetz Road are major arterial roadways. Providing access at these two roadways would ensure that access to the extension would be spaced about one mile apart, appropriate for the urban development planned for the southern City of Oak Creek area. It should also be noted that at-grade intersections at Drexel Avenue and Puetz Road—rather than grade-separated interchanges—should be able to adequately accommodate the forecast year 2035 traffic volumes on an extension and on these crossing roadways. At-grade intersections, compared to grade-separated interchanges, would also reduce the amount of impacted primary environmental corridor and wetlands at these two locations.

The preliminary recommendations for a Lake Parkway extension included four locations—College, Drexel, and Forest Hill Avenues, and Puetz Road—where the

extension would be constructed over a crossing roadway. At these four locations, it may be possible for the crossing roadways to be constructed over the extension, potentially eliminating the need for at-grade railroad crossings on those crossing roadways. However, this would be expected to result in additional cost, and the structures for the four crossing roadways would likely impact access and egress to residential and commercial properties along each crossing roadway.

- Nine persons suggested that modifying the southern ending point of a Lake Parkway extension should be considered. Seven of the total nine persons suggested that an extension should continue further south than STH 100 in Milwaukee County, to as far south as Racine County, Kenosha County, or the Illinois State Line. One of the total nine persons suggested that an extension should initially be terminated at Rawson Avenue, and extended further south in the future, if necessary. One of the total nine persons suggested that an extension should initially be terminated at Puetz Road, with traffic then able to use Nicholson Road between the extension and STH 100.

Response: The Commission was asked to study the feasibility of extending the existing Lake Parkway to STH 100. Should the study Advisory Committee continue to recommend an extension, and the Commission's Advisory Committee on Regional Transportation System Planning and the Commission determine to add an extension to the regional transportation plan, WisDOT could potentially consider terminating an extension at a location north of STH 100. Also, should an extension be added to the regional transportation plan, the Commission could potentially study a further extension of the Lake Parkway into or through Racine County. Studying this further extension would require interest and support from affected local governments in Racine County.

- Seven persons suggested that a Lake Parkway extension should have a speed limit greater than 40 miles per hour.

Response: The preliminary recommendations for a Lake Parkway extension included a design based on a speed limit of 40 miles per hour, consistent with the existing Lake Parkway. It may be desirable for an extension to have a speed limit greater than 40 miles per hour, particularly given that the development along an extension is generally less dense than along the existing Lake Parkway to the north. Ultimately, WisDOT would determine the most appropriate speed limit for an extension during preliminary engineering, should an extension proceed to implementation.

- Four persons suggested modifying the location or alignment of a Lake Parkway extension. Two of the total four persons suggested shifting the location of the extension west of the UPR rail right-of-way between the College Avenue and Drexel Avenue crossing treatments—rather than east of the UPR rail right-of-way—to minimize the impact to residences along that segment. Two of the total four persons suggested shifting the location of the extension east to be adjacent to the We Energies right-of-way between Forest Hill Avenue and Puetz Road—rather than adjacent to the UPR rail right-of-way—to minimize the impact to residences located in the area west of the UPR rail right-of-way along Puetz Road.

Response: Locating the Lake Parkway extension west of the UPR rail right-of-way between the crossing treatments for College Avenue and Drexel Avenue may be possible and would minimize the potential impact to residential properties located east of the UPR rail right-of-way along Rawson Avenue. However, this location may add significant cost to the construction of an extension due to the need to cross the UPR rail line in two places—a



point south of College Avenue and a point north of Drexel Avenue. It would also likely result in impacts to two businesses adjacent to the UPR rail right-of-way along this segment—Sievert Trucking, Inc. located north of Rawson Avenue and Tehan Greenhouses, Inc. located south of Rawson Avenue—possibly requiring the acquisition or relocation of these two businesses.

It may be possible to shift the location of a Lake Parkway extension east to be adjacent to the We Energies right-of-way between Forest Hill Avenue and Puetz Road, rather than adjacent to the UPR rail right-of-way. Neither location would require the relocation or acquisition of any residences. In the area along Puetz Road, both locations would have one residence within 200 feet of the extension right-of-way. However, more residences along Puetz Road would be within 1,000 feet of the extension right-of-way for the location adjacent to the UPR rail right-of-way—about 36 residences—than for the location adjacent to the We Energies right-of-way—about 3 residences. In both locations, the extension would be located within a parcel owned by the Milwaukee Metropolitan Sewerage District (MMSD) at 1730 E. Puetz Road, and would be located within primary environmental corridor. Neither location would impact wetlands, according to the most recent Wisconsin Wetlands Inventory (WWI) data available at the time of the study, which are from the year 2005.

- One person suggested that bicycles should not be allowed on a Lake Parkway extension.

Response: Federal and State law require that bicycle and pedestrian accommodations be considered during the preliminary engineering for any new or reconstructed roadway utilizing State or Federal funding. During the current study, the Commission staff worked with WisDOT staff to determine whether and how bicycle and pedestrian accommodations could potentially be provided on a Lake Parkway extension. The preliminary recommendations included auxiliary lanes that may provide adequate bicycle accommodations, and a multi-use trail that could accommodate both bicycles and pedestrians. It should be noted that the existing Lake Parkway does not currently provide bicycle or pedestrian accommodations.

- One person suggested that electric transmission lines that would need to be relocated for a Lake Parkway extension should be buried rather than relocated on overhead poles and wires.

Response: Between a point about 1,000 feet north of College Avenue and Rawson Avenue, a Lake Parkway extension would potentially impact, and require the relocation of, American Transmission Company (ATC) double-circuit, 138 kV electric transmission lines. ATC staff has indicated that it may be possible to relocate these lines on overhead poles between the UPR rail line and the extension. The transmission lines could be buried should this be determined to be infeasible. However, ATC staff indicated that burying the lines would be undesirable due to the significantly higher cost (potentially 20 times higher than relocating on overhead poles), the difficulty in maintaining the buried lines, a need for higher capacity lines, and a need for additional time to design and construct the buried lines.

### **Other Comments and Suggestions**

- Fourteen persons suggested specific impacts of a Lake Parkway extension that should be addressed should an extension be implemented. Twelve of the total 14 persons suggested that sufficient

measures should be taken to minimize the noise impact related to a Lake Parkway extension. Seven of the total 14 persons suggested that sufficient measures should be taken to minimize the impact of an extension on the quality and rate of stormwater runoff. Two of the total 14 persons suggested that impacts to wetlands should be considered. One of the total 14 persons suggested that impacts to capped landfills should be considered.

Response: The Commission staff has analyzed the potential right-of-way impacts of a Lake Parkway extension. The purpose of this necessarily general analysis was to attempt to estimate the possible impacts of an extension. The study Advisory Committee will use this analysis when determining whether to continue to recommend an extension. Should an extension ultimately proceed to implementation, WisDOT would conduct a more detailed evaluation of the extension during preliminary engineering and environmental impact studies. During those studies, WisDOT would develop alternative designs for the extension and would identify and attempt to reduce the specific impacts associated with those design alternatives.

With regard to noise impacts, WisDOT is required to identify the need, feasibility, and location of potential noise barriers on any new roadway during preliminary engineering and environmental impact studies, as defined in TRANS 405 of the Wisconsin Administrative Code. Need is established based upon existing and projected future noise levels, and noise level standards. Feasibility is defined as a maximum cost of a potential noise barrier not exceeding \$30,000 (1988 dollars) per abutting residence. WisDOT also works with local communities in an effort to obtain local community understanding, and support of, needed and feasible noise barriers.

With regard to stormwater management, WisDOT is required to properly address stormwater management issues, and would identify stormwater management controls that minimize the impact of a Lake Parkway extension on the quality and rate of stormwater runoff. The stormwater management procedures are defined in TRANS 401 of the Wisconsin Administrative Code. In terms of the quality of stormwater runoff, total suspended solids in stormwater runoff must be reduced by a minimum of 80 percent compared to no runoff management controls. In terms of the rate of stormwater runoff, peak runoff discharge rates must be maintained or reduced to the maximum extent practicable compared to the rate prior to implementation of an extension. In addition to the administrative code requirements, a cooperative agreement between WisDOT and the Wisconsin Department of Natural Resources requires the two agencies to work together to identify stormwater management controls during preliminary engineering and environmental impact studies. WisDOT also includes other agencies impacted by stormwater runoff, like the Milwaukee Metropolitan Sewerage District, in the identification of stormwater management controls.

With regard to the subject wetlands, a Lake Parkway extension should be located so as to avoid any wetland losses where practical, and to minimize adverse impacts to wetlands that may result from an extension. Compensatory mitigation will be required for any wetlands that would be impacted by an extension. Such compensatory mitigation would be determined by WisDOT in coordination with Federal agencies and the Wisconsin Department of Natural Resources, should an extension be implemented. Compensatory mitigation will provide functional replacement of the types of wetlands impacted and result in a no net-loss of wetlands, replacing a minimum of every acre lost. Wetland

compensatory mitigation sites are typically established adjacent to, or in the general vicinity of, any impacted wetlands so that the wetland compensatory mitigation replaces any impacted wetland types, functions, and values.

With regard to landfills, WisDOT will avoid contaminated areas where practical when designing a Lake Parkway extension, should an extension ultimately be implemented. Where impractical to avoid contaminated areas, WisDOT would attempt to minimize the disturbance of contaminated soils or water. Any contaminated soils or water encountered during construction of an extension would require special handling and disposal.

- Four persons commented on aspects of the existing Lake Parkway and IH 794. Two persons suggested that the Daniel Hoan Memorial Bridge connecting IH 794 in downtown Milwaukee to the Lake Parkway should be repaired and re-decked, rather than removed and replaced. Two persons suggested that WisDOT should consider constructing a grade-separated interchange on the existing Lake Parkway at Oklahoma Avenue to replace the existing overpass with jughandle ramp access.

Response: The Daniel Hoan Memorial Bridge (Hoan Bridge) connects IH 794 in downtown Milwaukee to the Lake Parkway across the Milwaukee River inlet. WisDOT is conducting preliminary and final engineering to repair and re-deck the Hoan Bridge, with construction scheduled to begin in 2013. With regard to the existing Lake Parkway intersection at Oklahoma Avenue, WisDOT recently implemented an alternative design, which provides a free flow right turn going northbound on the Lake Parkway from Oklahoma Avenue and a free flow movement for the two southbound traffic lanes on Lake Parkway through the intersection. Regardless of whether or not an extension is implemented, WisDOT would be responsible for considering any additional alternative designs at Oklahoma Avenue, such as a grade-separated interchange.

- Three persons questioned whether a local cost sharing would be required for a Lake Parkway extension. Two of the total three persons suggested that it may be appropriate for the South Shore communities to contribute a portion of the necessary funding for an extension.

Response: WisDOT has an established procedure for determining whether a local cost share would be required when constructing a new road. This procedure currently requires cost sharing when there is or will be 40 percent or more local traffic utilizing the new road. Local traffic is defined as traffic that uses or will use a segment of road and that has an origin or destination within one-half mile of the road's limits. The Commission staff has estimated that the forecasted local traffic—within one-half mile of the project limits—would likely be substantially less than 40 percent of the traffic utilizing a Lake Parkway extension. Thus, based on the current requirement, a local cost share may not be required for an extension. Assuming there would not be a local cost share requirement, funding for an extension would likely come from a combination of State and Federal funding sources.

- Two persons suggested that transit service improvements such as park-ride facilities should be considered over or near a Lake Parkway extension.

Response: The current year 2035 regional transportation system plan for the seven-county Southeastern Wisconsin Region has long recognized the need for public transit as part of a balanced, multimodal transportation system. The public transit element of the year 2035 regional transportation plan recommends a nearly doubling of transit service in the Region by the year 2035, including transit service improvements (development of rapid

and express transit) and an expansion of transit service area, frequency, and hours of operation. Should a Lake Parkway extension ultimately proceed to implementation, the Commission staff could work with Milwaukee County and the Milwaukee County Transit System to review the Milwaukee County short-range transit development plan and the transit element of the long-range regional transportation plan, to determine how these plans should change with implementation of a Lake Parkway extension. These potential changes would be considered with respect to transit service improvements over the existing Lake Parkway and a Lake Parkway extension, including the consideration of park-ride facilities.

- Two persons questioned the need for a right-of-way width of 130 feet for a Lake Parkway extension.

Response: The cross-section for a Lake Parkway extension includes an approximate right-of-way width of 130 feet, which was used to determine potential right-of-way acquisitions and impacts of an extension. The cross-section is essentially the same as the existing typical cross-sections on the Lake Parkway between Edgerton and St. Francis Avenues, with the one difference being that an extension includes a multi-use trail to accommodate bicycles and pedestrians, while the existing Lake Parkway does not. It should be noted that it may be possible to reduce the right-of-way width by about 25 feet, particularly between roadway crossing treatments, by decreasing the median width by about 25 feet.

- One person suggested that the wetlands delineated on the maps for the preliminary recommendations of a Lake Parkway extension were outdated.

Response: The wetlands delineated on the maps for the preliminary recommendations of a Lake Parkway extension utilize the most recent Wisconsin Wetlands Inventory (WWI) data available at the time of the study, which are from the year 2005. Field delineation of the wetlands that would be impacted by a Lake Parkway extension would be conducted by WisDOT during preliminary engineering and environmental impact studies, should a Lake Parkway extension be implemented.

- One person suggested that a Lake Parkway extension should be connected directly to General Mitchell International Airport.

Response: Access to General Mitchell International Airport from a Lake Parkway extension would be provided via two major arterial roadways—Layton Avenue and College Avenue—both connecting to the Airport via Howell Avenue, another major arterial roadway. Should an extension ultimately proceed to implementation, additional access to the Airport from an extension, including consideration of connecting transit to the Airport from an extension, would need to be considered by WisDOT, the affected local and County governments, and the Airport itself.

- One person suggested that a Lake Parkway extension should accommodate emergency vehicles by providing emergency vehicle preemption, proper lighting, and adequate emergency access.

Response: Accommodating emergency vehicles is an important consideration when designing any new roadway. Should a Lake Parkway extension proceed to implementation, WisDOT would work with affected local and County governments to determine the most appropriate accommodations for emergency vehicles.

One person questioned whether locating a Lake Parkway extension on undeveloped land adjacent to the We Energies right-of-way had been considered to minimize the amount of utilities that would need to be relocated for an extension.

Response: The alignment of the preliminary recommended Lake Parkway extension is located outside the We Energies right-of-way where there would be adequate undeveloped land, in an attempt to avoid the need to relocate utilities wherever possible, while also attempting to minimize impact to existing and planned development along the Lake Parkway extension. The segment of the proposed Lake Parkway extension just south of College Avenue is within the We Energies right-of-way in an attempt to minimize the potential impact on the site for a proposed U.S. Postal Service facility southwest of the intersection of Pennsylvania and College Avenues. Should the proposed U.S. Postal Service facility not be implemented, it may be possible to locate an extension outside the We Energies right-of-way along that segment.

- One person questioned whether the Interplant Solids Pipeline owned by MMSD would need to be relocated for a Lake Parkway extension.

Response: During the study, the Commission staff had discussions with MMSD staff regarding potential impacts to the Interplant Solids Pipeline (ISP) owned by MMSD. As a result of those discussions, it was determined that a Lake Parkway extension could likely be constructed above the ISP—similar to the existing Lake Parkway—if access to the ISP is maintained. Should an extension ultimately proceed to implementation, WisDOT would conduct a more detailed evaluation of the extension during preliminary engineering and environmental impact studies. During those studies, WisDOT would develop alternative designs for the extension and would identify and attempt to reduce the specific impacts associated with those design alternatives, including any specific impacts to the ISP.

- One person questioned whether the multi-use path proposed along a Lake Parkway extension would connect to existing trails and paths.

Response: The preliminary recommendation for a Lake Parkway extension includes a multi-use path located in the buffer area to the east of the travelled way for an extension. The specific location for the multi-use trail, along with locations for the provision of access to existing trails and paths, would be determined by WisDOT during preliminary engineering, should an extension ultimately be implemented.

- One person questioned whether the planned widening of Pennsylvania Avenue from two to four traffic lanes between College Avenue and Rawson Avenue would still be needed if a Lake Parkway extension is implemented.

Response: The planned widening of Pennsylvania Avenue from two to four traffic lanes between College Avenue and Rawson Avenue has proceeded through preliminary engineering and final engineering and design. This widening is scheduled to be implemented during the year 2012.

- One person suggested that Federal funding allocated to the City of Milwaukee for its Downtown Streetcar project be reallocated to fund a portion of the cost for a Lake Parkway extension.

Response: In 2009, Federal legislation allocated \$54.9 million of Federal Interstate Cost Estimate (ICE) funding to the City of Milwaukee specifically for a Downtown Streetcar project.

\* \* \*



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## APPENDICES

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**Appendix A**

**COMMENTS RECEIVED FROM FEBRUARY 15, 2012, THROUGH MARCH 15, 2012,  
ON PRELIMINARY RECOMMENDATIONS OF A STUDY OF A LAKE PARKWAY (STH 794) EXTENSION  
FROM EDGERTON AVENUE TO STH 100 IN MILWAUKEE COUNTY**

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Appendix A-1

WRITTEN COMMENTS RECEIVED VIA FORM DISTRIBUTED AT PUBLIC MEETING OR VIA LETTER

WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: J. Lindquist

Affiliation (if any): \_\_\_\_\_

Mailing Address: 6260 S. Lake  
Cudahy

Comment:  
What are current crash/accident statistics?  
How does this compare to crashes on 794?  
How does cost of 794 extension compare to cost  
of lit-rail?  
What is potential economic impact?  
Will multi-use trail be added to current 794?  
What is SEWRPC doing to reduce auto travel?

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

Southeastern Wisconsin Regional Planning Commission  
W239 N1812 Rockwood Drive  
P.O. Box 1607  
Waukesha, Wisconsin 53187-1607  
Phone: 262-547-6721 Fax: 262-547-1103  
E-mail: LakeParkway@sewrpc.org  
Website: www.sewrpc.org/LakeParkway

WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: Kathleen Slanka

Affiliation (if any): \_\_\_\_\_

Mailing Address: 9210 S. Chicago Rd  
Oak Creek, WI  
53159-4832

Comment:  
If the speed of the new road  
will be 40 mph,  
there should be bike lanes.

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WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: ED MICHALEX

Affiliation (if any): \_\_\_\_\_

Mailing Address: 1725 SHERMAN AV  
SM WI 53178

Comment:  
MAKE ALL RAIL ROAD CROSSINGS ON PARKWAY  
"HORN FREE!" WE DON'T NEED TRAIN  
HORNS IF DESIGNED PROPERLY.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

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WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: RICHARD GEBHARD

Affiliation (if any): \_\_\_\_\_

Mailing Address: 3205 NICHOLSOW AVE  
SO. MILWAU, WI 53172

Comment:  
JUST DO IT,  
HAVE BEEN WAITING A  
LONG TIME FOR THIS

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WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: Debra Wilhelm

Affiliation (if any): \_\_\_\_\_

Mailing Address: 1829 Oak St  
So Milwaukee WI  
53172

Comment:

I think the current proposal for the Lake Parkway extension is a good one. I like how the College Ave intersection is designed. A walkway for pedestrians & bikes is a great idea as many people, including myself use the area now to walk. It will greatly reduce the traffic on Pennsylvania Ave and return that area to the quieter, residential area it should be. Hope it happens soon!

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WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: Russ Sobolik

Affiliation (if any): \_\_\_\_\_

Mailing Address: 1404 17<sup>th</sup> Ave  
So Milwaukee WI  
53172

Comment:

IF THIS PLANNED EXTENSION BECOMES A NEEDED REALITY, WILL THE HWY 100 END OF THE EXTENSION BE DESIGNED FOR FUTURE EXTENSION OR EXPANSION TO RACINE COUNTY?

HOW MANY HOTELS, FACTORIES, BUILDINGS OR WALKS ARE NEXT TO RAILROADS AND HIGHWAYS IN MILWAUKEE AND OTHER CITIES? I AM SURE THE IMPACT OF THIS EXTENSION WILL NOT REALLY EFFECT PRESENT BLDGS ALONG THE WAY.

I AM IN FAVOR OF THE PROJECT.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

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WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: Tim Schafer

Affiliation (if any): \_\_\_\_\_

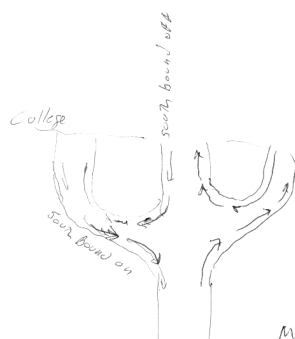
Mailing Address: 1728 Mackinac  
South Milwaukee, WI

Comment:

College ave. intersection looks like it might be a major bottleneck during even semi-heavy traffic. See possible solution on back.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

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This area is empty - put a North Bound on & off Ramp here. Might tie into the existing roundabout on College.

WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: ROBERT BLAKE

Affiliation (if any): \_\_\_\_\_

Mailing Address: 2330 E CODY CT  
OAK CREEK

Comment:  
I Am VERY MUCH IN FAVOR OF  
SEEING THIS PROJECT MOVE FORWARD

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

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STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: Sue + Jim Gruenwald

Affiliation (if any): resident

Mailing Address: 8361 S 15TH Ave  
Oak Creek, WI  
53154

Comment:  
I favor extension of Lake  
Parkway, Park + Ride stops  
should be considered as well.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

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WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: Pat Barook

Affiliation (if any): \_\_\_\_\_

Mailing Address: 213 Parkway  
South Milwaukee

Comment:  
Yes - extend it

NO Bikes

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

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STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: Mercedes Dindzale

Affiliation (if any): \_\_\_\_\_

Mailing Address: 609 7th St  
Racine  
53403

Comment:  
WHY SO WIDE? 130 feet?  
AUX? - Future Lane?  
Buffers - Acoustic - Curbs?

WHAT IS FUTURE SOUTH OF  
AWY 100? WHEN?

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

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STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: Mercedes Dindzola

Affiliation (if any):

Mailing Address: 609 7th St  
Racine  
53403

Comment:  
WHY so WIDE? 130 feet?  
AUX? - Future Lanes?  
Buffers - Acoustic - Corb?  
  
WHAT IS FUTURE SOUTH OF  
AWY 100? WHEN?

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STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: GENE JOHANSEN

Affiliation (if any):

Mailing Address: 1331 MARSTIQUE AVE

Comment:  
DON'T LOOSE THE BIKK TRAIL!

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

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STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: Joe Cole

Affiliation (if any): Edgerton Contractors

Mailing Address: 1610 E. Puetz Rd  
OAK CREEK, WI 53154

Comment:  
Shown on Preliminary Drawings is an Alternate Alignment Between Forest Hill and Puetz Rd. To Follow this Alternative would "disrupt" less Residential Structures. Also the proposed Alignment between Forest Hill Ave and Puetz Rd. would diminish the Flood Water Storage ~~purpose~~ of the acreage in which that property was purchased by MMSO for about 5 years ago. Some type of natural noise buffers should be also incorporated in the final plans. Also traffic at the west side of tracks on Puetz is a menace now, so an increase in traffic will hamper residents in the area. Wetland delineation on drawings is severely outdated.

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PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: JOAN M. COLE

Affiliation (if any):

Mailing Address: 1610 E. Puetz Rd  
OAK CREEK, WI.

Comment:  
I do not want this freeway put in. I own acres alongside the tracks because I love the country sights and sounds. I DO NOT want to hear the honking horns and loud motorcycles, constantly! If it must be put in the alternate route at Puetz Ave. is the way it should be done. It doesn't disturb as many residents. There is alot more residents along the tracks since this plan was first drawn up almost 20 years ago!

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

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PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: Jason Haas  
Affiliation (if any): Milwaukee County Board of Supervisors  
Mailing Address: 3422 S. Pennsylvania Ave  
Milwaukee WI 53207

Comment:  
I see that this may cost upwards of \$200 million.  
At the same time, Milwaukee County was forced to accept  
a \$10 million cut in public transit funding.  
The state could spend \$207M, yet we cannot afford  
a fraction of that amount for public transit?  
I ask you, reconsider your priorities. Thank you

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

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WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: John Biro  
Affiliation (if any): Homeowner  
Mailing Address: 1091 E. LIBBY COURT  
DAK CREEK, WI  
53154

Comment: Question:  
Please state the reasons why SEWRPC would and/or  
would not recommend an extension of the Lake Parkway  
should be added to the regional transportation plan and a  
request be made that WisDOT subsequently conduct the  
necessary preliminary engineering & environmental impact  
study for the Lake Parkway extension.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

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P.O. Box 1607  
Waukesha, Wisconsin 53187-1607  
Phone: 262-547-6721 Fax: 262-547-1103  
E-mail: LakeParkway@sewrpc.org  
Website: www.sewrpc.org/LakeParkway

WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: Maureen East  
Affiliation (if any):  
Mailing Address: 907 Willow Lane  
South Milwaukee WI 53172

Comment:  
Should have been done long ago -  
Pennsylvania/Michigan Road too congested  
North of Dodge - too congested, too narrow -  
reported many accidents happen on this stretch.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

Southeastern Wisconsin Regional Planning Commission  
W239 N1812 Rockwood Drive  
P.O. Box 1607  
Waukesha, Wisconsin 53187-1607  
Phone: 262-547-6721 Fax: 262-547-1103  
E-mail: LakeParkway@sewrpc.org  
Website: www.sewrpc.org/LakeParkway

WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: Roland FAN  
Affiliation (if any):  
Mailing Address: 5755 S. INDIAN AVE.  
CUDAHY, WI 53116

Comment:  
(1) Be sure to consider the long-term effects  
of additional air/noise pollution.  
(2) Repair How Bridge immediately upon approval of  
this project.  
(3) Overall I like the idea very much.  
(4) I would prefer all elec. line etc be buried.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

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WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: BARBARA ROY

Affiliation (if any): \_\_\_\_\_

Mailing Address: 2910 E COMBEE AVE  
CURASH WI 53110

Comment:  
PROS IN FAVOR OF PROPOSAL POSITIVES  
DREMLY OUTWEIGH THE NEGATIVES

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

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P.O. Box 1607  
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WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: MARK DROW

Affiliation (if any): \_\_\_\_\_

Mailing Address: 921 E. PARR BLVD  
OAK CREEK

Comment:  
Concerns about altering/diminishing  
drainage patterns and capacity @ the  
southern 1/2 of this project Drow south ->  
also what you will be adding from runoff  
to the system

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

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P.O. Box 1607  
Waukesha, Wisconsin 53187-1607  
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WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: Jacoby Brzeskiewicz

Affiliation (if any): \_\_\_\_\_

Mailing Address: 2077 N Cambridge Ave  
Milwaukee

Comment:  
College Ave jog/bande - regular interchange instead  
or have jumble ramps on both sides  
I'd recommend arterial fbs go over pky instead of under  
eliminates at-grade PK xings  
Complete Layton Interchange, no access to Edgerton

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

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P.O. Box 1607  
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Phone: 262-547-6721 Fax: 262-547-1103  
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WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

Name: ARDEN C. DEGNER

Affiliation (if any): \_\_\_\_\_

Mailing Address: 8540 S PENNSYLVANIA AVE  
OAK CREEK, WI 53154

Comment:  
SEE ATTACHED

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission by March 15, 2012.

Southeastern Wisconsin Regional Planning Commission  
W239 N1812 Rockwood Drive  
P.O. Box 1607  
Waukesha, Wisconsin 53187-1607  
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E-mail: LakeParkway@sewrpc.org  
Website: www.sewrpc.org/LakeParkway

Acery

10-26-1971

# Lake Arterial Update

The Wisconsin Department of Transportation (WDOT), in conjunction with its design consultant, CH2M Hill, is nearing the mid point of a two (2) year Lake Arterial Extension Corridor Study. This study is intended to determine the long term need for transportation improvements within the study area of Milwaukee, Racine and Kenosha Counties. This study includes development and evaluation of transportation improvement alternatives, public involvement and agency coordination. The results of this study will be documented in an Environmental Impact Statement (EIS), a draft of which will be completed near the end of the Summer of 1992 with a final EIS scheduled for March of 1993.

Dorothy Wagner  
Miss Dorothy Wagner  
135 West Wells Street  
Milwaukee, Wisconsin 53203

As part of the design team's information gathering process, the WDOT has conducted three (3) public informational meetings, the last of which was conducted on March 25th and 26th, 1992 at the Oak Creek and JI Case High Schools. Approximately 290 people were in attendance at the informational meeting in the City of Oak Creek. At this meeting, five (5) alternative corridors for connecting the proposed terminus of the Lake Arterial at the intersection of Layton and Pennsylvania Avenue in Milwaukee County with State Highway 31 in northern Kenosha County, were reduced to three (3) alternative corridors with various sub-alternates. Information on these alternates is available at City Hall.

Although the Common Council of the City of Oak Creek has passed a resolution stating its opposition to the construction of the Lake Arterial through the City of Oak Creek, the WDOT is continuing its corridor study. Therefore, it is imperative that the citizens of Oak Creek remain involved throughout the study process. All public comments, whether in favor or opposed to the proposed Lake Arterial in general or on a particular alternate, are vital in order for the design study team to provide an accurate Environmental Impact Statement. You may provide commentary by phone or in writing to:

Dan Dupies  
CH2M Hill, Incorporated  
310 West Wisconsin Avenue  
Milwaukee, Wisconsin 53203  
Telephone Number: (414) 272-2426

William Heimlich  
Wisconsin Department of Transportation  
141 Northwest Barstow Street  
P.O. Box 649  
Waukesha, Wisconsin 53186  
Telephone Number: (414) 548-5943

In addition, the City is represented on the project task force made up of affected governing bodies and regulatory agencies by 5th District Alderman, Larry Prochnow, (phone number 762-0133) and Acting City Engineer, Brian DuPont (phone number 768-6538).

Over the next several months, the design study team will be taking the comments provided to them and selecting a recommended alternative for the Lake Arterial extension. This will be identified in the draft EIS and will be presented at a public hearing scheduled in September of 1992.

Prior to this meeting, a newsletter will be sent to all persons on the design team's mailing list which is comprised of persons along the alternate routes and those attending previous informational meetings. If you are not already on this mailing list and wish to be included, you should contact Mr. Dupies with your address.

Once again, your involvement in this design study is important in order for the design study team to incorporate the opinions of the residents in the City of Oak Creek. Please participate in this project.

## HISTORICAL HIGHLIGHT

The first town meeting of the Town of Oak Creek was held on the first Tuesday of April in 1842 at the home of Mr. J. J. Mason. At this first meeting it was voted not to fix the salaries of officers until after the election. Also it was brought up at this first meeting that Mr. Luther Rawson have the power to use all necessary means to keep the dogs from disturbing any meetings held, hereafter, at the schoolhouse. When the election came, it was formally recorded that Luther Rawson had received six votes for "dog whipper".

Source: History of the Oak Creek Township, by Mrs. Alfred J. Meyer

## Oak Creek Trivia Answer

A: Seven. Oak Creek shares a common border with Milwaukee, Cudahy, South Milwaukee, Franklin, Greenfield and the Towns of Caledonia & Raymond.

# PUBLIC HEARING



## DIVISION OF HIGHWAYS PROJECT

1301-3-00  
LOCATION OF THE LAKE FREEWAY  
MILWAUKEE COUNTY  
OCTOBER 26, 1971

THE IDENTIFICATION SLIP SHOULD BE USED IF YOU DESIRE TO TESTIFY AT THIS HEARING.  
IF SO, PLEASE GIVE THE SLIP TO THE PUBLIC HEARING ENGINEER.

Tear Here

### WITNESS IDENTIFICATION

Name \_\_\_\_\_ (Please Print)  
Address \_\_\_\_\_ (Please Print)  
Representing \_\_\_\_\_ (Please Print)  
Remarks: \_\_\_\_\_

PUBLIC HEARING  
LOCATION OF THE LAKE FREEWAY  
MILWAUKEE COUNTY  
OCTOBER 26, 1971

### REFERENCE INFORMATION SHEET

#### FOR RELOCATION ASSISTANCE SERVICE

IN MILWAUKEE COUNTY  
R. E. Kadmas, Relocation Assistance Agent  
Division of Highways, Milwaukee District Office  
State Office Building  
819 North 6th Street  
Milwaukee, Wisconsin 53203  
Telephone 414-224-4555

#### FOR FILING ADDITIONAL WRITTEN STATEMENTS (POSTMARKED NOT LATER THAN 12:00 MIDNIGHT, NOVEMBER 5, 1971)

MAIL TO:  
R. E. Gehrman, Highway Commission Secretary  
Division of Highways  
Hill Farms State Office Building  
4802 Sheboygan Avenue  
Madison, Wisconsin 53702

#### FOR HIGHWAY INFORMATION - SUCH AS PLANNING, PROJECT STATUS, DEVELOPMENTS, SCHEDULES, EXAMINATIONS OF PLANS

IN MILWAUKEE COUNTY  
H. Shebesta, District Engineer  
Division of Highways, Milwaukee District Office  
State Office Building  
819 North 6th Street  
Milwaukee, Wisconsin 53203  
Telephone 414-224-4603

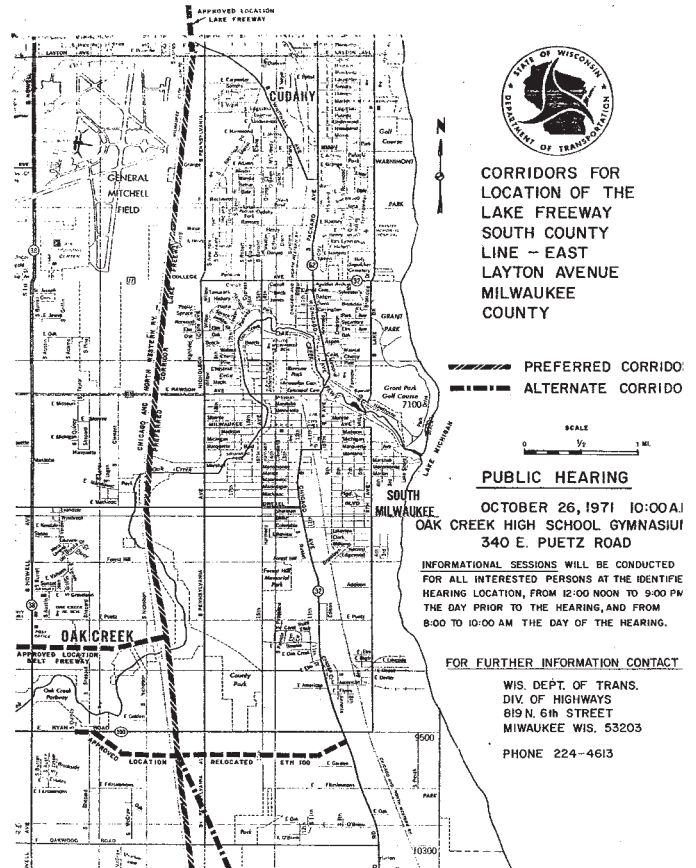
#### FOR ADDITIONAL COPIES OF THE HEARING TRANSCRIPT

CONTACT: (Preferably immediately after the hearing)

Miss Dorothy Wagner  
Suite 521, Brumder Building  
135 West Wells Street  
Milwaukee, Wisconsin 53203

The professional court reporter employed for these hearings is in private practice. Therefore, any arrangements for copies of the transcripts and fees relating thereto should be discussed with the reporter.

Project 1301-3-00





Lake Parkway 794

Very happy to hear about the extension of the lake parkway to Ryan Rd in Oak Creek. It will help Oak Creek and So. Milw. with more business and better driving from Milw. But don't wait 10 years do it now. The space is there now the cost will be higher in 10 years, we will save money by doing now. Why wait and waste more money.

It is hard to move traffic now. So we need the 794 now not in 10 years. Most people are for the lake parkway. Maybe Oak Creek - So. Milw. and Cudahy can give some money. I hope the lake parkway will be built in the next one or 2 years from now. Thank you.



2012

1567 N. Prospect Ave. #214  
Milwaukee, WI 53202

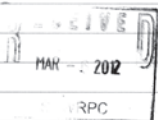
The Lake Parkway Extension Letter, March 3, 2012

Dear Sirs,  
I'm critical of the Lake Parkway Extension of Wis. Sts. Hwy. extension of 794! What is needed is an extension of the Metra Commuter North line from Chicago to Kenosha up to Milwaukee via Racine, Oak Creek, Carolville, So. Milwaukee, Cudahy, St. Francis & Bay View over the proposed KRM, C. & N.W.-UP RRs. This will improve transportation and communication between the Lake Shore cities! The present Metra line and Wis. Coach Line connection is too slow and cumbersome. There is need for a faster service along the C. & N.W. U.P. RRs. Reintroduce the C.N.W. Commuter 400 train service up to Green Bay for the football fans!

I'm critical of the political plays for more highways as against railroad commuter services. How much would it cost for the Metra line to extend the commuter service from Chicago to Kenosha, up to Milwaukee? It would seem cheaper to extend RR service than to build new freeways! Why not buy a fleet of self-propelled rail diesel cars to run between Milwaukee, Bay View, St. Francis, Cudahy, So. Milw., & Oak Creek, Carolville? Also extend RR commuter service to the other suburbs in the Milwaukee Area.

Sincerely Yours,

Don Snyder



①

3-9-12

When my wife and I moved to Oak Creek 30 some years ago and purchased our home we anticipated that eventually the Lake park freeway would be completed and give us speedy access to our jobs on the east side of and downtown Milwaukee. Unfortunately this never occurred.

In addition since our complex has only one exit to Pennsylvania Avenue south of Rawson Avenue we are dealing with an ever increasing level of traffic on a substandard road (Pennsylvania Ave from College Avenue south) This situation will either get worse, require expensive widening or be alleviated by the Lake Parkway extension.

I think some of the money currently being put in place in Oak Creek are encouraging and extending the Parkway south will open up an eastern path to Oak Creek and by extension, the City of Franklin.

I urge consideration of the Lake Parkway extension.

John Schiefen





*Friends of the Mill Pond & Oak Creek Watercourse, Inc.*



South Milwaukee WI 53172



637 Edgewood Ave.  
South Milwaukee, WI 53172

March 13, 2012

Mr. Ken Yunker  
Southeastern Wisconsin Regional Planning Commission  
P.O. Box 1607  
Waukesha, WI 53187

**HEARING COMMENTS ON LAKE PARKWAY EXTENSION**

Dear Mr. Yunker:

The "Friends of the Mill Pond & Oak Creek Watercourse, Inc." wish to express their concern with possible impacts of the Lake Parkway extension on the 27 acres of wetlands which are tributary to the Oak Creek. Both the Mitchell Field drainage ditch and the main body of the creek could be affected.

Current problems in the Oak Creek watershed include:

1. Flooding;
2. Erosion;
3. Silt and;

4. Nutrients contained in agricultural runoff

The nutrients have the potential of causing an algae bloom in Lake Michigan at the mouth of the creek. An algae bloom there would ruin the Grant Park swimming beach.

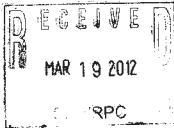
Changes to the tributary wetlands resulting from the Lake Parkway extension can either improve or worsen these problems. We would strongly oppose any changes which make the problems worse, but the project also has the potential to make significant improvements. SEWRPC's 1986 planning report for the Oak Creek Watershed recommended Sediment Retention Basins in each of the major branches of the creek. One or more of these could be incorporated in the construction of the Lake Parkway extension project with very positive benefits for the creek.

Yours Truly,

*Nancy Wucherer*  
Nancy Wucherer, President

Cc: Mayor Tom Zepkecki  
Supervisor Pat Jursik  
FOMP File

**LAKE PARKWAY EXTENSION STUDY**  
Public Meeting 6:30 PM Feb. 29, 2012  
South Milwaukee Performing Arts Center  
901 15<sup>th</sup> Ave. South Milwaukee



Written Comments March 14, 2012—Extension of  
Annotated 4 pgs. Submitted February 29, 2012 titled

**LAKE ARTERIAL UPDATE**

"Acorn," Oak Creek, WI, Apr. May June 1992 pg. 10

**LOCATION OF the LAKE FREEWAY**

DOT Project 1301-3-00 Milwaukee County, Public Hearing, October 26, 1971  
Information Sheet, Oct. 26, 1971  
Corridors for Location of the Lake Freeway South County Line-East Layton Ave.  
Map, Public Hearing, Oak Creek High School Gymnasium, 340 E. Puetz Rd.

Comment: (1) Where are the DOT Lake Freeway records extending from 1971 to 1993?  
(2) Also the EIS March 1993 released date?

- (3) The 1971 DOT Corridors Map submitted exactly follows the alignment
- (4) of the SEWRPC Summary Brochure Feb. 2012 Map 1

- (5) Please retain the Puetz Rd. interchange. Puetz Rd. provides direct access E-W
- (6) from 100<sup>th</sup> St. to the Lakefront and MMSD South Shore Treatment Plant.
- (7) Note that direct Lake Michigan road access exists only at College Ave. and
- (8) Ryan Rd. in the City of Oak Creek Consider traffic by 8000 So. OC residents

(9) Extend the Feb. 2012 Map 1 Lake Freeway to provide access to STH 31 in Racine County per above Oct. 26, 1971 map.

(10) What malfeasance exists for SEWRPC to ignore above items?

*Arden C. Degner P.E.*  
Arden C. Degner P.E., 8540 S. Pennsylvania Ave., Oak Creek, 414.762.8946

**Lake Arterial Update**

The Wisconsin Department of Transportation (WDOT), in conjunction with its design consultant, CH2M Hill, is nearing the mid point of a two (2) year Lake Arterial Extension Corridor Study. This study is intended to determine the long term need for transportation improvements within the study area of Milwaukee, Racine and Kenosha Counties. This study includes development and evaluation of transportation improvement alternatives, public involvement and agency coordination. The results of this study will be documented in an Environmental Impact Statement (EIS), a draft of which will be completed near the end of the Summer of 1992 with a final EIS scheduled for March of 1993.

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**Oak Creek Trivia Answer**

**A: Seven. Oak Creek shares a common border with Milwaukee, Cudahy, South Milwaukee, Franklin, Greenfield and the Towns of Caledonia & Flaymond.**

Dan Duples  
CH2M Hill, Incorporated  
310 West Wisconsin Avenue  
Milwaukee, Wisconsin 53203  
Telephone Number: (414) 272-2426

William Heimlich  
Wisconsin Department of Transportation  
141 Northwest Barstow Street  
P.O. Box 649  
Waukesha, Wisconsin 53186  
Telephone Number: (414) 548-5943

In addition, the City is represented on the project task force made up of affected governing bodies and regulatory agencies by 5th District Alderman, Larry Prochnow, (phone number 762-0133) and Acting City Engineer, Brian DuPont (phone number 768-6538).

Over the next several months, the design study team will be taking the comments provided to them and selecting a recommended alternative for the Lake Arterial extension. This will be identified in the draft EIS and will be presented at a public hearing scheduled in September of 1992.

Prior to this meeting, a newsletter will be sent to all persons on the design team's mailing list which is comprised of persons along the alternate routes and those attending previous informational meetings. If you are not already on this mailing list and wish to be included, you should contact Mr. Duples with your address.

Once again, your involvement in this design study is important in order for the design study team to incorporate the opinions of the residents in the City of Oak Creek. Please participate in this project.

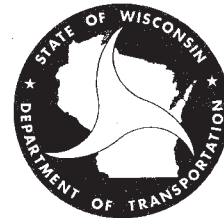
**HISTORICAL HIGHLIGHT**

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Source: History of the Oak Creek Township, by Mrs. Alfred J. Meyer

10

**PUBLIC HEARING**



**DIVISION OF HIGHWAYS**

**PROJECT**

1301-3-00  
LOCATION OF THE LAKE FREEWAY  
MILWAUKEE COUNTY  
OCTOBER 26, 1971

THE IDENTIFICATION SLIP SHOULD BE USED IF YOU DESIRE TO TESTIFY AT THIS HEARING.  
IF SO, PLEASE GIVE THE SLIP TO THE PUBLIC HEARING ENGINEER.

Tear Here

**WITNESS IDENTIFICATION**

Name \_\_\_\_\_ (Please Print)  
Address \_\_\_\_\_ (Please Print)  
Representing \_\_\_\_\_ (Please Print)  
Remarks: \_\_\_\_\_

PUBLIC HEARING  
LOCATION OF THE LAKE FREEWAY  
MILWAUKEE COUNTY  
OCTOBER 26, 1971

REFERENCE INFORMATION SHEET

FOR RELOCATION ASSISTANCE SERVICE

IN MILWAUKEE COUNTY  
R. E. Kadmas, Relocation Assistance Agent  
Division of Highways, Milwaukee District Office  
State Office Building  
819 North 6th Street  
Milwaukee, Wisconsin 53203  
Telephone 414-224-4555

FOR FILING ADDITIONAL WRITTEN STATEMENTS  
(POSTMARKED NOT LATER THAN 12:00 MIDNIGHT, NOVEMBER 5, 1971)

MAIL TO:  
B. E. Gehrman, Highway Commission Secretary  
Division of Highways  
Hill Farms State Office Building  
4802 Sheboygan Avenue  
Madison, Wisconsin 53702

FOR HIGHWAY INFORMATION - SUCH AS PLANNING, PROJECT STATUS,  
DEVELOPMENTS, SCHEDULES, EXAMINATIONS OF PLANS

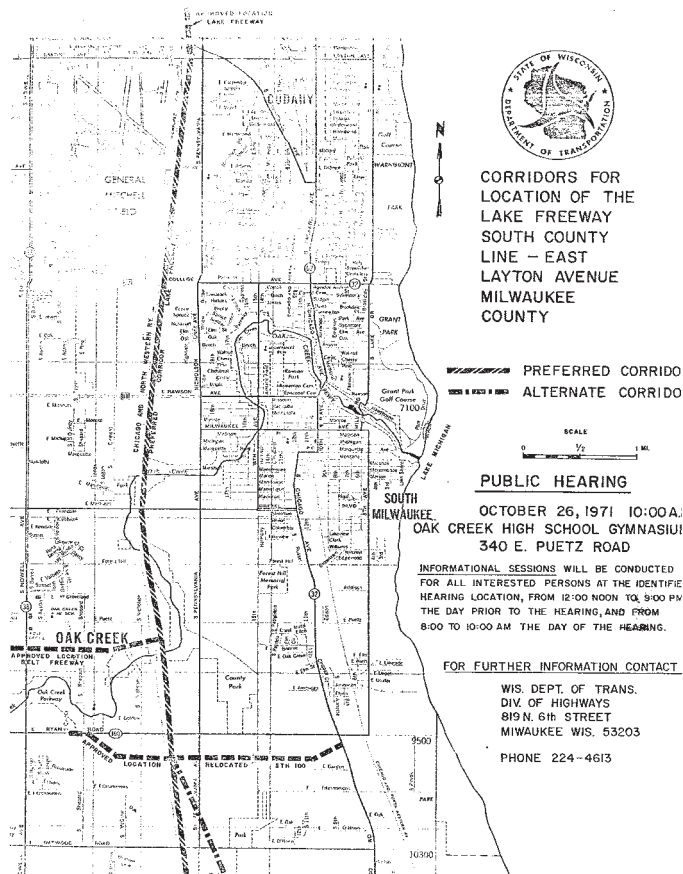
IN MILWAUKEE COUNTY  
H. Shebesta, District Engineer  
Division of Highways, Milwaukee District Office  
State Office Building  
819 North 6th Street  
Milwaukee, Wisconsin 53203  
Telephone 414-224-4603

FOR ADDITIONAL COPIES OF THE HEARING TRANSCRIPT

CONTACT: (Preferably immediately after the hearing)  
Miss Dorothy Wagner  
Suite 521, Brumder Building  
135 West Wells Street  
Milwaukee, Wisconsin 53203

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Project 1301-3-00



Appendix A-2

WRITTEN COMMENTS RECEIVED VIA ELECTRONIC MAIL AND THROUGH STUDY WEBSITE

**From:** website@sewrpc.org  
**Sent:** Wednesday, February 15, 2012 9:52 AM  
**To:** LakeParkway  
**Subject:** Comment on the Lake Parkway Extension Study

**presentation:** no  
**FirstName:** James  
**LastName:** Toth  
**Email:**  
**Organization1:**  
**MailingAddress1:** 3030 S. Herman St.  
**City1:** Milwaukee  
**State1:** WI  
**Zipcode1:** 53207  
**phone:**

The Lake Parkway extension plan would be greatly improved by changing the proposed intersection at College to a grade-separated interchange AND upgrading the intersection at Oklahoma to have on and off ramps for the southbound lanes. Building the extension without addressing the current issues at Oklahoma would only add to an already messy morning bottleneck. Adding another intersection at College greatly undermines the flow of the parkway and its cost/value perception.

**From:** website@sewrpc.org  
**Sent:** Wednesday, February 15, 2012 9:52 AM  
**To:** LakeParkway  
**Subject:** Comment on the Lake Parkway Extension Study

**From:** J S  
**Sent:** Wednesday, February 22, 2012 5:24 PM  
**To:** Korb, Gary K.  
**Subject:** Re: Public Comment Periods and Other Updates

Thank you, Gary. I can't make either meeting but I certainly do want to go on record as encouraging the extension of 794 farther south. This road has proven to be a wonderful alternative to the roads for accessing Bay View, the lake and the airport. It is equally difficult to access the east side of all the communities leading to and including Oak Creek if one must depend on the I-94. I wish the supporters of this effort much success.

Thanks,  
 Jackie

**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Friday, February 24, 2012 4:45 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: opposition to Lake Parkway extension

-----  
**From:** Michael Timm  
**Sent:** Friday, February 24, 2012 4:44:43 PM  
**To:** LakeParkway  
**Cc:** Chris Larson; Marina; alexis; jurski; bird; schlabowske; Sinicki; Bill Lavelette; Katherine Koller; Cheryl Nenn; Bill Sell; Itzler Lazkano; Richards; mulvay  
**Subject:** opposition to Lake Parkway extension  
**Auto forwarded by a Rule**

As I am unable to attend the upcoming planning meeting Feb. 29, I would like to register my opposition to the proposed extension of the Lake Parkway (<http://www.sewrpc.org/SEWRPC/Transportation/LakeParkway/ExtensionStudy.htm>).

Based on the available information in the preliminary study, I am personally opposed to the extension for the following reasons.

**1. Benefit not worth costs.** The primary benefit is an estimated 5-minute increase in travel time between Highway 100 and Layton Avenue from 15 minutes to 10 minutes. This benefit has not been demonstrated to be equal to or greater than even just the estimated capital costs of \$207.2 million, not to mention any unquantified negative externalities accompanying this project. This is first a question of values—how valuable is that extra five minutes considering all the other issues facing state and local governments? Do "we" really need to get from point A to point B 5 minutes faster (what is the equivalent social dollar-amount benefit to gaining that five minutes for the forecast 9,000 to 29,000 people who would make use of this amenity??) Intuitively, to me, those five minutes are not worth the project and I question the allocation of resources for such a project. But even if decision-makers disagree with my values about the worth of that five minutes, to make a valid economic judgment about the merits of this proposal, the value of that 5 minutes needs to be cast or converted into a dollar figure so that apples-to-apples cost/benefit comparisons can be made.

**2. Negative, short-sighted land-use impacts.** My primary criticism of this proposal is the impact to the environmental corridor. Ironically, railroad and utility right-of-ways seem to have inventoried and quasi-protected a significant swath of "natural" areas in this country over the past two centuries of development. This happens to be the case with respect to the railroad line right-of-way that would be converted to highway in the proposal. A Google Maps satellite view search will nicely visually demonstrate the amount of contiguous or semi-contiguous green space that currently exists underappreciated along or proximate to the right-of-way. Bulldozing through this area with a 130-foot-wide highway, not to mention moving the power lines, would disrupt those areas and decrease their value for wildlife, for stormwater retention, and as recreational park space adjacent to two areas of the city of Oak Creek—which would be a quality-of-life mistake considering anticipated population growth in the southern suburbs and the need for these suburban communities to make use of park space as population and other development pressures increase the social value of such spaces. The preliminary report cites SEWRPC's evaluation that 41 acres of primary environmental corridor would be impacted, 27 acres of wetland, plus 20 acres of park/recreational land. It's not clear from the report whether these figures overlap, but at a minimum, considering the 118 acres of right-of-way acquisition required, 41/118 means that 35% of the project encompassing the existing right-of-way impacts environmental corridor. That's a high percentage of disruption. I would intuitively argue that this land is more valuable to our society from an ecological and environmental health standpoint than it would be as highway, when hidden costs are factored in, especially in the context of the proportion of surrounding developed or to-be-developed land. But even if decision-makers disagree with my value of the existing and potential future alternate land use to the null alternative here, the value of this land from its environmental and social standpoint ought to be cast or converted into a dollar figure so that cost/benefit comparisons can be made. Particularly of concern and attention ought to be its stormwater retention value, not only locally with respect to possible flooding and infrastructural damage if additional impervious surface replaces soils and vegetation, but also regionally with respect to increased pressure on already strained sewer conveyance systems and already-stressed waterways.

**3. Other negative externalities.** I am a Cudahy resident (since 2005, before that I grew up in Milwaukee's Bay View neighborhood) and I am a regular user of the Lake Parkway and know firsthand the traffic patterns of Pennsylvania Avenue, College Avenue, Layton Avenue, etc. I know when Pennsylvania Avenue is congested, but even with traffic patterns twice or three times worse than what I have experienced during heavy use (which is frankly not that often, mainly during rush hours), I am willing to sit in traffic or use an alternate route if it means smarter land use with respect to the existing railroad and utility right-of-ways (by not doing this project). \* I also regularly use the streets and trails in the area for biking. The proposed project footprint seems that it would disrupt the Oak Leaf Bike Trail in at least two significant areas that would negatively impact something that is and was a positive resource for me and many other cyclists, walkers, and joggers (which also has an overall human health impact and relates to what actions government can do to keep health care costs down by promoting or incentivizing healthy lifestyles as opposed to incentivizing sedentary ones more based on automobile transport). Right now, the trail heading south from the Oak Leaf Parkway is a meaningful "urban flight path" for those of us who, especially during warm summer months, enjoy biking "out of the city." I often bike away in this direction, in combination with routes along Pennsylvania and Nicholson avenues, and end up on Racine County highways in the midst of farm country (even though suburban uses are encroaching there as well). Only when you get as far as west as I-94 (which the state has recently already sunk \$billions into expanding [while opting not to invest in a regional rail transit option that would not have had any of the negative land-use impacts listed above but would have demonstrated many of the intended benefits in terms of making regional commutes easier]\*\*) do you again feel the constraint of intrusive, intensive highway infrastructure. By extending 794 to Highway 100, not all, but a significant portion of the bike trail's segments would be, it seems, displaced and/or their experience denigrated by the newly constructed 4-lane highway parallel or near to the trail. Last year I had occasion to bike across the great state of Wisconsin from Milwaukee to La Crosse. Our state has a number of excellent bike trails, but Milwaukee County is in some ways spoiled by the quality of our local trail network. I would like to point out that while the Highway 12/18 Bike Path that leads northwest of Madison toward Devils Lake is a nice amenity, and paved, with scenic views, the experience of riding it is not nearly as good as parts of the Oak Leaf Bike Trail in the sections that would be impacted by the Parkway extension, precisely because it parallels a large highway. Milwaukee County has provided a good amenity in the existing segments of bike trail that lead toward the county line. Extending the Parkway here and displacing or cheapening the bike trail would be most unfortunate.\*\*\*

Thank you for taking the opportunity to consider public input on this matter. I look forward to being kept updated about the potential project status.

Michael Timm  
 2660 S. Lake Dr. Apt. 608  
 Cudahy, WI 53110

\*As a public safety footnote, the new double left turn lane from College (eastbound) north onto Pennsylvania seems to me an accident waiting to happen given those of us turning right from College (westbound) onto Pennsylvania controlled by the yield sign. The outer lane of left-turning traffic takes the turn fast and there is a blind spot for motorists turning right and considering only the inner lane of traffic taking the turn from the west, which can in some cases mask the outer lane. It would be unfortunate to have to place a lighted control where there is only a yield sign, but I have several times experienced close calls due to the change in configuration here and doubt I am on the only one.

\*\*I would be interested to see how the per-capita benefits of the proposed but quashed KRM (Kenosha-Racine-Milwaukee) commuter rail line compare to the per-capita benefits predicted for the Lake Parkway extension.

\*\*\*As a corollary, apparently the railroad right-of-way between Drexel and Highway 100 is seen as potentially affordable for a highway extension but not previously for a bike trail extension (this is the section where the trail jumps along Drexel to follow a different right-of-way heading south). It would be interesting to crunch the numbers on why this is deemed to be the case, given that total Parkway right-of-way acquisition costs are estimated at \$5.7 million, a relatively modest figure by land acquisition standards.

**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Monday, February 27, 2012 11:25 AM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Lake Parkway Extension Study Website Comments

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**From:** Jeffrey Jordan  
**Sent:** Monday, February 27, 2012 11:24:26 AM  
**To:** LakeParkway  
**Cc:** William "Bill" Sell  
**Subject:** Lake Parkway Extension Study Website Comments Auto forwarded by a Rule

May I respectfully object to the continuation of this project. My reasons might seem selfish to those that live win the area but developing another major north-south corridor in this area is at best short-sighted. Has anyone figured out that there is a major interstate highway just 3.3 miles to the west of this proposed project. Using google maps I calculate the diversion to the Interstate for N/S travel to be negligible. My biggest worry is that "shortcut" will become so popular (Traffic like water seeks the easiest route) that it will grow in the standard eight lane suburban drive through, that consists of the four proposed lanes joined later by the two lane service road on either side. This configuration is completely impossible for pedestrian travel either by foot or bike. This is a typical sprawl solution looking for a problem.

**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Monday, February 27, 2012 11:54 AM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Comment on the Lake Parkway Extension Study

**presentation:** no  
**FirstName:** Barbara  
**LastName:** Richards  
**Email:**  
**Organization1:** Transition Milwaukee member  
**MailingAddress1:** 3210 N 83rd Street  
**City1:** Milwaukee  
**State1:** WI  
**Zipcode1:** 53222-3844  
**phone:**

I believe this project fits clearly into the category of "wants" or "wishes" and is not really solving any mobility problem in a way that alternatives to the auto would. The \$200 million could be well spent on many other projects, such as the KRM commuter rail - a project that will be revived, because it answers a need that the politicians will soon find they cannot ignore. I bike and use the bus/train systems because these are sustainable and need to be promoted rather than cars.

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Monday, February 27, 2012 4:47 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Comment on the Lake Parkway Extension Study

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**From:** website@sewrpc.org[SMTP:WEBSITE@SEWRPC.ORG]  
**Sent:** Monday, February 27, 2012 4:47:00 PM  
**To:** LakeParkway  
**Subject:** Comment on the Lake Parkway Extension Study  
**Auto forwarded by a Rule**

**presentation:** no  
**FirstName1:** Adam  
**LastName1:** Spocerri  
**Email:**  
**Organization1:**  
**MailingAddress1:**  
**City1:** milwaukee  
**State1:** wisconsin  
**Zipcode1:**  
**phone:**

**comments:** Its obvious that car centered infrastructure is not the way forward. Financially it is obscenely irresponsible and will simply increase our debt for future generations. Our nation/state/county cannot afford what infrastructure we have already why do we wish to increase the burden. The sprawl this would encourage or is catering to needs to stop. We cannot afford it. If you got rid of most of our highways the debt crisis and the oil crisis would be solved.

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Tuesday, February 28, 2012 9:29 AM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Comment on the Lake Parkway Extension Study

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**From:** website@sewrpc.org[SMTP:WEBSITE@SEWRPC.ORG]  
**Sent:** Tuesday, February 28, 2012 9:28:18 AM  
**To:** LakeParkway  
**Subject:** Comment on the Lake Parkway Extension Study  
**Auto forwarded by a Rule**

**presentation:** no  
**FirstName1:** Craig  
**LastName1:** Holl  
**Email:**  
**Organization1:**  
**MailingAddress1:**  
**City1:** New Berlin  
**State1:** WI  
**Zipcode1:** 53151  
**phone:**

**comments:** I am in favor of an extension of the Lake Parkway to the south Milwaukee County line. Eventually an extension into Racine and Kenosha counties is appropriate too. - A 40 mph speed limit is ridiculous though. Ideally this extension would be built for 65 mph freeway speeds, but realistically if the entire Lake Parkway could be changed to 50 mph that would be a huge improvement. 40 mph is a snail's pace on a facility like this. - Adding a bike trail along the corridor is a great idea.

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Tuesday, February 28, 2012 9:33 AM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Comment on the Lake Parkway Extension Study

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**From:** website@sewrpc.org[SMTP:WEBSITE@SEWRPC.ORG]  
**Sent:** Tuesday, February 28, 2012 9:32:43 AM  
**To:** LakeParkway  
**Subject:** Comment on the Lake Parkway Extension Study  
**Auto forwarded by a Rule**

**presentation:** no  
**FirstName1:** Craig  
**LastName1:** Holl  
**Email:**  
**Organization1:**  
**MailingAddress1:**  
**City1:** New Berlin  
**State1:** WI  
**Zipcode1:** 53151  
**phone:**

**comments:** This is an addition to my previous comment. There is some sort of character limit in this submit box. - At minimum, the jughandle at College should be on both sides of the Lake Parkway so left turns can be eliminated and so there is no need for a disruptive stop light like we have at Oklahoma. Ideally, those fuel structures can be moved and a real interchange can be placed at College. Thank you for considering my comments. Hopefully we'll be driving on a Lake Parkway extension soon.

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**From:** Hiebert, Christopher T.  
**Sent:** Tuesday, February 28, 2012 1:04 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Proposed \$207m Extension of 794

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**From:** Randall Hojnack  
**Sent:** Tuesday, February 28, 2012 12:14 PM  
**To:** Yunker, Kenneth R.  
**Cc:** Hiebert, Christopher T.  
**Subject:** Proposed \$207m Extension of 794

Mr. Christopher T. Hiebert  
Chief Transportation Engineer, SEWRPC

I read the article in today's Milwaukee Journal Sentinel regarding the extension of the Lake Parkway (794) from Cudahy to Oak Creek.

As a taxpayer, I'm still somewhat upset and taken back by this entire scenario going back years to its inception. The 794 Lake Parkway was originally planned and suppose to be a freeway linking Milwaukee, Racine and Kenosha, and meeting up with I-94 at or close to the Illinois border. I fully supported this plan, it would have joined the three communities and allowed the residents more job opportunities and probably would have resulted in more business and manufacturing growth along the stretch.

We all know what happened, we got a parkway; and in order to get that built, one stop light at an interchange had to be installed to satisfy some groups giving them evidence that this wasn't a freeway. Milwaukee pushed this idea, saying that this would help eliminate traffic on I-94, because the taxi cabs would now take the parkway to the airport. As a user of the parkway, at the beginning I did see taxis on the parkway; and yes they were going well over the posted speed of 40mph. Well the law enforcement agents also noticed that, and tickets were being issued. At one point in time, there were speed traps all along the route. I even stopped using the parkway, because one could get fooled easily and exceed the speed limit. The posted speed was well under what the majority of drivers were doing.

Fast forward today, I "never" see a taxi using the parkway anymore; and I avoid this roadway as much as possible for my own reasons.

I agree with the one comment, extend it to Kenosha. But if so, please do it right and get rid of the stop light, make this a mini-freeway and increase the speed limit to a reasonable limit, say 50 mph. Also link it somehow directly to the airport terminal so taxis will actually use the Parkway, or run a trolley along the route to downtown.

There was an article a few days ago in the paper, saying how behind Milwaukee is getting compared to even much smaller cities that are thinking ahead and doing things right. It's time SEWRPC takes that same stand. Our freeway system is grossly under sized, a mess, not connected in anyway to the population and doesn't allow the free flow of traffic among residents. When a project is planned, such as the Marquette Interchange, the money is taken away from the original plan which results in ramps that are now considered dangerous and may have to be rebuilt. Situations like this have got to stop.

The Milwaukee area needs 794 to be more than a parkway and it should be planned to go all the way to Kenosha as one construction project.

Also I-43 north needs to be 3 lanes to the split north of Graffon. Fond du Lac Avenue needs to be connected from downtown to the NW freeway spur. And oh yes, I-94 from downtown definitely needs to be at least 4 lanes to Hwy 83 in Waukesha County. Has anyone on your staff ever driven on Hwy 45 south or I-894 during the rush hour, don't you think these two roadways need some attention.

If the Mayor and Common Council of Milwaukee want growth downtown, they need to realize people have to have a pathway to get there safely and expediently without a hassle. Retirees like me and my family would like to partake in activities downtown, but will not put up with the traffic situations caused by - let's say non-forward thinking politicians.

If you support the 794 Parkway Extension, at least please do it right.

Sincerely,  
Randall Hojnacki

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Wednesday, February 29, 2012 12:06 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Comment on the Lake Parkway Extension Study

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**From:** website@sewrpc.org[SMTP:WEBSITE@SEWRPC.ORG]  
**Sent:** Wednesday, February 29, 2012 12:05:37 PM  
**To:** LakeParkway  
**Subject:** Comment on the Lake Parkway Extension Study  
**Auto forwarded by a Rule**

**presentation:** no  
**FirstName1:** Tami  
**LastName1:** Mayzik  
**Email:**  
**Organization1:**  
**MailingAddress1:** 305 Laurel Lane  
**City1:** South Milwaukee  
**State1:** WI  
**Zipcode1:** 53172  
**phone:**

**comments:** I am in favor of the extension. I hope that the funding for the project can be secured in a timely fashion. This extension would alleviate some of the congestion on local roads that abut residential homes. It would also provide a convenient connection from northern Racine County/southern Milwaukee County to downtown Milwaukee. This provides greater access for jobs and amenities offered county-wide.



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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Thursday, March 01, 2012 7:38 AM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Extension of Lake Parkway

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**From:** karen gebhard  
**Sent:** Thursday, March 01, 2012 7:38:21 AM  
**To:** LakeParkway  
**Subject:** Extension of Lake Parkway  
**Auto forwarded by a Rule**

My husband & I went to a planning meeting on this Lake Parkway back in the early 90's... what are you waiting for???... get it done... expand commerce to the suburbs... get the traffic off of Pennsylvania. The sooner this gets done, the better off southeastern suburbs will be. Can this be fasttracked... shovel ready??

HURRY!!

Regards,

Rick & Karen Gebhard  
3205 Nicholson Avenue  
South Milwaukee WI 53172

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Thursday, March 01, 2012 10:31 AM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Pluses and Minuses

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**From:** Charlie Rosenberg  
**Sent:** Thursday, March 01, 2012 10:30:51 AM  
**To:** LakeParkway  
**Cc:** Bill Sell; Joyce Tang Boyland; Kerry Thomas  
**Subject:** Pluses and Minuses  
**Auto forwarded by a Rule**

As a former paratransit driver, I know how dangerously crowded the two-lane Pennsylvania Avenue corridor can be. Extending Hwy 794 would have been a great alternative to widening Pennsylvania Avenue. BUT, since that is already happening, and it will take ten years to extend Hwy 794... it may not be worthwhile to do both.

The notion of destroying the southbound exit at Pennsylvania and Edgerton is ludicrous. It has only been there for a few years. It is a huge improvement, for safety as well as convenience. Yes, it is obviously convenient for the planning process, once there is an extension, to say, oh, access is on what is now the northbound side, so let's convert it to northbound. That is fuzzy, short-sighted, even lazy thinking. When one "plan" supplants another "plan" within a few years of each other, ripping up what was just laid down at some public expense, the entire notion of "planning" becomes a mockery. The traffic pattern between Pennsylvania, Layton, and 794 was a dangerous and unholy mess before the Edgerton exit was built. Keep it as is, and add to it as ingeniously as you can manage.

Any parkway extension should include components for pedestrians and bicycles. Pennsylvania Avenue is already unsafe for either one. Motor vehicles and bicycles don't have to be in immediate proximity, but both should be provided for. How about this? Take up the excellent suggestion to put the parkway to the WEST of the Union Pacific railroad tracks, to reduce impact on residential neighborhoods between the tracks and Pennsylvania Avenue. Then, put a mixed-use paved bicycle and pedestrian pathway to the EAST of the tracks, with better access to and from residential areas. But run the mixed-use trail all the way from Edgerton to Hwy 100, or even further north, under Layton Avenue, to Howard. Build both at the same time: it is more economical, even on opposite sides of the tracks, and it is equitable, answering the needs of the largest fraction of the public, whose support will be needed to do anything at all.

As far as the questions raised regarding run-off impacting wetlands, how about the run-off goes to a series of impoundment ponds where the water can be allowed to evaporate, the salt and other chemicals recovered, and the salt re-used for the next winter? The wetlands would be fully protected. Done right, it will save money on the annual maintenance budget. Salt isn't free, and there is no reason to throw it away into the marshes.

Charlie Rosenberg  
726 N. 23rd Street #3  
Milwaukee, WI 53233

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Thursday, March 01, 2012 11:12 AM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Support for the Lake Parkway extension

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**From:** Erin Ugowski  
**Sent:** Thursday, March 01, 2012 11:11:53 AM  
**To:** LakeParkway  
**Subject:** Support for the Lake Parkway extension  
**Auto forwarded by a Rule**

I would like to express support for the extension of the Lake Parkway through Milwaukee County to Ryan Road. As a resident of South Milwaukee, 794/Lake Parkway is my main route into the city since I work downtown. It offers an ease of travel that 94 does not due to congestion and location. Both 94 and 794 are limited with their access to the southern communities. The extension presents an opportunity for infrastructure support for residential and business expansion.

Thank you.

Erin Ugowski  
South Milwaukee, WI

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Thursday, March 01, 2012 11:27 AM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Support for the Lake Parkway Extension

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**From:** Kelly Cech  
**Sent:** Thursday, March 01, 2012 11:26:22 AM  
**To:** LakeParkway  
**Subject:** Support for the Lake Parkway Extension Auto forwarded by a Rule

To Whom It May Concern:

I would like to express support for the extension of the Lake Parkway through Milwaukee County to Ryan Road. As a resident of Oak Creek, 794/Lake Parkway is my main route into the city since I work downtown. It offers an ease of travel that 94 does not due to congestion and location. Both 94 and 794 are limited with their access to the southern communities. The extension presents an opportunity for infrastructure support for residential and business expansion.

Thank you,

Kelly Cech  
Oak Creek, WI

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**From:** Alexis.Gassenhuber@milwcnty.com  
**Sent:** Thursday, March 01, 2012 11:40 AM  
**To:** Lynde, Eric D.; Patricia.Jursik@milwcnty.com  
**Subject:** Comment from Matt Glaske on proposed extension of Lake Parkway (794)

Hello Eric and Sup. Jursik:

Matt Glaske of 1813 Oak Street, South Milwaukee, WI 53172, called with the following comment. He asks that SEWRPC please include this statement in the public record.

"I had hoped that this extension would have been built 40 years ago. I live close to the intersection of College and Pennsylvania Avenues. The extension would be another way to reach Downtown Milwaukee without traveling along Pennsylvania Avenue. One house is in the way of the proposed extension. It is too bad, but we would have to sacrifice this house for the extension. It is human nature to want things to stay the same. What happened to progress?"

Thanks,  
Alexis

Alexis Gassenhuber  
Legislative Assistant to Milwaukee County Supervisor Patricia Jursik,  
Serving the 8th District (St. Francis, South Milwaukee, Cudahy, and 2 wards in Oak Creek)  
414-278-4432

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Thursday, March 01, 2012 3:05 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Support of the LakeParkway Extension

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**From:** Carrie Koenig  
**Sent:** Thursday, March 01, 2012 12:57:38 PM  
**To:** LakeParkway  
**Subject:** Support of the LakeParkway Extension  
**Auto forwarded by a Rule**

I am emailing in the support of the extension of the Lake Parkway.

Carrie Koenig  
Milwaukee, WI

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Thursday, March 01, 2012 7:12 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Comment on the Lake Parkway Extension Study

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**From:** website@sewrpc.org/SMTIP:WEBSITE@SEWRPC.ORG  
**Sent:** Thursday, March 01, 2012 7:11:50 PM  
**To:** LakeParkway  
**Subject:** Comment on the Lake Parkway Extension Study  
**Auto forwarded by a Rule**

**presentation:** no  
**FirstName:** Steve  
**LastName:** Kuzma  
**Email:**  
**Organization1:**  
**MailingAddress1:**  
**City1:** Oak Creek  
**State1:** WI  
**Zipcode1:** 53154  
**phone:**

**comments:** Leave the parkway the way it is. Increased noise, traffic flow, water run off are not wanted in the area. New on/off ramps off the free way are already going to bring more and more traffic every day. There comes a point when enough is enough. We reached that point. I hope this is voted on as a county referendum. I vote NO against the expansion.

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Friday, March 02, 2012 8:31 AM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Comment on the Lake Parkway Extension Study

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**From:** [website@sewrpc.org](mailto:website@sewrpc.org)[SMTP:WEBSITE@SEWRPC.ORG]  
**Sent:** Friday, March 02, 2012 8:30:34 AM  
**To:** LakeParkway  
**Subject:** Comment on the Lake Parkway Extension Study  
**Auto forwarded by a Rule**

**presentation:** no  
**FirstName:** DEL  
**LastName:** NIRODE  
**Email:**  
**Organization1:**  
**MailingAddress1:** 3121 E RYAN RD  
**City1:** OAK CREEK  
**State1:** WI  
**Zipcode1:** 53154  
**phone:**

**comments:** This extension of 794 to hwy 100 is desperately needed. Pennsylvania ave becomes very crowded in the morning and evening and it takes a long time to get through the light at rawson ave. It is very difficult to get on pennsylvania ave during these hours from the subdivisions on both sides of pennsylvania and is very dangerous.

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Friday, March 02, 2012 12:46 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Comment on the Lake Parkway Extension Study

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**From:** [website@sewrpc.org](mailto:website@sewrpc.org)[SMTP:WEBSITE@SEWRPC.ORG]  
**Sent:** Friday, March 02, 2012 12:45:49 PM  
**To:** LakeParkway  
**Subject:** Comment on the Lake Parkway Extension Study  
**Auto forwarded by a Rule**

**presentation:** no  
**FirstName:** Jeff  
**LastName:** Warg  
**Email:**  
**Organization1:**  
**MailingAddress1:**  
**City1:** Racine  
**State1:** WI  
**Zipcode1:**  
**phone:**

**comments:** The state needs to build this extension ASAP since the highway access along the lakeshore from Cudahy to the state line is terrible. Racine would benefit greatly by extending 794 into our county. State officials must think it's okay that Racine leads the state in unemployment every year while being located between Milwaukee and Chicago. Every highway project in northern Racine county has been pushed back recently in spite of the fact our interstate access is the worst in probably the country for a city of 80,000 people. Would want to invest in a dying, isolated city? It's time to bring Racine out of the stone ages! How about widening Hwy 32 to 4 lanes up to Hwy 100? Our County Executive has asked the state to do it all at once rather than do a mile at a time. This project was just pushed back 3 years, while we still don't have one 4 lane highway between the city of Racine and Milwaukee- how backward is that? Racine County is not getting a fair return on the gas taxes collected!

---

**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Friday, March 02, 2012 3:34 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Comment on Lake Parkway extension

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**From:** Dean and Carolyn Bourgeois  
**Sent:** Friday, March 02, 2012 3:33:52 PM  
**To:** LakeParkway  
**Subject:** Comment on Lake Parkway extension Auto forwarded by a Rule

Thank you for the opportunity to comment. We are sorry we could not attend the meeting on February 29th. We are definitely in favor of the Lake Parkway extension as it would offload much of the traffic on Pennsylvania Avenue, thereby alleviating the current congestion.

1. We would not be in favor of the "jug handle" interchange at College Avenue, preferring instead a standard diamond interchange. Because College Avenue is such a major artery into South Milwaukee and Cudahy, we believe a diamond interchange would be better in the long run. We realize the project would incur additional costs due to the businesses on the NE corner of the intersection of the Parkway & College Avenue; we would be interested to know how much this option would add to the project.
2. We are against all Parkway stoplights, which we assume the jug handle would require.
3. We hope that all new street stoplights would be triggered by waiting traffic, not merely by cycle time.
4. We hope that "flashing yellow arrow" for left turns could be utilized, as are showing up in other states.

Again, thank you for the opportunity to comment. Please keep us up-to-date with email notifications.

Sincerely,

Dean and Carolyn Bourgeois

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Friday, March 02, 2012 3:36 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: PS to: Comment on Lake Parkway extension

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**From:** Dean and Carolyn Bourgeois  
**Sent:** Friday, March 02, 2012 3:36:02 PM  
**To:** LakeParkway  
**Subject:** PS to: Comment on Lake Parkway extension Auto forwarded by a Rule

Adding our address at the bottom of this email:

Thank you for the opportunity to comment. We are sorry we could not attend the meeting on February 29th. We are definitely in favor of the Lake Parkway extension as it would offload much of the traffic on Pennsylvania Avenue, thereby alleviating the current congestion.

1. We would not be in favor of the "jug handle" interchange at College Avenue, preferring instead a standard diamond interchange. Because College Avenue is such a major artery into South Milwaukee and Cudahy, we believe a diamond interchange would be better in the long run. We realize the project would incur additional costs due to the businesses on the NE corner of the intersection of the Parkway & College Avenue; we would be interested to know how much this option would add to the project.
2. We are against all Parkway stoplights, which we assume the jug handle would require.
3. We hope that all new street stoplights would be triggered by waiting traffic, not merely by cycle time.
4. We hope that "flashing yellow arrow" for left turns could be utilized, as are showing up in other states.

Again, thank you for the opportunity to comment. Please keep us up-to-date with email notifications.

Sincerely,

Dean and Carolyn Bourgeois  
1806 Spruce Court  
South Milwaukee, WI 53172

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Friday, March 02, 2012 9:05 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: support in expanding the lake parkway

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**From:** Mark Kotowicz  
**Sent:** Friday, March 02, 2012 9:04:45 PM  
**To:** LakeParkway  
**Subject:** support in expanding the lake parkway  
**Auto forwarded by a Rule**

I am a resident of Cudahy and I wholeheartedly support the extension of the Lake Parkway as far as they can. I use the Lake Parkway daily to get to my job at Froedtert Hospital. The parkway is a godsend for southside residents in several communities. It would hopefully bring businesses to the area and help in safety and congestion on Pennsylvania Avenue. I have not seen details of the plan, but according to an article I read in the Milwaukee Journal/Sentinel, they expected the planning process to be approximately 10 years. That seems a bit long. I don't know anything about the planning process but I can't imagine that a study would take 10 years! Having the Parkway would ease congestion on I-94 on a daily basis and provides an easier route for people from all communities in the Metropolitan area to come to the south side.

Sincerely

Jessica Kotowicz  
4629 S Hatley Ave  
Cudahy

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Friday, March 02, 2012 11:35 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Comment on the Lake Parkway Extension Study

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**From:** [website@sewrpc.org](mailto:website@sewrpc.org)[SMTP:WEBSITE@SEWRPC.ORG]  
**Sent:** Friday, March 02, 2012 11:34:23 PM  
**To:** LakeParkway  
**Subject:** Comment on the Lake Parkway Extension Study  
**Auto forwarded by a Rule**

**presentation:** no  
**FirstName:** Kevin  
**LastName:** Worm  
**Email:**  
**Organization1:** Resident  
**MailingAddress1:**  
**City1:** Oak Creek  
**State1:** Wisconsin  
**Zipcode1:** 53154  
**phone:**

**comments:** Instead of fully extending the Lake Parkway to Ryan Road, why not start smaller and expand on the parkway in the future when the need comes? I believe temporarily ending the parkway at Rawson Avenue would be efficient. Rawson is a good ending point because it intersects with other major roadways. For instance, Rawson intersections with Howell Avenue, I-94, 27th Street, 76th Street, and Highway 100. Rawson is consistently either four or six lanes and was built to handle high volumes of traffic.

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Friday, March 02, 2012 11:42 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Comment on the Lake Parkway Extension Study

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**From:** [website@sewrpc.org](mailto:website@sewrpc.org)[SMTP:WEBSITE@SEWRPC.ORG]  
**Sent:** Friday, March 02, 2012 11:42:01 PM  
**To:** LakeParkway  
**Subject:** Comment on the Lake Parkway Extension Study  
Auto forwarded by a Rule

**presentation:** no  
**FirstName:** Dec  
**LastName:** Luns  
**Email:**  
**Organization1:**  
**MailingAddress1:**  
**City1:** Oak Creek  
**State1:** WI  
**Zipcode1:**  
**phone:**

**comments:** I do not believe Drexel Avenue and Puetz Road should include access to the Lake Parkway extension. Drexel and Puetz are residential, have low speed limits, and are not capable of handling high volumes of traffic. Rawson Avenue, College Avenue, and Highway 100 are ideal for access points because of the low amount of residential properties and the capabilities of handling high volumes of traffic.

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Saturday, March 03, 2012 3:24 AM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Lake parkway expansion

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**From:** Sean Hayes  
**Sent:** Saturday, March 03, 2012 3:24:07 AM  
**To:** LakeParkway  
**Subject:** Lake parkway expansion  
Auto forwarded by a Rule

I think the Lake Parkway planned expansion is a great idea. I wouldn't mind seeing it continue even further into Racine County.

Sean Hayes  
53207

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Saturday, March 03, 2012 7:14 AM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Formal Objection to Lake Parkway Extension

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**From:** Billy B[SMTP:BILBMC@GMAIL.COM]  
**Sent:** Saturday, March 03, 2012 7:14:04 AM  
**To:** LakeParkway  
**Subject:** Formal Objection to Lake Parkway Extension  
Auto forwarded by a Rule

**To whom it may concern,**

**I am Deputy Sheriff William Bushman-Retired and object to the propose Lake Park Extension for a number of reasons which I will explain. This was discussed 17 years ago and the reasons still have not changed.**

- 1. Will this route go through the 3 Toxic Waste Superfund sites or will you bend the roads around them or tear down house and tax base in the process to avoid them?**
- 2. Will the route go through the Wetlands that line this route, or are you going to tear down houses and tax base to avoid this? Back 17 years ago, I was told that for every acre of Wetland disturbed 1.5 acres had to be artificially created?**
- 3. Are you going to try and place light rail in this route. With the old route planned, there were so many turns that Cars would be passing the Trains which have to slow down.**
- 4. What are you planning to do about noise abatement? I live within 300 yards of this route.**
- 5. Do you realize that by building this road you will drastically increase traffic into the Downtown Freeway system? Vehicles that normally would**

**use N/B I 94 and take the bypass I 894 to avoid Downtown Milwaukee would now be heading right into a congested Downtown as they travel to West bound on I 94 or North bound on I 43. Are the ramps going to be able to handle this traffic? What about weekday rush hour traffic west bound I 94 and northbound I 43? This is a bad Idea that is not needed 17 years ago or today.**

**6. If you wanted to revitalize an area, build a north side freeway. Complete STH 145 down Fon du lac Ave. into Downtown. In a Squad Car going redlights and siren, it took use 25 minutes to get from the old Northridge to 17<sup>th</sup>& Walnut. Nobody use this route because the road is bad, narrow, has low bridges, and is the ghetto. If you build a Freeway or Parkway, then people would feel safer and it would improve transport access to business, such as the old AO Smith site. Development might occur along the route. People living in Momoniee Fall would take that route into downtown Milwaukee and take pressure off US 45 and I 94. Back when they object to the freeway 40 years ago, the area was much better, but it has turned into a dump with no businesses other than Taverns and Liquor stores. Much of the land that was planned for 40 years ago and torn down is still vacant except for community gardens.**

**I would like to be formally notified of any future meeting since I would be affected by this proposed road.**

**Thank you for your consideration in this matter.**

**William A and Jeryll L Bushman**

**1411 East Fitzsimmons Road**

**Oak Creek WI. 53154**

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Saturday, March 03, 2012 8:43 AM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Nonsensical Speed Limit

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**From:** Craig M. Pradarelli, M.D.  
**Sent:** Saturday, March 03, 2012 8:43:24 AM  
**To:** LakeParkway  
**Subject:** Nonsensical Speed Limit  
Auto forwarded by a Rule

I have never been able to find out why the speed limit is 40mph on the Lake Parkway. When I have explored this in the past I was told "You don't know nuttin'" from the St. Francis city administrator, I found that an odd response to a question. This road was designed to handle traffic at 70mph and other states allow the traffic at this area.

I am not able to support and will oppose anything costing 207 million dollars that will not have it full cost benefit ratio of having at least a 50mph speed limit.

Craig M. Pradarelli, M.D.  
CMP FORENSIC GROUP  
P.O. Box 997  
Milwaukee, WI 53201-0997

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Saturday, March 03, 2012 8:53 AM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Extension

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**From:** Chris Wilken  
**Sent:** Saturday, March 03, 2012 8:52:56 AM  
**To:** LakeParkway  
**Subject:** Extension  
Auto forwarded by a Rule

The proposed extension of the Lake Parkway is critical for the continued growth of the south shore suburban Milwaukee communities. Please move the project forward.

Thank you,  
Chris

Chris Wilken  
The Packing House Restaurant  
900 East Layton Avenue  
Milwaukee 53207

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Saturday, March 03, 2012 3:38 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Comment: Lake Parkway

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**From:** LakeBeulah  
**Sent:** Saturday, March 03, 2012 3:38:04 PM  
**To:** LakeParkway  
**Subject:** Comment: Lake Parkway  
**Auto forwarded by a Rule**

Hi,

Part of your planning should include making this a true freeway in design and speed limits.

As example, you have a left turn lane to Oklahoma Ave which needs to be converted to an off and on ramp. That left turn lane makes this road nothing more than highbred city street generating a ton of money as a speed trap.

The current speed limit does not match the road design. There are city streets in the area with an equivalent or even higher speed limit.

Thank You,

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Saturday, March 03, 2012 4:15 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Comment on the Lake Parkway Extension Study

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**From:** website@sewrpc.org<SMTP.WEBSITE@SEWRPC.ORG>  
**Sent:** Saturday, March 03, 2012 4:14:53 PM  
**To:** LakeParkway  
**Subject:** Comment on the Lake Parkway Extension Study  
**Auto forwarded by a Rule**

**presentation:** no  
**FirstName1:** Philip  
**LastName1:** Hohlweck  
**Email:**  
**Organization1:**  
**MailingAddress1:**  
**City1:** Franklin  
**State1:** WI  
**Zipcode1:** 53132  
**phone:**

**comments:** I support extending the Lake Parkway further south as proposed by the Lake Parkway Extension Study. It will prove to be a huge benefit to the overall region. This should be a priority for local officials to complete. The sooner the better. Thank you.

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Monday, March 05, 2012 1:38 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Comment on the Lake Parkway Extension Study

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**From:** website@sewrpc.org<SMTP.WEBSITE@SEWRPC.ORG>  
**Sent:** Monday, March 05, 2012 1:37:31 PM  
**To:** LakeParkway  
**Subject:** Comment on the Lake Parkway Extension Study  
**Auto forwarded by a Rule**

**presentation:** no  
**FirstName1:** david  
**LastName1:** pociask  
**Email:**  
**Organization1:**  
**MailingAddress1:** 1866 e. montana ave  
**City1:** oak  
**State1:** wi  
**Zipcode1:** 53154  
**phone:**

**comments:** problem with information and maps my address is 1866 e. montana ave in oak creek. how far from my house would this road be? to start abetter map would be better. also what would be planned for noise and wild life consideration and drainage.

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Tuesday, March 06, 2012 7:51 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Lake Parkway Extension  
**Attachments:** COMMENTS ON THE LAKE PARKWAY EXTENSION.doc

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**From:** Paul Milewski  
**Sent:** Tuesday, March 06, 2012 7:50:32 PM  
**To:** LakeParkway  
**Subject:** Lake Parkway Extension  
**Auto forwarded by a Rule**

I have reviewed the proposal for the Lake Parkway Extension and have the following comments on the attachment. Please respond at your earliest convenience. Thank you.

Paul Milewski

## COMMENTS ON THE LAKE PARKWAY EXTENSION STUDY: PRELIMINARY RECOMMENDATIONS

1. **Speed limit.** The 40mph speed limit imposed on the current Lake Parkway didn't make sense when it was first constructed and continuing this limit on the extension still makes no sense. This is a divided roadway with limited vehicular access. The extension will, in some sections, be going through rural lands. Howell Avenue (STH 38) going through Oak Creek is also a divided roadway (down to Oakwood Road) with dozens of private residential and commercial driveways having access to it and the speed limit is 45mph. The speed limit on the extension should be set at least to 45mph.
2. **Fiscal impact.** The proposed route of the extension will be adjacent to the Union Pacific Railroad Right-of-Way and will require the relocation of some existing utility facilities. Has a fiscal impact been prepared to compare the cost of the required utility relocations and the acquisition of vacant, non-utility lands adjacent to the utilities for the extension ROW?
3. **MMSD facilities.** The proposal outlines the various utilities that would have to be relocated. However the listing does not include MMSD's interplant pipeline that lies within the WE Energies right-of-way or utility easement. Would it also have to be relocated?
4. **Multi-use trail.** Where within the proposed extension ROW would the multi-use trail be located? Will it provide connections to the Milwaukee County Oak Leaf Trail and the City of Oak Creek planned bike paths?
5. **Pennsylvania Avenue widening.** The proposal indicates that with this extension, the planned widening of Pennsylvania Avenue between Rawson Avenue and Milwaukee Avenue may no longer be needed. Would the extension also preclude the necessity of the planned widening of Pennsylvania Avenue between College Avenue and Rawson Avenue?

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Saturday, March 10, 2012 12:29 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Lake Parkway Extension Study Website Comments

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**From:** Diane Tourangeau  
**Sent:** Saturday, March 10, 2012 12:28:52 PM  
**To:** LakeParkway  
**Cc:**  
**Subject:** Lake Parkway Extension Study Website Comments  
**Auto forwarded by a Rule**

I would like to comment on the Lake Parkway extension.

Right now we have construction being completed for the entire freeway system which serves the Oak Creek Community just west of the proposed Lake Parkway site which is not very far at all. Why do we really need more freeways through Oak Creek that may save 5 minutes in commuting time. The proposed site is the only remaining open natural area left in Oak Creek. We do not need additional traffic going through Oak Creek. We will be constructing a Drexel off ramp which will go directly into the "downtown" area of Oak Creek which is now being proposed as a City Hall/Library Development which will be an expense to Oak Creek once finally built. Why do we really need another business area when we already have one in the Howell Avenue corridor. Many newly built strip malls are standing vacant already. Business parks are not completely filled and another is being proposed already at Howell and Oakwood. Whatever happened to the KMC Railway which was supposed to serve the Milwaukee through Kenosha cities. This railway was proposed just east of the Lake Parkway proposal which would actually get away from the addition Oak Creek residents seem to have on using their own vehicles instead of mass transportation. What actual cost would this be to the City of Oak Creek once the Lake Parkway is finally completed. Monies can be spent instead on upgrading the current roads that run through our city now.

I say no to the Lake Parkway extension. We do not need another business area in Oak Creek. We need to protect the nature, wetlands, and wooded areas of Oak Creek that are slowly but surely being taken away with each new development idea. Let's keep a small part of the Oak Creek that I grew up in that actually feels like a little bit of country instead of another business/suburban city.

Diane

Tourangeau's



**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Saturday, March 10, 2012 3:42 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Lake Parkway Extension Comment

**From:** Chris Krochalk  
**Sent:** Saturday, March 10, 2012 3:41:52 PM  
**To:** LakeParkway  
**Cc:** Rep.Richards@legis.wisconsin.gov; Sen.Larson@legis.wisconsin.gov  
**Subject:** Lake Parkway Extension Comment  
**Auto forwarded by a Rule**

Hello,

I was unable to attend the public meeting, so I would like to submit these comments for public record regarding the proposed extension of the Lake Parkway.

Enough is enough already - SE Wisconsin does not need another road project such as this.

This extension is adding roughly 6 miles to the Lake Parkway at a cost of \$34 million per mile. In my opinion the costs do not outweigh the benefits especially when there is already an Interstate (I-94) that runs parallel to this extension which is also undergoing a \$1.9 billion expansion of its own.

From the proposed extension of the Lake Parkway, the distance to I-94 at each major road (Layton, College, Rawson, Drexel, Puetz, Ryan) is no more than 2.6 miles away.

The total projected cost of the project at \$207 million is not worth the benefit of "cutting 5 minutes" from a commute nor did the committee demonstrate how "economic benefits" would be realized by this project. If anything, it would redistribute the volume of traffic and have unintended consequences of shifting the existing commercial and retail establishments.

Thank you,

Chris Krochalk  
2909 S Logan Av  
Milwaukee, WI 53207

**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Saturday, March 10, 2012 6:15 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Comment on the Lake Parkway Extension Study

**From:** website@sewrpc.org [SMTP:WEBSITE@SEWRPC.ORG]  
**Sent:** Saturday, March 10, 2012 6:14:37 PM  
**To:** LakeParkway  
**Subject:** Comment on the Lake Parkway Extension Study  
**Auto forwarded by a Rule**

**comments:** When I was telecommuting from a Houston job, I was told I needed to leave and get out past the Beltway by 3:30 to beat rush hour traffic. 3 PM was best, but 3:30 was the drop-dead; if I didn't get out by then, I needed to plan to stay in Houston until 7. It was true, too.

**FirstName1:** Batere  
**LastName1:** Batere  
**Email:**  
**Organization1:** TiAEyZCbAEesyndnKP  
**MailingAddress1:**  
**City1:** YpyFDrZhl  
**State1:** FxfWYWFuxRmSQU  
**Zipcode1:** GHcmYTYrSovke  
**phone:** wpVwhyYNvSjPXIKa  
[See Current Results](#)

**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Sunday, March 11, 2012 4:15 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Lake Parkway Proposal Comments

**From:** Beth Aherner  
**Sent:** Sunday, March 11, 2012 4:14:19 PM  
**To:** LakeParkway  
**Subject:** Lake Parkway Proposal Comments  
**Auto forwarded by a Rule**

Dear Mr. Yunker:

I am writing you today to give you my opinion of the lengthy delay of the Lake Parkway project.

I know that these studies will take a long time to compile. It is a complicated project. I understand the engineering work that would go into this project and the needs to acquire the rights from the land owners for rights of way and the negotiations with WE Energies. I would like to address the environmental impact study issue.

Again, I respectfully submit my opinion on this study and general comments on the delay of this project.

- The Lake Freeway would run parallel to the railroad tracks and the Airport. With the recent jet fuel tank breakdown at the airport was there testing of our drinking water when this problem was found (and how long before it was found) and what about air quality testing as well. The airport and traces are there as 2 modes of transportation, one for the public and one for consumer goods. What about the commuter groups? I live in South Milwaukee and it takes me around 10 to 15 minutes to go 9 miles to access I-94. I could be downtown in that span of time if I could access 794 at Drexel Ave to go downtown or other parts of the area. It's a safer way to travel than the newly completed I-94 project. The tunnels and sharp curves are very dangerous because people don't slow down at these critical areas. I realize that the Oak Creek Parkway River runs nearby there and I can see where this may be of concern with car emissions; however the flight plan to the Airport is about 3 blocks to west of the railroad tracks and they have been flying over the area for several decades with their exhaust.

- With all the small factories and businesses sitting parallel to those same tracks, it's not a very attractive area and the current Park Freeway is a very attractive highway. The signage on the freeway is professionally designed. The freeway would only improve the look of the industrial park, small businesses and the small factories.
- Local businesses in the area would be enhanced by the road in St. Francis, Cudahy, South Milwaukee and Oak Creek and bringing economic development to these areas instead of always out in the Western Suburbs like Waukesha, Brookfield, to name a few.
- I am not speaking for WE Energies and the negotiations, but I would think they would welcome the road because it would end at Highway 100 about 1 to 2 miles away from their compound. I realize the negotiations would be moving power poles and infrastructure lines, but this would be incorporated in the engineering work.
- No doubt the \$200 million price tag is big money, but we would receive money from the Wisconsin Department of Transportation and other agencies such as the federal government, Milwaukee County and local municipalities. Since Milwaukee County and maybe Milwaukee as a municipality may be involved in this project, why don't we use the money the federal government gave Mayor Barrett (50+ some million dollars, not too mention the price tag to move all the underground infrastructure) for the streetcar project in Milwaukee. The Lake Parkway project would serve more of our people in Milwaukee County than the streetcar project. The tourists would have an easier road to downtown on 794 and see our beautiful lake front and a great view of the Milwaukee skyline!!

Thank you for your time.

Beth Aherner  
South Milwaukee WI

**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Tuesday, March 13, 2012 2:23 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Extension of 794 highway

**From:** Edward Sobczak  
**Sent:** Tuesday, March 13, 2012 2:21:35 PM  
**To:** LakeParkway; day@bc.cudahy.wi.us; rep.sinicki@legis.wisconsin.gov; sen.larson@legis.wisconsin.gov; patricia.jursik@milwcnty.com  
**Subject:** Extension of 794 highway  
**Auto forwarded by a Rule**

Edward Sobczak  
3654 E. Edgerton Ave.  
Cudahy, WI 53110

To my governmental representatives:

I am opposed to the 794 extension for the following reasons:

Wisconsin Democrats recently have a "use it or lose it" mentality regarding someone else's money. First, Former Governor Doyle wanted to squander up to \$1 Billion (with a B) on a train between Milwaukee and Madison that ran parallel to I-94 which already had a number of buses running on that highway. Then, Democratic Mayor Barrett of Milwaukee wanted to build a useless trolley in his city for unknown reasons. If he wanted a trolley, rent a wheeled one from any of the bus companies in Milwaukee and use it like the City of Chicago does. Now we have a cabal of politicians who want to continue the waste of money in our region with the construction of the extension of the 794 roadway.

I went online and checked the official documents of the Southeastern Wisconsin Regional Planning Commission (SEWRPC) and noted the following pieces of data:

- The time saved from Layton Ave. to Hwy. 100 is cut from 15 minutes to 10 minutes! (wow!) Page 1 of Exhibit B.
- The total volume of vehicles during an entire day is (estimated) at 24,000 vehicles between the entire roadway between of Layton Ave. to Puetz Ave. Divide this number in half for the morning rush hour and the evening rush hour, and then subtract non-rush hour traffic and there is a very small number of vehicles involved. This governmental agency forecasts 43 fewer vehicles per hour on Pennsylvania Ave. (Exhibit B)
- The City of St. Francis is not involved because of existing intersections at Howard and Layton Aves.
- The City of Cudahy is not involved because of existing intersections on Pennsylvania Ave. at Layton, Edgerton, Ramsey, and College Aves. This existing boulevard to S. College Ave. handles all existing traffic needs.
- The City of South Milwaukee is the first city involved after the College Ave. Intersection, which handles commuters for the residents of that city. Further south from there, 15<sup>th</sup>, Drexel, and Rawson Aves. can handle existing traffic patterns.
- The residents of the east side of Oak Creek gain little because they will be traveling further east from the new roadway, so whatever gained by the new road will be lost traveling the extra distance eastward.
- This year The City of Cudahy had a budget of approximately \$4,500,000. Wouldn't it be nice if the question on a municipal referendum read: a) do you want to spend \$200 million dollars (plus overrides) on a road to no-way; or, b) not pay any city real estate taxes for ten years? What do you think the PEOPLE would select?

Yours truly,  
Edward Sobczak

---

**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Tuesday, March 13, 2012 4:36 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Lake Parkway Extension

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**From:** Anthony Sagan  
**Sent:** Tuesday, March 13, 2012 4:36:15 PM  
**To:** LakeParkway  
**Subject:** Lake Parkway Extension  
**Auto forwarded by a Rule**

We were so excited to hear the news of this extension. We have lived on the south end of Oak Creek in excess of 60 years and look forward to using this extension. Our only concern is that this is only in the planning stages and will take ten years or so to accomplish. Get in gear. This will be so beneficial to all involved!

Thank you,  
Tony & Carol Sagan

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Wednesday, March 14, 2012 3:46 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Comment on the Lake Parkway Extension Study

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**From:** [website@sewrpc.org](mailto:website@sewrpc.org) [SMTP:WEBSITE@SEWRPC.ORG]  
**Sent:** Wednesday, March 14, 2012 3:46:04 PM  
**To:** LakeParkway  
**Subject:** Comment on the Lake Parkway Extension Study  
**Auto forwarded by a Rule**

**presentation:** no  
**FirstName1:** Matelan  
**LastName1:** Glaske  
**Email:**  
**Organization1:** none  
**MailingAddress1:** 1813 Oak Street  
**City1:** South Milwaukee  
**State1:** WI  
**Zipcode1:** 531172-1457  
**phone:**

**comments:** If this takes a decade to get done, we better find a new way to do things. We blew it 30 some years ago, don't put it off any longer. I am in favor of the Lake Parkway being built as soon as possible. I waited 50 years to get College Ave built, and I will be dead before this road way is done at that rate. Forget about NOT rebuilding Pennsylvania Ave! That should have been widened along time ago. The traffic is awful with all the people who live in the southeastern part of the county. It is not wide enough and has too many drive ways exiting out on it. People think this a city street, I got news for them! Also, South 13th street, from Rawson to Hwy 100 should be improved. It is about the same condition it was over 50 years ago when my Granmother took me fishing in Root River on 13th and the county line with Racine. Yes, it is widened in spots, but it is bad! Why is it so hard to get these roads looked at? It took over 50 years to get So. 13th fixed from Rawson to College! Any questions, please let me know! Regards, Matt Glaske 1813 Oak Street So. Milwaukee, WI 53172

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Wednesday, March 14, 2012 5:32 PM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Lake Parkway

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**From:**  
**Sent:** Wednesday, March 14, 2012 5:31:44 PM  
**To:** LakeParkway  
**Subject:** Lake Parkway  
**Auto forwarded by a Rule**

Hi,  
I would like to comment on the College Ave. jug handle access. I understand the plans were made when the property east of the extension was committed to the now canceled Post Office proposal. I would like to see the ramp on east side of the railroad tracks rather elevate it over the tracks and west to a junction on College Ave for these reasons:

I would think it would cost less to keep the road elevation lower and not have too elevate it to clear the railroad tracks. This would be better airport security and would look nicer by keeping the elevation lower to blend into the surrounding area better.

The extra distance to travel eastward and then back over the tracks would take as long OR longer to travel to the intersection of Pennsylvania and College than it currently does to exit on Edgerton. I use 7-94 regularly and just the possibility of being stopped by a train would deter me from traveling this portion of the extension.

By exiting east of the railroad tracks the roads could be laid out in a way to maximize the use of the former Post Office property. Many different options would be available to develop the property that might attract business.

There is an intersection in place now just east of the tracks that could be used, saving the cost of tearing up an uninterrupted section of College Ave for another intersection and avoid adding another potential stop along the route.

It could save money on initial cost and maintenance to utilize a typical interchange rather than adding the long stretch of road for the jug handle approach.

It would be infinitely safer and easier to travel (with no stop light), and have continuous lanes and ramps in both directions than any type of intersection where you have to cross traffic or stop.

Last, I would like to see the speed limit raised to a practical speed. Since it is rare to find anyone driving at the posted limit, it turns into an unnecessary speed trap. Our understaffed Sheriff's Department I would think would have better things to do than sit on 7-94 handing out tickets to virtually everyone driver on the road rather than drivers who are dangerous. By that I mean the differential in speeds between someone driving the posted speed and what I typically see, faster cars weaving through traffic at a much higher than posted speed and tailgating are much more dangerous than raising the speed limit 5-15 MPH (the speed most driver go anyhow). I know the speed limit was limited on the original stretch, but I would think anything south of Layton could be raised without affecting the original agreement (if north of Layton cannot be changed too).

I think these changes would benefit the communities in many ways.

Thanks,  
Todd Lorino  
Write-In Candidate for Mayor of South Milwaukee

P. S. I look forward to the possibility of working with you on the extension in the future.

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**From:** LakeParkway <LakeParkway@SEWRPC.org>  
**Sent:** Thursday, March 15, 2012 11:35 AM  
**To:** Lynde, Eric D.; Hoel, Ryan W.  
**Subject:** FW: Comments on the Lake Parkway Extension Study

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**From:** [tapetranscription@gmail.com](mailto:tapetranscription@gmail.com) on behalf of Bill Sell  
**Sent:** Thursday, March 15, 2012 11:34:45 AM  
**To:** LakeParkway; bay\_view\_matters@yahoo.com  
**Subject:** Comments on the Lake Parkway Extension Study  
**Auto forwarded by a Rule**

Patricia Jursik, Chair Supervisor, 8th District, Milwaukee County Board  
Frank Busalacchi Director, Department of Transportation and Public Works, Milwaukee County  
Paul Cesarz Supervisor, 9th District, Milwaukee County Board  
Tony Day Mayor, City of Cudahy  
Marina Dimitrijevic Supervisor, 4th District, Milwaukee County Board  
Allan M. Foeckler Mayor, City of Oak Creek  
Mark Honadel State Representative, 21st Assembly District, State of Wisconsin  
Ghassan Korban Commissioner, Department of Public Works, City of Milwaukee  
Christopher J. Larson State Senator, District 7  
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  
Thomas Zepecki Mayor, City of South Milwaukee

Dear Ms. Jursik and Distinguished Advisory Committee Members:

Thank you for the opportunity to comment on the Lake Parkway Extension study.

I am confused by the enthusiasms of our officials, that need to find a right-of-way and to build. I am happy to have a chance to develop a counter proposal to the Lake Parkway Extension, a proposal with a similar capital investment adjusted by a reality check on our future.

Is this Road Needed?

Currently there are two north-south arterials within one mile (east) of the proposed highway; and there is a major Interstate (I94) 3 miles to the west of this proposal.

To the East, Lake Drive, Packard Ave. and Kinnickinnic Ave. are reliable access to Milwaukee and Racine; these are today the current rights-of-way; the proposed Extension highway adds little but at great cost. Furthermore, making Pennsylvania Avenue a limited access Parkway will require motorists in the same area to negotiate a round-about path to the Parkway while the current Pennsylvania Avenue (already being upgraded) can be accessed more directly from grid at all the cross roads.

To the West, The Interstate is undergoing a multi-billion dollar expansion which (according to WisDOT) will save drivers using I-94 an average 5 minutes.

The Mayor of Racine, John Dickert, questions our State's Transportation policies: [http://www.journaltimes.com/news/opinion/commentary-freeing-up-money-for-transit-system-will-help-put/article\\_c3bdd8b2-600f-11e1-b497-001871c3c6e.html](http://www.journaltimes.com/news/opinion/commentary-freeing-up-money-for-transit-system-will-help-put/article_c3bdd8b2-600f-11e1-b497-001871c3c6e.html)

I note Mayor Dickert is not part of this Advisory Committee although the Lake Parkway Extension Study is a loud knock on door of the City of Racine. And I have to wonder if the Advisory Committee has consulted with this official.

To quote a point Mayor Dickert makes in his column:

"Local units of government were asked to find a way to replace, or live without, roughly \$9 million of transit funding in the last state budget, while money dedicated to highway construction actually went up by more than \$300 million. Funding for local transportation is a three-way partnership between the federal, state and local governments. In Racine, we essentially maintained our financial commitment to this important service through the tax levy, but had to raise fares by an average of 33 percent and cut service by nearly 10 percent to make up for reduced state funding." (The Journal Times, Feb. 25, 2012)

And Milwaukee County has done similar cost cutting in to save our transit system. While no road is not entertained by our officials.

With this Extension completed I believe it is safe to assume there will be new congestion at its terminus, Hy 100, and new interest groups calling for yet another \$200 million extension. It will take seven of these, 6 mile extensions @ \$200 million each, \$1.2 billion (plus inflation) to reach Illinois. Has the Committee consulted with our neighbors in Northern Illinois about their land use plans?

I might point out that Illinois has pre-answered your plans by bringing Metra to Kenosha. Metra is a thriving commuter rail and it begs credibility for officials in Wisconsin to think we can push thousands more autos into the northern suburbs of Illinois.

Priorities.

So, where are our planning priorities?

- Today, as I write, low octane gasoline has exceeded \$4 per gallon. This is not a priority.

- Strapped commuters will be looking for alternatives. They are not a priority.
- Public transportation alternatives give consumers a financial break and keep precious dollars locally. This is not a priority.
- Education? This is not a priority. School districts gave up hundreds of millions so Wisconsin will have more roads.
- Our priority? We indulge serious discussion of the Parkway Extension. Noting in passing that the cost is, well yes, "only" \$30 million dollars per mile.

Is the Advisory Committee seriously thinking of fighting congestion with this road?

#### Congestion

As a citizen and taxpayer I question the value of spending \$200 million to save motorists 5 minutes driving the distance of the Extension. Is this our highest priority at this time in this State?

A commuter rail system (KRM) for nearly the same amount of money will expand the job and worker market by shortening the time it takes tens of thousands of residents to reach another city in SE Wisconsin, or to reach into Illinois. A planner might as well admit that the math here simply does not work in favor of a road; it does not work in favor of the carrying capacity, comparing personal transportation over public.

The City of Cudahy has about a 19,000 population. The Cudahy neighborhood that would most likely use the Extension is west of Packard and south of Layton, about 40% of the city's population, or fewer than 8000 persons. A more efficient capital investment of \$200 million would target the entire 40 mile stretch to Illinois and spread the benefit of this investment not merely to the 8000 who live near the proposed Extension but the tens of thousands more who live outside that small neighborhood, from Milwaukee to Illinois.

A fast ride to work extends the boundaries of employment to more workers and more businesses.

But we seem to insist that the only tool we have to fight congestion is to encourage people to use the cause of congestion, the car.

The facts show that congestion is not resolved by building faster or wider systems; nor is congestion always undesirable for the growth of a city.

<http://www.theatlanticcities.com/neighborhoods/2011/12/case-congestion/717/>

While this is a triple mixed industrial-residential-environmental corridor, what the Advisory Committee needs for a complete study is a serious look at alternatives and plan accordingly.

#### KRM

In spite of the current stalemate around commuter rail, the KRM commuter rail is not dead; its allies and advocates are thousands of commuters and business owners who understand this kind of investment. KRM's 40 miles could be up and running long before and at about the same cost as this \$200 million dollar 6-mile extension. And it would be a complete system from downtown Milwaukee to Racine and Kenosha where it meets the Metra of Illinois.

But to do that we must begin to think regionally, as Mayor Dickert has often encouraged us to do.

"While area residents seem to be divided on the economic benefits of a fast and efficient rail connection between southeastern Wisconsin and Chicago, my position is simple. We need to improve our transit system in the region to facilitate getting workers to the workplace. I heard the chorus of major Racine employers that have been actively working to make this happen for over a decade. These are the real "job creators" that we hear so much about." (Dickert, *ibid.*, emphasis added)

#### Global Economy Serving Jobs and Labor

Facts beggar our attention to alternatives:

- The auto cannot. The auto is not the vehicle we need to grow an urban corridor from Milwaukee to Racine, Kenosha and northern Illinois, Chicago. We need plans to move tens of thousands more commuters in order for this region to grow economically.
- The car is expensive. The Global Economy is growing a low-pay job market. And low wages make private auto commuting too expensive for many workers (from \$2000/year for an unreliable junker, to \$8000/year and beyond).
- The personal car cannot deliver workers and commerce to our doorstep. Commuter rail can move more passengers than cars, and as much as twice as fast. This spells an increasing demand for commuter rail to move large populations in the urban corridor to nearby manufacturing and service workplaces.
- The car cannot build us a region of inter-reliant cities.

Instead of saving a motorist 5 minutes of drive time, why not a transportation system that saves many thousands of passengers 30 to 60 minutes of commuting time?

And there is that wasted space of parking. Harper's Magazine reports that in America there are three parking places for each personal automobile. More roads means more parking; downtown Milwaukee squanders acres of turf to unimproved lots and cheap parking. Parking squeezes out people, but people spend money in developed spaces like shops and restaurants. Cars are dormant when parked. The Extension will tax many neighborhoods with demands for more parking.

#### Housing

Housing costs rise with reliance on the automobile. That each car requires thousands of dollars annually puts transportation costs on a par with rent or mortgages and taxes. Adding the auto to housing costs puts a new light on the cost of housing itself.

The Center for Neighborhood Technology (CNT.ORG) has demonstrated in a statistical analysis how a household near transit has lower overall household expenses, while the market value of those homes is rising. If a family can rid itself of one car by moving strategically, they can find real value living near transit, i.e., in the City.

#### The Cost to the Citizen

Planners must keep in mind not merely the public costs of infrastructure but also the impact of infrastructure costs on the living expenses of the citizen. Wealth drained from the local economy reduces our ability to make our urban spaces attractive and efficient. Infrastructure that continues to demand that we spend thousands on the auto ignores the cost to the individual. The car without alternatives is just one more hidden tax on our lives.

We need some vision here. Building this stretch of highway that saves an individual 5 minutes but at the huge personal cost (tax) that requires an automobile to commute, building highways that will again feel congested and will again beg for more concrete relief, these plans need a jolt of the facts and a willingness to look into the future

Bill Sell  
2827 S. Lenox St.  
Milwaukee, WI 53207

From: LakeParkway <LakeParkway@SEWRPC.org>  
Sent: Friday, March 16, 2012 9:58 AM  
To: Lynde, Eric D.; Hoel, Ryan W.  
Subject: FW: Comment on the Lake Parkway Extension Study

From: [website@sewrpc.org](mailto:website@sewrpc.org)[SMTP:WEBSITE@SEWRPC.ORG]  
Sent: Friday, March 16, 2012 9:57:31 AM  
To: LakeParkway  
Subject: Comment on the Lake Parkway Extension Study  
Auto forwarded by a User

presentation: no  
FirstName: Anita  
LastName: Kelly  
Email: [jettamaxak@sbcglobal.net](mailto:jettamaxak@sbcglobal.net)  
Organization:  
MailingAddress:  
City: Oak Creek  
State: WI  
Zipcode:  
phone:

I am against the 794 extension proposal. First of all, we are in the finishing process of the Mitchell Interchange which cost millions of dollars. Second, do we really need to raze more homes, destroy more wetland area, and build more roadways which will cost millions of more dollars? A.K.

ClientIP: 76.199.156.183  
SessionID: 2sgeyv0rk02nkw4kcd3lvub3  
[See Current Results](#)

WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AND 5TH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012

South Milwaukee Performing Arts Center  
South Milwaukee

Gerald & Gloria Rabideaux  
7223 S. Pennsylvania Avenue  
Oak Creek, WI 53154

Comment: First of all, "Hats Off" to County Supervisor Patricia Jursik and the Committee for a job well done! The extension of the Lake Parkway can't come soon enough for us. The amount of traffic on Pennsylvania Avenue since we purchased our home in 1993, (approx. 2 blocks south of Rawson Avenue) has increased dramatically. This problem is compounded also by the fact that 99% of the traffic does not adhere to the posted speed limit of 25mph. This not only makes it difficult to pull safely out of the driveway, more importantly, it is a great concern for the safety of the children in the area. This was a residential street and should never have become a major roadway. We found the Public Meeting to be very informational and regret not asking at the time, why this project was sidelined in the mid 1990's.

It saddens us to have read in the March 4, 2012 Local Section of the Milwaukee Journal that South Milwaukee Mayor Tom Zepecki was questioning whether his community should have to pay their fair share of this project if it doesn't run through their city. He can't seriously believe that none of his constituents, even himself; wouldn't benefit from and utilize this extension on a regular basis – especially when gasoline prices are at or above \$4.00 per gallon.

We would like to take this opportunity to "Thank" the Committee for their time and efforts regarding this important venture. We would also like to "Thank" Eric Lynde for his help in making sure our voices were heard.

Sincerely,

Gloria & Jerry Rabideaux  
7223 S. Pennsylvania Avenue  
Oak Creek, WI 53154  
(414) 768-8741  
[grabideaux@wi.rr.com](mailto:grabideaux@wi.rr.com)

Appendix A-3

ORAL COMMENTS PRESENTED TO COURT REPORTERS AT PUBLIC MEETING

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 PUBLIC COMMENTS IN RE:  
 LAKE PARKWAY EXTENSION STUDY:  
 PRELIMINARY RECOMMENDATIONS  
 -----

PUBLIC COMMENTS taken before MELISSA J. STARK, a Certified Realtime Reporter, Registered Professional Reporter and Notary Public in and for the State of Wisconsin, at South Milwaukee Performing Arts Center, South Milwaukee, Wisconsin, on February 29, 2012, commencing at 6:00 p.m. and concluding at 8:00 p.m.

**CERTIFIED  
 TRANSCRIPT**

735 North Water Street, Suite M185  
 Milwaukee, WI 53202  
 (414) 224-9533

PUBLIC INFORMATION MEETING, 02/29/2012 2

| I N D E X                |  |      |
|--------------------------|--|------|
| CITIZEN COMMENT:         |  | PAGE |
| MARIANNE ZIELINSKI ..... |  | 3    |
| JIM KOLB .....           |  | 5    |
| LEONARD SOMMERS .....    |  | 5    |
| SCOTT GRALL .....        |  | 6    |
| JIM MERKEL .....         |  | 7    |
| SHARON SCHRAITH .....    |  | 7    |
| TIM GIERKE .....         |  | 8    |
| ED MICHALEK .....        |  | 8    |
| WILL VANDERHOEF .....    |  | 8    |
| BARBARA HINTZ .....      |  | 9    |
| CHRIS FRIEDL .....       |  | 9    |
| KIM HALL .....           |  | 10   |
| TIM TALASKA .....        |  | 10   |
| DAVID JOHNSON .....      |  | 11   |
| KEVIN ROKENBRODT .....   |  | 11   |
| GREGORY BIRD .....       |  | 12   |
| CHRIS MANCHESKI .....    |  | 15   |

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PUBLIC INFORMATION MEETING, 02/29/2012 3

05:59 1 TRANSCRIPT OF PROCEEDINGS  
 05:59 2 MS. MARIANNE ZIELINSKI: My concern is  
 06:00 3 it's going to be running along the railroad, and  
 06:00 4 there are several subdivisions between College and  
 06:00 5 Rawson that are on the same side as the road is  
 06:00 6 proposed. What I am asking is if there is the  
 06:00 7 potential that when it hits College -- the land on  
 06:00 8 the opposite side of the railroad is open land.  
 06:00 9 There are no homes.  
 06:00 10 In fact, I think the only thing that it  
 06:00 11 would run into is there is a Sievert -- I think  
 06:00 12 that's S-I-E-V-E-R-T -- Trucking. They have some  
 06:00 13 property there.  
 06:00 14 But otherwise, that is all open land,  
 06:00 15 and right now based on what I saw on the drawing,  
 06:00 16 my biggest concern is we happen to be the ones  
 06:00 17 that are the farthest out. We are in the Juniper  
 06:00 18 Drive subdivision, which would be the house that's  
 06:00 19 furthest closest to the railroad tracks.  
 06:00 20 And at this point that is going to put  
 06:01 21 it literally in our backyard, and at this time we  
 06:01 22 were thinking we have an open area where it's all  
 06:01 23 beautiful trees and, you know, kind of more of a  
 06:01 24 wooded area, and you are going to be moving this  
 06:01 25 to almost right up to my property line, and I'm

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PUBLIC INFORMATION MEETING, 02/29/2012 4

06:01 1 very concerned about that.  
 06:01 2 So I'd like to see if they would  
 06:01 3 potentially look if they could take and at College  
 06:01 4 cross over. The gentleman I talked to over there  
 06:01 5 said it was elevated already at College, cross  
 06:01 6 over and go on the -- that would be the west side  
 06:01 7 of the tracks -- of the railroad tracks and follow  
 06:01 8 that, which would at least keep it further away  
 06:01 9 from the subdivision homes that are all on the  
 06:01 10 east side of the tracks.  
 06:01 11 So that's my point. I'm so frustrated.  
 06:01 12 I'm very frustrated because we're going from a  
 06:01 13 beautiful wooded area to now having to, on a  
 06:02 14 second story home, looking at a freeway, and it  
 06:02 15 bothers me.  
 06:02 16 I don't know if we're one of the 56  
 06:02 17 homes that they indicate could be affected. What  
 06:02 18 would they do for us to alleviate or at least make  
 06:02 19 the noise level more acceptable as well as from an  
 06:03 20 aesthetic standpoint what would they do for us so  
 06:03 21 we're not looking at a wall or a freeway or  
 06:03 22 something like that.  
 06:03 23 In the newspaper article it said that --  
 06:03 24 let's see here. The newspaper article said using  
 06:03 25 the extension, a trip from Layton Avenue to Ryan

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06:04 1 Road would take just ten minutes down from  
 06:04 2 15 minutes on existing streets the study found.  
 06:04 3 Does five minutes make a difference to spend all  
 06:04 4 that money for a reduction of five minutes?  
 06:05 5 MR. JIM KOLB: Basically my statement is  
 06:05 6 I don't want a stop-and-go light on College. I  
 06:05 7 don't want any stop-and-go lights. I want it to  
 06:05 8 be through traffic. That's basically it.  
 06:05 9 Otherwise, I'm very happy with the road  
 06:06 10 because we put up with the stop sign on Oklahoma  
 06:06 11 Avenue, and it defeats everything when you put a  
 06:06 12 stop-and-go light on a parkway. That's about it.  
 06:06 13 Otherwise, I'm very happy, and I hope it goes  
 06:06 14 through.  
 06:07 15 MR. LEONARD SOMMERS: My concerns are  
 06:07 16 with the Hoan Bridge. Are we going to maintain or  
 06:07 17 repair the Hoan Bridge instead of just replacing  
 06:07 18 it by knocking it down at ground level? Because I  
 06:07 19 feel if we put it down at ground level, then we're  
 06:07 20 really not going to be any better than what we are  
 06:07 21 right now dealing with what we exit off of 794  
 06:07 22 onto Pennsylvania and go back out into the  
 06:08 23 streets.  
 06:08 24 I really believe of having it where we  
 06:08 25 can repair or maintain the Hoan Bridge and do this

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06:08 1 extension, which I do favor as real beneficial for  
 06:08 2 a commute from this side of town going through to  
 06:08 3 Milwaukee and beyond with relative of ease without  
 06:08 4 any restrictions like we do when we come home and  
 06:08 5 being let out onto -- onto the streets, and  
 06:08 6 depending on what time of day, it does become  
 06:08 7 pretty unbearable for travel purposes.  
 06:08 8 So my personal view is that if we can --  
 06:08 9 if we can do something with the Hoan Bridge and  
 06:08 10 maintain what we have, all of this would be  
 06:08 11 beneficial in the future. That's it.  
 06:11 12 MR. SCOTT GRALL: The online photograph  
 06:11 13 shows the highway going through an adjacent  
 06:12 14 property. They show the lanes going through about  
 06:12 15 150 feet away from my property. My concern is  
 06:12 16 being a bridge, that it's the noise, the lights,  
 06:12 17 the traffic being so close to my house and concern  
 06:12 18 for my kids, the eyesore, my property value, all  
 06:12 19 of that stuff would have to be addressed for me  
 06:12 20 for even to consider this project, but as of right  
 06:12 21 now, it's just too close to my property.  
 06:12 22 I spent four years of my life building  
 06:13 23 my house only for you to put a parkway so close to  
 06:13 24 it. This deeply concerns me and my family, my  
 06:13 25 wife, and I hope they -- hope you work with the

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06:13 1 residents that are affected. I do not want it at  
 06:14 2 all.  
 06:15 3 MR. JIM MERKEL: I'm concerned about  
 06:15 4 where the contaminated soil would be dumped and  
 06:15 5 how much they would have to take out around Norse,  
 06:15 6 N-O-R-S-E, Avenue in Cudahy and around Drexel  
 06:15 7 Avenue in Oak Creek. They're both old landfills,  
 06:15 8 and they've been capped, and there's bad soil  
 06:15 9 there. That's my only concern.  
 06:18 10 MS. SHARON SCHRAITH: My concern is the  
 06:18 11 section of the roadway between Forest Hill Avenue  
 06:18 12 and Puetz Road. On the east side of the railroad  
 06:18 13 tracks, that is a wetlands flood area, and there  
 06:18 14 have been problems in the big flood of 2008 where  
 06:18 15 that entire area was under water, and my concern  
 06:18 16 is as you were to raise up the freeway, where will  
 06:18 17 all of that water drain to? Will there be any  
 06:18 18 type of retention?  
 06:18 19 Our concern is affecting the wooded area  
 06:18 20 and the homes behind that that already have a  
 06:19 21 concern with flooding from that perspective.  
 06:19 22 The noise barrier. The second is what  
 06:19 23 type of noise barriers would be installed on both  
 06:19 24 the west and the east side of the proposed  
 06:19 25 extension? I think really those two. All right.

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06:21 1 MR. TIM GIERKE: My name is Tim Gierke,  
 06:22 2 G-I-E-R-K-E, and it's 713 Edgar Avenue, South  
 06:22 3 Milwaukee, 53172. And if they're going to extend  
 06:22 4 the Lake Parkway, it's an extension of the  
 06:22 5 freeway, I want to know if they're going to  
 06:22 6 increase the speed limit to 50 miles an hour.  
 06:22 7 That's it.  
 06:22 8 MR. ED MICHALEK: Ed Michalek,  
 06:23 9 1725 Sherman Avenue, South Milwaukee, 53172. I  
 06:23 10 think that they should definitely take into  
 06:23 11 consideration trying to make all the railroad  
 06:23 12 crossings horn free so they don't have to listen  
 06:23 13 to the train horns because there's a lot of places  
 06:23 14 I go in the County that have signs that there's no  
 06:23 15 train horn blowing. They especially design with  
 06:24 16 barriers and crossing.  
 06:24 17 I think that would -- if you're going to  
 06:24 18 spend the money, do it right so people living near  
 06:24 19 the train tracks, if you're going to spend all  
 06:24 20 that money, do it right so it's really -- makes  
 06:24 21 for a better neighborhood. That's my two cents  
 06:24 22 worth.  
 06:24 23 MR. WILL VANDERHOEF: William  
 06:24 24 Vanderhoef, 2201 East Belmont Place, Oak Creek.  
 06:24 25 My question is how -- how was it going to be paid

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06:25 1 for? I see the cost, but is it taxpayer money?  
 06:25 2 And how much will Oak Creek -- if it's taxes --  
 06:25 3 how much is Oak Creek paying and what other  
 06:25 4 communities are paying for it?  
 06:25 5 Our other question has to do with  
 06:25 6 runoff, rainwater runoff. It's a problem in the  
 06:25 7 Puetz area. How are they going to handle that?  
 06:26 8 MS. BARBARA HINTZ: Barbara Hintz,  
 06:26 9 H-I-N-T-Z. I'm a resident at 1711 Manistique  
 06:26 10 Avenue, South Milwaukee. I just want to say I  
 06:26 11 favor this proposal, although I haven't read much  
 06:26 12 about it. I just found out about this today, and  
 06:27 13 I think it would alleviate a lot of the traffic  
 06:27 14 that is so congested on Nicholson, Pennsylvania.  
 06:27 15 I cannot get on there because there's a  
 06:27 16 stop sign on Drexel. When that says go, then you  
 06:27 17 get all the cars coming from College, so whichever  
 06:27 18 way you want to go. What I've been doing is going  
 06:27 19 around through Mackinac onto Drexel so I have the  
 06:27 20 light. Then I can turn either way.  
 06:27 21 So I think this really is a good idea.  
 06:27 22 I'm supporting it wholeheartedly, and my son, who  
 06:27 23 is working tonight wanted me to come, he is  
 06:27 24 definitely in favor of it also. Thank you.  
 06:30 25 MR. CHRIS FRIEDL: My name is Chris

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06:40 1 Friedl. I live at 2350 East Oak Street and I am  
 06:40 2 for the project, the 794 project.  
 07:10 3 MS. KIM HALL: Name is Kim, K-I-M, Hall,  
 07:11 4 H-A-L-L, mailing address is 707 Walnut Street, and  
 07:11 5 that's South Milwaukee, Wisconsin, 53172.  
 07:11 6 It's great that they want to take the  
 07:11 7 railroad track and turn it into a path. What is  
 07:11 8 the opportunity for us to take that 207.2 million  
 07:11 9 that this project is going to cost and invest it  
 07:11 10 in more means for public transportation and  
 07:11 11 enhancement of the environment or take those  
 07:12 12 railroad tracks and transfer them into public  
 07:12 13 transportation because it's 47 -- it's 57 acres  
 07:12 14 that will be impacted, and I get -- I believe that  
 07:12 15 there's a better way.  
 07:12 16 Take the railroad tracks and transform  
 07:12 17 them into a public transportation and reinvest in  
 07:12 18 other public transportation because they just cut  
 07:12 19 the bus system, and truly what do we foresee  
 07:12 20 transportation is going to be really through 2035?  
 07:12 21 Will we even be traveling in cars?  
 07:19 22 MR. TIM TALASKA: My name is Tim  
 07:20 23 Talaska. I live at 1736 Sherman Avenue in South  
 07:20 24 Milwaukee, Wisconsin. I want to go on record as  
 07:20 25 being in favor of this project. I hope that it

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07:20 1 can start as soon as possible. Let's do it.  
 07:24 2 MR. DAVID JOHNSON: I'm all for the  
 07:25 3 extension of the roadway. I also believe that  
 07:26 4 13th Street between Rawson and Ryan should be  
 07:26 5 expanded to four lanes because there is no through  
 07:26 6 street north/south immediately west of the  
 07:26 7 freeway, like 20th Street is north of College  
 07:26 8 basically -- or north of Rawson and not south of  
 07:26 9 Rawson. I guess that's about it.  
 07:26 10 I mean, I've got nothing to complain  
 07:26 11 about here. I would assume Oak Creek would have  
 07:26 12 to buy to increase the right-of-way on Puetz to  
 07:26 13 more than two lanes -- or more than one lane each  
 07:26 14 way to handle the additional traffic, just like  
 07:26 15 they're doing now between 27th and the freeway.  
 07:27 16 They should have done it 20 years ago when they  
 07:27 17 put it in. I can remember looking at the maps and  
 07:27 18 it extended all the way down into Kenosha County.  
 07:27 19 That's it for me.  
 07:31 20 MR. KEVIN ROKENBRODT: My name is Kevin  
 07:32 21 Rokenbrodt. My address is 2515 East Emily Avenue  
 07:32 22 in Oak Creek. Four things I wanted to say. I'm  
 07:32 23 for the extension of the Lake Park Freeway. After  
 07:32 24 sitting in there and they said they won't even  
 07:32 25 consider starting it for about ten years it's

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07:32 1 going to take. I guess I'd like to see it pushed  
 07:32 2 up. I know that's probably not possible.  
 07:32 3 Also, in looking at the exits, I  
 07:32 4 personally prefer the track where it follows the  
 07:32 5 railroad tracks versus the proposed option of  
 07:32 6 cutting east at Forest Hill and connecting with  
 07:32 7 Pennsylvania. And in regards to that, it appears  
 07:32 8 that the largest environmental impact is the  
 07:33 9 intersection of Puetz and the railroad tracks, so  
 07:33 10 I guess I don't feel an exit is -- an interchange  
 07:33 11 is needed at Puetz and should be skipped partially  
 07:33 12 to lessen the environmental impact and because I  
 07:33 13 just -- I don't think it's needed.  
 07:33 14 Lastly, I just -- it's pretty vague into  
 07:33 15 what the sound deadening is. I understand it's  
 07:33 16 early in the process for that, but I would have to  
 07:33 17 say in-between anywhere where there's houses  
 07:33 18 within 200, 250 feet, I think there should  
 07:33 19 definitely be proper sound deadening. I'm  
 07:33 20 confident that will end up happening, but it's my  
 07:33 21 opportunity to mention it, so I wanted to. That's  
 07:33 22 all I've got.  
 07:45 23 MR. GREGORY BIRD: My name is Gregory F.  
 07:45 24 Bird. I live at 2230 South Woodward Street,  
 07:45 25 Milwaukee, Wisconsin, 53207.

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07:45 1 I appreciate having the meeting tonight.  
 07:45 2 I've looked through the SEWRPC Lake Parkway  
 07:45 3 Extension Study For The Preliminary  
 07:45 4 Recommendations. I guess the first question I  
 07:45 5 have is we've been told time and time again we're  
 07:45 6 broke. How can we come up with the money for  
 07:45 7 this?  
 07:45 8 So then we had the KRM proposal, which  
 07:45 9 was somewhere in the same vicinity money-wise.  
 07:46 10 Where is the cost benefit analysis as to what's  
 07:46 11 going to be the best deal for our money? You  
 07:46 12 know, a connection all the way down to Chicago  
 07:46 13 through the KRM.  
 07:46 14 I also note that the footprint for the  
 07:46 15 40 mile an hour parkway between Conway and about  
 07:46 16 Oklahoma is narrower than it is further south. It  
 07:46 17 seems to me that by maintaining this narrower  
 07:46 18 footprint, the costs for construction and land  
 07:46 19 acquisition would be considerably less.  
 07:46 20 I don't know why the footprint or the  
 07:46 21 width of the parkway was so much wider closer to  
 07:46 22 Layton than it is further north between Conway and  
 07:47 23 Oklahoma, but we're not talking about a high speed  
 07:47 24 road. We're talking about 40 miles an hour, and I  
 07:47 25 think we need to be as economical as possible with

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07:47 1 this if indeed it happens.  
 07:47 2 I want to associate myself with the  
 07:47 3 comments of Michael Timm, T-I-M-M, who sent me  
 07:47 4 copies of his comments. I think his concerns  
 07:47 5 about the primary environmental corridor aspect of  
 07:47 6 this route are very appropriate. I think the  
 07:47 7 intersection proposed at Puetz Road is very close  
 07:47 8 to Nicholson, and it appears that Nicholson could  
 07:48 9 make that final connection between Puetz, Ryan and  
 07:48 10 State Highway 100, meaning that the parkway  
 07:48 11 wouldn't need to be built between Puetz and  
 07:48 12 Highway 100.  
 07:48 13 I was very concerned about the large  
 07:48 14 footprint at the proposed intersections. It  
 07:48 15 appears to take up quite a bit of additional land  
 07:48 16 as opposed to the very much constrained  
 07:48 17 intersection and interchange at Layton. Let's try  
 07:48 18 to keep this as economical as possible because  
 07:48 19 this is taxpayers' money.  
 07:48 20 This is a developed area, and we get too  
 07:48 21 wrapped up with run-outs for cars that get off the  
 07:49 22 road or whatever. We're going to consume  
 07:49 23 additional land that in an urban environment we  
 07:49 24 definitely need for wildlife and for wetlands so  
 07:49 25 that we have more infiltration of the water into

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07:49 1 the ground.  
 07:49 2 It's just a general proposition. I'm  
 07:49 3 very dubious about all of this. I think we need  
 07:49 4 to have some more alternatives to transportation  
 07:49 5 besides automobiles. I think that's it. Thank  
 07:49 6 you.  
 08:07 7 MR. CHRIS MANCHESKI: Chris Mancheski,  
 08:08 8 6175 South Swift Avenue, Cudahy, Wisconsin.  
 08:08 9 53110. 100 percent in favor of the expansion of  
 08:08 10 794. As a long-time resident of the southeastern  
 08:08 11 suburbs of Milwaukee, the original extension was a  
 08:08 12 Godsend to this part of town, and I see only  
 08:08 13 positive benefits to the further extension toward  
 08:08 14 the south. Thank you very much.  
 08:20 15 (Proceedings concluded at 8:08 p.m.)  
 16  
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1 STATE OF WISCONSIN )  
 2 ) SS:  
 3 COUNTY OF MILWAUKEE )  
 4  
 5 I, MELISSA J. STARK, a Certified  
 6 Realtime Reporter, Registered Professional Reporter and  
 7 Notary Public in and for the State of Wisconsin, do  
 8 hereby certify that the above PUBLIC INFORMATION  
 9 MEETING was recorded by me on February 29, 2012, and  
 10 reduced to writing under my personal direction.  
 11 I further certify that I am not a  
 12 relative or employee or attorney or counsel of any of  
 13 the parties, or a relative or employee of such attorney  
 14 or counsel, or financially interested directly or  
 15 indirectly in this action.  
 16 In witness whereof I have hereunder set  
 17 my hand and affixed my seal of office at Milwaukee,  
 18 Wisconsin, this 2nd day of March, 2012.  
 19  
 20  
 21 \_\_\_\_\_  
 22 Notary Public  
 23 In and for the State of Wisconsin  
 24  
 25 My Commission Expires: January 11, 2015.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION,  
LAKE PARKWAY EXTENSION STUDY ADVISORY COMMITTEE

-----

PUBLIC COMMENTS IN RE:

THE PRELIMINARY RECOMMENDATIONS  
FOR A LAKE PARKWAY EXTENSION

**CERTIFIED  
TRANSCRIPT**

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PUBLIC COMMENTS taken before KATHLEEN E. CARTER, a Certified Realtime Reporter, Registered Merit Reporter and Notary Public in and for the State of Wisconsin, at South Milwaukee Performing Arts Center, 901 15th Avenue, South Milwaukee, Wisconsin, on Wednesday, February 29, 2012, commencing at 6:30 p.m. and concluding at 7:47 p.m.

735 North Water Street, Suite M185  
Milwaukee, WI 53202  
(414) 224-9533  
(800) 456-9531

| I N D E X          |      |
|--------------------|------|
| CITIZEN COMMENT:   | PAGE |
| THOMAS JONSON..... | 3    |

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07:46 1 TRANSCRIPT OF PROCEEDINGS.

07:46 2 MR. JONSON: My name is Thomas Jonson,

07:47 3 9036 South Carrollton Drive, Oak Creek, Wisconsin.

07:47 4 My question is, are they going to

07:47 5 consider EVPs for the intersections where the

07:47 6 intersections would take place, where a lighted

07:47 7 area would be, for emergency vehicle traffic on

07:47 8 behalf of the fire department. Also is it going to

07:47 9 be lighted.

07:47 10 And -- Oh. I know the question was about

07:47 11 the intersections, and taking some of them out, and

07:47 12 I believe, on behalf of the fire department, we

07:47 13 would be more interested in keeping as many on/off

07:47 14 easements as possible for emergency access. That's

07:47 15 all I have.

16 \* \* \* \* \*

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1 STATE OF WISCONSIN )

2 ) SS:

3 COUNTY OF MILWAUKEE )

4

5 I, KATHLEEN E. CARTER, a Certified

6 Realtime Reporter, Registered Merit Reporter and Notary

7 Public in and for the State of Wisconsin, do hereby

8 certify that the above statement on the record was

9 recorded by me on Wednesday, February 29, 2012, and

10 reduced to writing under my personal direction.

11 I further certify that I am not a

12 relative or employee or attorney or counsel of any of

13 the parties, or a relative or employee of such attorney

14 or counsel, or financially interested directly or

15 indirectly in this action.

16 In witness whereof I have hereunder set

17 my hand and affixed my seal of office at Milwaukee,

18 Wisconsin, this 7th day of March, 2012.

19

20

21

22 \_\_\_\_\_

23 Notary Public

24 In and for the State of Wisconsin

25 My Commission Expires: March 10, 2013.

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**Appendix B**

**PROCEEDINGS OF PUBLIC MEETING, FEBRUARY 29, 2012,  
SOUTH MILWAUKEE PERFORMING ARTS CENTER,  
CITY OF SOUTH MILWAUKEE**

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Appendix B-1

ATTENDANCE RECORD OF PUBLIC MEETING

SIGN-IN ROSTER

Public Meeting

Study of Extension of Lake Parkway  
Between Edgerton Avenue and STH 100 in Milwaukee County

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

| Name                             | Address                            | Community           |
|----------------------------------|------------------------------------|---------------------|
| 1. JOHN BIRD                     | 1091 E. LIBBY CT.                  | OAK CREEK           |
| 2. Dan DRAAF                     | 1623 MINN                          | S. MILW.            |
| 3. GRET Good school              | 910 17TH                           | S. MILW.            |
| 4. FRANK VOSOL                   | 3843 EAST CARPENTOR AVE            | CUDAHY              |
| 5. PAUL SOTO                     | 835 E. QUETE RD.                   | OAK CREEK           |
| 6. Marie Robinson                | 2130 E. Ogden Ave                  | Oak Creek           |
| 7. Jason Haas                    | 3422 S. Pennsylvania Ave           | Milwaukee           |
| 8. Mary Beth Maciejowski         | 1331 East Pine Hollow Lane, Apt #8 | Oak Creek           |
| 9. DONNA MORSE                   | 1808 MACKINAC AVE                  | SO MILW             |
| 10. Carolines Kell               | 2051 E Spruce Ct                   | O.C.                |
| 11. ROBERT BLAKE                 | 2330 E COOY CT                     | O.C.                |
| 12. BUNNIE OLAP                  | WIS DOT - SE                       |                     |
| 13. Robin Chapek & Martin Chapek | 1800 FURNACE AVE                   | OC                  |
| 14. Robin and Nancy Spangler     | 324 Hawthorne                      | S. Milw             |
| 15. Gary Schwieler               | 6971 S. Juniper Ave                | OC                  |
| 16. Alan Bullock                 | 637 Edgerton Ave                   | S.M.                |
| 17. Karla Komara                 | Milw                               |                     |
| 18. Jessica Noll                 | 2235 E. ECKHARTS CT.               | OC                  |
| 19. Julie Stenke                 | 1677 Colby Ave                     | S.M.                |
| 20. Darin Grabowski              | 8955 S Pennsylvania                | OC                  |
| 21. Dimitry Grabowski            | 8955 S Pennsylvania                | OC                  |
| 22. David Johnson                | 8538 S REBECCA CT                  | O.C.                |
| 23. Tina Tang & Bryan            | 3227 N Crane St Milwaukee          |                     |
| 24. Lindsey Grynka               | lindsey.grynka@hotmail.com         |                     |
| 25. Bob Dumke                    | 3869 E Plunkerton Ave              | Cudahy              |
| 26. Gene & Catherine Preece      | 9225 S Milwaukee Rd                | Oak Creek           |
| 27. Tom Fellins                  | 1941 E. HUNTER AVE                 | MILW 53127          |
| 28. Cory Ann St. Marie           | 3950 S. Lake Dr.                   | St. Francis 53225   |
| 29. Tim Schaefer                 | 1728 Mackinac                      | S.M.                |
| 30. Dan Edlamburck               | 1739 MACKINAC AVE                  | S.M.                |
| 31. David Kozlowski              | 1807 E Elm Rd                      | Oak Creek           |
| 32. ARTHUR OSELAND               | 6206 S. HILL AV                    | CUDAHY              |
| 33. GREGORY MILEWSKI             | 8880 S. PARKSIDE DR                | OAK CREEK           |
| 34. CHRISTINE MILEWSKI           | "                                  | "                   |
| 35. Larissa Jankowski            | 7475 S. Highfield Ct               | Oak Creek 53154     |
| 36. Linda Kutka                  | 5836 S Trinthammer                 | Cudahy 53110        |
| 37. Frank Wellstein              | 210 E Parkway East                 | Oak Creek 53154     |
| 38. EARL MATZINGER               | 3429 S INDIANA AVE                 | Milwaukee 53207     |
| 39. Pauline & Louis Prasad       | 1864 Michigan Ave. So. Milwaukee   | 53172               |
| 40. Sally Koford                 | 312 Hawthorne                      | 53172               |
| 41. Jeff Bond                    | 801 E. DUK 72                      | 53154               |
| 42. Vicki Peterson               | 1614 Blake Ave.                    | 53172               |
| 43. Mary Phannalick              | County Parcel Racine               | 53402               |
| 44. Rick Phannalick              | 8009 County Line Rd                | Racine 53402        |
| 45. AL Richards                  | 4103 S. Lipton Ave                 | St. Francis 53225   |
| 46. Paul & Ann Marie Maciejewski | -907 Willow Ln So Milw             | 53172               |
| 47. Barbara Hartz                | 1711 MANITOWOC                     | S. MILW 53172       |
| 48. Roland Farn                  | 5755 S. Indiana Ave.               | Cudahy              |
| 49. John Shaw                    | 738 S. Pennsylvania                | Oak Creek, WI 53154 |
| 50. Mr & Mrs Martin Sahagian     |                                    |                     |

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Public Meeting

Study of Extension of Lake Parkway  
Between Edgerton Avenue and STH 100 in Milwaukee County

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

| Name                      | Address                          | Community             |
|---------------------------|----------------------------------|-----------------------|
| 51. Leroy & Nancy Meyer   | 1891 Elm Ave So. Mil             |                       |
| 52. LARRY SNAPE           | 353 W. STATE ST.                 | MILWAUKEE 53203       |
| 53. Amy Gierke            | 713 Edgar Ave S.M                |                       |
| 54. Suzy Endres           | 7463 S Highfield Ct              | OC                    |
| 55. Leroy & Nancy Meyer   | 1891 Elm Ave                     | S.M                   |
| 56. Lesage Johnson        | WIS DOT SE Region                |                       |
| 57. Mercedes Dziadzicleta | 608 7th St.                      | Racine 53403          |
| 58. Mark P. Skibbe        | 1121 HENRIOT AVE., So. Milwaukee | 53172                 |
| 59. Randy Tazetta         | 1001 E MILWAUKEE AVE             | OAK CREEK WI          |
| 60. Russ S. Sobolik       | 1404 11th Ave                    | S.M.                  |
| 61. TED CROWBROOGE        | 5049 So Maryland Ave             | Cudahy                |
| 62. Scott Grall           | 1731 E Oreal Ave                 | Oak Creek 53154       |
| 63. Jim & Kathy Kolb      | 2025 E. Leroy, St. Francis       | 53225                 |
| 64. DAVID MAASS           | 614 Aspen                        | S.Milw 53172          |
| 65. Mr & Mrs R. Kowalka   | 6206 So Maryland                 | 53110                 |
| 66. Gerald Peterson       | 4110 E. Redford Ave              | Oak Creek 53154       |
| 67. Glen McCoy            | 7737 S Pennsylvania Ave          | O.C 53154             |
| 68. JoAnn Egnor           | 7779 S PENNSYLVANIA AVE          | OAK CREEK             |
| 69. Ron Mufsal            | 4771 S. Densell                  | O.C.                  |
| 70. Tyle Stearns          | 519 Brookdale Ct So Milw         | 53172                 |
| 71. Christine Smith       | 7739 S Pennsylvania Ave          | Oak Creek 53154       |
| 72. Rita Wiskowski        | 3405 Russell Ln                  | South Milwaukee 53172 |
| 73. Roy LEDA              | 1740 EDGEWOOD AVE S.M.           | 53172                 |
| 74. GLEN JOHANSEN         | 1331 MANITOWOC                   | S.M.                  |
| 75. Ruth Davis            | 1311 Nicholson Ave               | S.M.                  |
| 76. Jan Rozanski          | 7000 S. 6th St                   | OC                    |
| 77. Jacqueline Moore      | 2604 East Hennepin Ave           | Oak Creek 53154       |
| 78. Leona D Summers       | 3280 E. James DR                 | OAK CREEK 53154       |
| 79. Pat Haschka           | 6915 S. Rolling meadows Ct.      | Oak Creek 53154       |
| 80. KRIS OSIEK            | 2107 NICHOLSON AVE.              | SO. MILW.             |
| 81. Lindsay Neel          | 141 NW Barton                    | Manitowish Ms DOT     |
| 82. Susan Laehn           | 1804 Brook St                    | South Milwaukee       |
| 83. Dan Calkins           | 1914 Blake Ave                   | So. Milw              |
| 84. Tom Johnson           | 9036 S. Carrollton Dr.           | Oak Creek             |
| 85. Nancy Fine            | 7180 So Clement Ave              | Oak Creek             |
| 86. RICHARD GEBMARD       | 3205 NICHOLSON AVE               | SO. MILW              |
| 87. J. FINE               | OAK CREEK WI                     | WI                    |
| 88. Lorraine Munderowski  | 10325 S. Redwood Lane            | Oak Creek             |
| 89. David Zolkowski       | "                                | "                     |
| 90. Dan Bond              | 851 E Forest Hill                | Oak Creek             |
| 91. Dan Teyger            | 10029 S. HILLVIEW AVE            | OAK CREEK             |
| 92. SANDY                 | "                                | "                     |
| 93. Jerry L. Wuthardt     | 7972 N. 11th. Milw.              |                       |
| 94. Doug Hart             | 404 Montana                      | S.M.                  |
| 95. (No) SEIFERT          | 3509 S. 2nd St.                  | MILWAUKEE             |
| 96. Doug Seymour          | 650 E Deer Ridge Ct              | OC                    |
| 97. Janis Fiene           | 1180 S. Clement Ave              | Oak Creek             |
| 98. ARDEN C. DEGENER      | 8580 S. PENNSYLVANIA AVE         | OAK CREEK             |
| 99. Scott Peplinski       | 1909 N. Nicholson Ave            | South Milwaukee       |
| 100. Joe Mikulajewski     | 3754 Plunkerton                  | Cudahy                |

**SIGN-IN ROSTER**

**Public Meeting**

Study of Extension of Lake Parkway  
Between Edgerton Avenue and STH 100 in Milwaukee County

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

|      | Name                | Address                        | Community       |
|------|---------------------|--------------------------------|-----------------|
| 101: | Chris Marchese      | 6175 S. Swift Ave.             | Cudahy          |
| 102: | Michael Loughran    | City of Milwaukee DPW          |                 |
| 103: | LeMar J. B. Scholz  | 10782 So 10th Ave              | Oak Creek       |
| 104: | Bob Olson           | 2053 E. Montrose St.           | O.C.            |
| 105: | PAT CHOWANICE       | 1301 Noel Ct                   | SOUTH MILWAUKEE |
| 106: | Jeff Wang           | 825 Melvin Ave                 | Recine          |
| 107: | Kyle Vandercaar     | 1015 E Melody Dr.              | Oak Creek       |
| 108: | Wagme Spottenberg   | 1507 Beech St                  | S. Milw.        |
| 109: | Eric Oros           | 1113 Cedar St.                 | So. Milw.       |
| 110: | Mike Simmons        | Oak Creek Eng. Dept.           | O.C.            |
| 111: | DAVID SCHMIOT       | 6826 So Crane Drive            | O.C.            |
| 112: | Lon Hearty          | 320 Burr Rd.                   | O.C.            |
| 113: | Marjorie Hanson     | 8056 S Wake Forest Dr          | O.C.            |
| 114: | WILLY VANDERHOFF    | 2201 E BELMONT                 | OC              |
| 115: | SANTRA RAJWENZ      | 1807 E. Elm Rd                 | OC              |
| 116: | Janet Zimpf         | 6260 S. Lake                   | Cud.            |
| 117: | Kathleen S Lamke    | 9210 S. Chicago Rd             | OC              |
| 118: | Art & Sandy Orta    | 7955 S. Wymore Ct              | O.C.            |
| 119: | Elizabeth Krudop    | 821 S. Shepard Ave             | O.C.            |
| 120: | Wendy Soga          | 9430 S. Nicholson Rd.          | O.C.            |
| 121: | Ren J. Jaffe        | 9430 S. Nicholson Rd           | O.C.            |
| 122: | George Krudop       | 821 S. Shepard Ave             | O.C.            |
| 123: | Craig Maass         | 117 Brookdale Drive            | SM              |
| 124: | DAN JAKUBCZYK       | 7441 S. Logan                  | OC              |
| 125: | John Edward         | 4437 Howell                    |                 |
| 126: | Jack Uphill         | 8750 S. Pennsylvania           | O.C.            |
| 127: | Karim Al-Basri      | 703 W. Wisconsin               | So. Milw. WI    |
| 128: | Alfonso Al-Risler   | 703 Wisconsin St.              | So. Milw. WI    |
| 129: | Chris Uphill        | 233 Sepamore                   | So. Milw. WI    |
| 130: | Joe Cole            | 1402 E. Puete Rd               | Oak Creek       |
| 131: | John Cole           | 1402 E Puete Rd                | Oak Creek       |
| 132: | JOHN KEITH JOHNSTON | 6152 S. ILLINOIS AVE           | CUDAHY          |
| 133: | Zsolt Buzsaki       |                                | MILWAUKEE       |
| 134: | Ralph Kunk          |                                | Oak Creek       |
| 135: | Russell Fu          | 2040 E. Forest Hill            | Oak Creek       |
| 136: | Sim Merten          | 1825 Drexel                    | OAK CREEK       |
| 137: | SIM MERTEN          | 2111 NORDBE AVE                | CUDAHY          |
| 138: | TOM GARDNER         | 1713 Oak                       | S. Milw.        |
| 139: | Charles Zielinski   | 6775 So. Jumpin Dr             | Oak Creek       |
| 140: | Terry Henn          |                                | Brookfield      |
| 141: | Donna Luedtke       | 218 E. Norwood Dr.             | Oak Creek       |
| 142: | Jim & Sue Greenwald | 8381 So 15th Ave               | Oak Creek, WI   |
| 143: | MARK ERNST          | 920 E. WISCONSIN MILWAUKEE, WI |                 |
| 144: | JERRY WENIG         | 912 W. LAKE ST. CHICAGO IL     | WI              |
| 145: | DANIEL DAWN POZISK  | 1860 E. Montana Ave            | Oak Creek       |
| 146: | Rock Goske          | 6220 S. Edgerton Ave           | Cudahy          |
| 147: | Alvin Heschke       | 4358 Estadio                   | Oak Creek       |
| 148: | Yvonne Buchholz     | 2724 Chicago S. Milw.          |                 |
| 149: | Phillip Chumchal    | 4254 So. Chicago Ave           | S. Milw.        |
| 150: | Jim Shelmer         | 3571 K. Interwood Ave          | S.M.            |
| 151: | Gloria Rabideaux    | 9233 S. Penn. Ave.             | OC              |
| 152: | Jerry Rabideaux Jr. | " "                            | OC              |
| 153: | Starr Schraiff      | 2130 E Belmont Pl              | Oak Creek       |

**SIGN-IN ROSTER**

**Public Meeting**

Study of Extension of Lake Parkway  
Between Edgerton Avenue and STH 100 in Milwaukee County

Wednesday, February 29, 2012  
South Milwaukee Performing Arts Center  
South Milwaukee

|      | Name                    | Address                 | Community           |
|------|-------------------------|-------------------------|---------------------|
| 154: | Fred Schraiff           |                         |                     |
| 155: | DAN CHEEVER             | 2221 E. BELMONT PL.     | OAK CREEK           |
| 156: | KEN KRAMEL              | 5755 MORRILL AVE.       | CUDAHY              |
| 157: | Chris Friedl            | 2330 E. Oak St          | Oak Creek           |
| 158: | Tara Lunn               | 749 Conner Ave.         | South Milwaukee     |
| 159: | ES MICHAEL              | 175 STEVEN AV           | S.M.                |
| 160: | DEE                     | 10038 SANDOLSON         | Oak Creek           |
| 161: | Heather Sackman         | 2510 S. Stead           | Bay View            |
| 162: | Dave Friedrich          | 1825 W. Wisconsin       | S. Milw             |
| 163: | Thomas Rauch            | 2855 E. Rhode Island    | Bay View            |
| 164: | Jeff Baranek            | 2115 E. Forest Hill Ave | O.C.                |
| 165: | CHRIS LEWIS             | 3445 S. Indiana         | MILWAUKEE           |
| 166: | Dee                     | " "                     | " "                 |
| 167: | Tom Druckrey            | 2251 East Belmont Pl.   | Oak Creek           |
| 168: | Jack Breakiner          | 2047 N. Columbus Ave    | Milw.               |
| 169: | Sharon A. Ruel          |                         | OAK CREEK           |
| 170: | Wendy                   | 91 E. Puente Rd         | Oak Creek           |
| 171: | Suzanne Black           | 221 W. Belmont Ct       | SM                  |
| 172: | Kim Hall                | 707 Walnut              | SM                  |
| 173: | Chris Lavin             | 3261 S. Herman St,      | MKE                 |
| 174: | BOB GATAWSKI            | 2830 WACE AVE           | FRANKLIN            |
| 175: | Marjorie Kelly          | 1225 Madison Ave        | So. Milw            |
| 176: | Mary Jo Lang            | City Hall Building      | Cudahy              |
| 177: | Mark Lang               | 1802 Beach St           | So. Milwaukee       |
| 178: | Paul Moldovan           | 1412 Montrose Ave       | So. Milw            |
| 179: | AL Dennis               | 783 S. S. Lusted        | So. Milw            |
| 180: | STEVE SCAFFIDI          | 8402 S. GILMAN          | OAK CREEK           |
| 181: | Dob Vanselow            | 2307 E. Oakwood Rd      | Oak Creek           |
| 182: | John Schmidt            | 7860 W. Belmont Ave.    | Oak Creek           |
| 183: | Jim Biggar              | 3715 9th Ave            | S. Milw.            |
| 184: | Janice Heper            | 3715 9th Ave            | S. Milw.            |
| 185: | Karin Holmquist         | 2515 E. Erie Ave        | Oak Creek           |
| 186: | Wendy Hall              | 3802 E. Bottsford       | Cudahy              |
| 187: | Scott Hall              | 801 E. CUDAHY           |                     |
| 188: | Tim Talbot              | 1736 Johnson Ave        | S.M.                |
| 189: | Marcus Roemer           | 1614 Montrose Ave       | S. Milw.            |
| 190: | Ernest Hooks            | 1415 Mackinac Ave.      | So. Milw.           |
| 191: | Debra Lohmeyer          | 1829 Oak                | So. Milw 53122      |
| 192: | Jane Susoboda           | 3717 15th Ave           | " "                 |
| 193: | Dennis J. Susoboda      | 3717 15th Ave           | " "                 |
| 194: | Bill Paloczko           | 2800 E Belmont          | Oak Creek           |
| 195: | Ashley Booth            | 1774 W. Park Pl         | Milwaukee           |
| 196: | Summer Mays             | 5859 S. 13th St.        | Milwaukee           |
| 197: | Gregory E. Burt         | 2230 S. WISCONSIN       | MILWAUKEE           |
| 198: | Jim Stearns             | 2502 E. Edgerton Ave    | Cudahy              |
| 199: | Sam & Rick Schultz      | 8635 S. Rensselaire     | Oak Creek           |
| 200: | Tracy & Brett Meyers    | 2220 E. Puete Rd.       | Oak Creek           |
| 201: | Kim & George Schuk      | 2451 N. 64th St         | Wauwatosa           |
| 202: | Lori and Donald Koppman | 2525 E. Euclid Ave      | Oak Creek WI        |
| 203: | John Wanyamund          | 2271 E Poplar Ave       | Oak Creek           |
| 204: | Kevin Lee               | 1440 E. Edmund Rd.      | Oak Creek, WI 53151 |
| 205: | Jim & Gert Wankowski    | 5656 Belmont Cudahy     | 53110               |

Advisory Committee on the  
Lake Arterial Extension Study Attendees

Patricia Jursik.....Supervisor, 8th District, Milwaukee County Board  
Chair

Frank Busalacchi.....Director of Transportation and Public Works,  
Milwaukee County

Tony Day .....Mayor, City of Cudahy

Mark Honadel .....State Representative, 21st Assembly District,  
State of Wisconsin

Al Richards .....Mayor, City of St. Francis

Thomas Zepecki.....Mayor, City of South Milwaukee

Gerald Peterson .....City Administrator, City of Oak Creek  
(representing Allan Foeckler)

Michael Loughran .....Coordination Manager, Department of Public Works,  
(representing Ghassan Korban) City of Milwaukee

Commission Staff

Kenneth R. Yunker PE. ....Executive Director

Christopher T. Hiebert PE. ....Chief Transportation Engineer

Eric D. Lynde.....Senior Engineer

Xylia N. Rueda .....Planner

Ajibola Ayanwale .....Engineer

Gary Korb .....Regional Planning Educator



DISPLAY BOARDS AVAILABLE FOR VIEWING AT PUBLIC MEETING

**Study Purpose**

In 2010, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) was asked by Milwaukee County and the Cities of Cudahy, Oak Creek, St. Francis, and South Milwaukee to study a 6-mile extension of the Lake Parkway (STH 794) from its current terminus at Edgerton Avenue to STH 100.

The study is being conducted to determine whether an extension of the Lake Parkway to STH 100 should be recommended and:

- A request be made to add a Lake Parkway extension to SEWRPC's regional transportation plan; and
- A request be made that WisDOT conduct preliminary engineering and environmental impact study on a Lake Parkway extension.



**Advisory Committee**

- SEWRPC is conducting the Lake Parkway (STH 794) extension study under the guidance of an Advisory Committee composed primarily of elected officials.
- The Advisory Committee is responsible for making the preliminary and final study recommendations.
- Throughout the study, SEWRPC staff has presented information and findings to the Advisory Committee for consideration and approval.

**Advisory Committee Roster**

|                        |  |
|------------------------|--|
| Patricia Jursik, Chair | Supervisor, 8th District, Milwaukee County Board                 |
| Frank Basalacchi       | Director of Transportation and Public Works, Milwaukee County    |
| Paul Cesarz            | Supervisor, 9th District, Milwaukee County Board                 |
| Tony Day               | Mayor, City of Cudahy  |
| Marina Dimitrijevic    | Supervisor, 4th District, Milwaukee County Board                 |
| Allan Fieckler         | Mayor, City of Oak Creek   |
| Mark Honadel           | State Representative, 21st Assembly District, State of Wisconsin |
| Ghassan Korban         | Commissioner of Public Works, City of Milwaukee                  |
| Christopher J. Larson  | 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 Smicki       | State Representative, 20th Assembly District, State of Wisconsin |
| Thomas Zepecki         | Mayor, City of South Milwaukee                                   |



**Study Elements and Progress**

The following presents the study progress to date:

- SEWRPC staff first developed alternative designs for a Lake Parkway extension. These alternatives were developed under guidance from the Advisory Committee.
- The Advisory Committee reviewed the alternative designs and identified a preferred design for a Lake Parkway extension.
- SEWRPC staff then evaluated the preferred design's potential benefits, estimated construction cost, and anticipated right-of-way acquisition and impacts.
- Based upon the evaluation, the Advisory Committee made a preliminary recommendation that the Lake Parkway be extended from Edgerton Ave. to STH 100. The preliminary recommendations include the Lake Parkway extension's alignment, cross-section, and roadway crossing treatments.
- The preliminary recommendations are being presented to the public for comment, with comments accepted through March 15, 2012.



**Public Meeting Format**

The following schedule presents the activities and approximate times for tonight's public meeting:

- 6:00 - 6:30 p.m.      Open House (Lobby)
  - Attendees are encouraged to sign-in at the entrance, view the boards on display in the lobby, and ask questions of study staff.
- 6:30 - 7:45 p.m.      Public Meeting (Auditorium)
  - Advisory Committee Chair Patricia Jursik will provide a brief update on the Advisory Committee's progress.
  - SEWRPC Executive Director Ken Yunker will present the Advisory Committee's preliminary recommendations.
  - Study staff will collect individual questions from attendees and the questions will be read aloud to study staff and Advisory Committee members, allowing them to respond.
- 7:45 - 8:00 p.m.      Return to Open House (Lobby)
  - Study staff will again be present in the lobby to answer any remaining questions from attendees.





## Preliminary Recommendations - Lake Parkway Extension Design

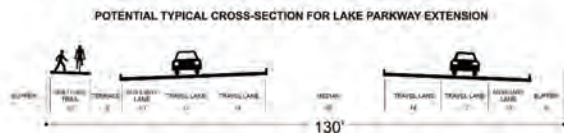
The preliminary recommended design for a Lake Parkway extension from Edgerton Ave. to STH 100 includes the following:

### Recommended Alignment

- Edgerton Ave. to Rawson Ave.:
  - ♦ Adjacent to the Union Pacific Railroad (UPR) rail line, partly within the UPR rail right-of-way and We Energies right-of-way.
- Rawson Ave. to Forest Hill Ave.:
  - ♦ Outside but adjacent to the We Energies right-of-way.
- Forest Hill Ave. to STH 100:
  - ♦ Continues adjacent to the UPR rail right-of-way.

### Cross-section

- The extension would be an urban divided roadway with 4 travel lanes, 2 auxiliary lanes, a median, and a multi-use trail.
- The cross-section is designed for a speed limit of 40 miles per hour, similar to that of the existing Lake Parkway.
- The overall right-of-way width would be about 130 feet. It may be possible to reduce the right-of-way width by about 25 feet between intersections with major arterial roadways.

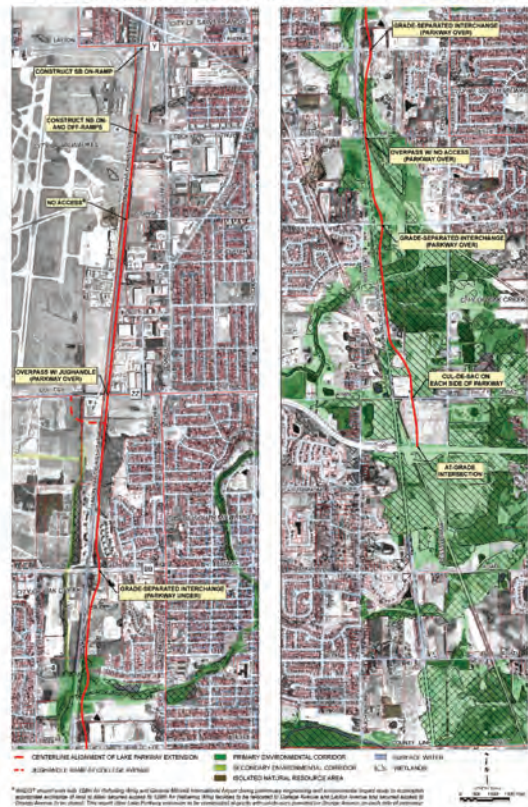


## Preliminary Recommendations - Roadway Crossing Treatments

The Advisory Committee made the following preliminary recommendations for Lake Parkway extension roadway crossings:

| Roadway Crossing        | Potential Crossing Treatment                                |
|-------------------------|---|
| Layton Avenue           | Add southbound on-ramp to existing half interchange         |
| Edgerton Avenue         | Replace current connection with northbound on-and off-ramps |
| Grange Avenue           | No access   |
| College Avenue (CTH ZZ) | Overpass with "jughandle" ramp access                       |
| Rawson Avenue (CTH BB)  | Grade-separated interchange                                 |
| Drexel Avenue           | Grade-separated interchange                                 |
| Forest Hill Avenue      | Overpass with no access                                     |
| Puetz Road              | Grade-separated interchange                                 |
| Ryan Road               | Cul-de-sac on each side of Lake Parkway                     |
| STH 100                 | At-grade intersection west of Pennsylvania Avenue           |

PREFERRED CENTERLINE ALIGNMENT AND ROADWAY CROSSING TREATMENTS FOR A POTENTIAL LAKE PARKWAY EXTENSION BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY



PREFERRED CROSSING TREATMENT FOR LAKE PARKWAY EXTENSION AT LAYTON AVENUE (CTH Y) AND EDGERTON AVENUE





PREFERRED CROSSING TREATMENT FOR  
LAKE PARKWAY EXTENSION AT COLLEGE AVENUE



PREFERRED CROSSING TREATMENT FOR  
LAKE PARKWAY EXTENSION AT DREXEL AVENUE



PREFERRED CROSSING TREATMENT FOR  
LAKE PARKWAY EXTENSION AT RAWSON AVENUE



PREFERRED CROSSING TREATMENT FOR  
LAKE PARKWAY EXTENSION AT PUETZ ROAD





PREFERRED CONNECTION OF  
LAKE PARKWAY EXTENSION AT STH 100



## Evaluation - Benefits

Implementation of a Lake Parkway extension would be expected to have the following benefits:

- Reduction in Traffic Congestion:
  - Reduced traffic volumes on adjacent north-south arterials.
  - Some increased traffic volumes on east-west roadways used to access a Lake Parkway extension.
- May no longer need two planned roadway widenings:
  - Pennsylvania Ave. from 2 to 4 travel lanes between Rawson Ave. and Milwaukee Ave.
  - 13th Street from 2 to 4 travel lanes between Rawson Ave. and Puetz Rd.
- Improvement in Accessibility:
  - Reduced travel time from 15 minutes to 10 minutes between STH 100 and Layton Ave.
- Improvement in Safety:
  - An overall reduction of vehicular crashes is expected.
  - Between intersections, a Lake Parkway extension would be expected to have half the crash rate of Pennsylvania Ave.
  - At intersections, through traffic on a Lake Parkway extension would have minimal conflicts with crossing traffic as an extension would have mostly grade-separated interchanges.

## Evaluation - Impacts

Implementation of a Lake Parkway extension would be expected to have the following right-of-way impacts:

| Evaluation Measure  | Lake Parkway Extension |
|---|------------------------|
| Residential structure acquisition/relocation                  | 1                      |
| Right-of-way acquisition (acres)                              | 118                    |
| Primary environmental corridors impacted (acres)              | 41 <sup>a</sup>        |
| Wetlands impacted (acres)                                     | 27 <sup>a</sup>        |
| Park/recreational land impacted—<br>Oak Creek Parkway (acres) | 20 <sup>b</sup>        |

<sup>a</sup> A total of 57 acres of primary environmental corridors, wetlands, or park/recreational land would be impacted. Eight of the 27 acres of impacted wetlands are outside of the impacted primary environmental corridors and eight of the 20 acres of impacted park/recreational land are outside of the impacted primary environmental corridors and wetlands.

- No commercial, industrial, or institutional structures would need to be acquired or relocated.
- 56 residential units and 12 commercial/industrial structures would be disrupted based on being located within 200 feet of the Lake Parkway extension.
- No secondary environmental corridors, isolated natural resource areas, or prime agricultural land would be impacted.
- We Energies electric and gas facilities and American Transmission Company electric transmission lines within the We Energies right-of-way between Edgerton Ave. and Rawson Ave. would need to be relocated.

## Evaluation - Other Issues

During the study effort, SEWRPC staff identified two potential issues related to implementing a Lake Parkway extension.

- The Lake Parkway extension would need to be constructed to follow Federal Aviation Administration (FAA) and Milwaukee County height restrictions for new structures along and near General Mitchell International Airport.
  - Analysis by SEWRPC staff did not identify any height restriction issue that would make constructing a Lake Parkway extension infeasible.
- Should a Lake Parkway extension proceed to implementation, potential security concerns relating to existing and planned 128th Air Refueling Wing facilities would need to be addressed during preliminary engineering and environmental impact study.
  - The secured access to the 128th Air Refueling Wing facilities is currently located at Grange Ave. There is a potential that the secured access could be relocated to other Airport entrances, and the secured access at Grange Ave. could be closed. This would allow a Lake Parkway extension to be constructed at-grade with cul-de-sacs provided on Grange Ave. on each side of the Lake Parkway extension.



## Evaluation - Estimated Costs

The estimated capital costs for a Lake Parkway extension are provided below. These cost estimates were developed by SEWRPC staff, working with WisDOT and utility company staffs. The cost estimates would be further refined by WisDOT during preliminary engineering and environmental impact study should a Lake Parkway extension proceed to implementation.

| Item                            | Capital Costs<br>(year 2010 dollars) |
|---------------------------------|--------------------------------------|
| Construction <sup>a</sup>       | \$192.8 million                      |
| Right-of-Way <sup>b</sup>       | 5.7 million                          |
| Utility Relocation <sup>b</sup> | 8.7 million                          |
| Total                           | \$207.2 million                      |

<sup>a</sup> Construction costs include the estimated costs for roadway construction (including interchanges, bridges, traffic signals, storm sewer, retaining walls, earthwork, restoration, and wetland mitigation) and engineering and contingencies.

<sup>b</sup> Right-of-way acquisition and highway easements within utility right-of-way are included in the capital cost estimates for right-of-way. The estimated costs to relocate any existing utility facilities, including gas lines, electric distribution lines, and electric transmission line poles and towers, are included in the capital cost estimates for utility relocation.



## Next Steps

Public comments on the preliminary recommendations for a Lake Parkway extension will be accepted through March 15, 2012.

- Comments can be submitted at the public meeting via written comment form or via oral comment to a court reporter.
- Comments can also be submitted following the public meeting via email, online comment form, mail, or fax.

SEWRPC staff will then prepare a record of the public comments received and present it to the Advisory Committee.

The Advisory Committee will review the public comments and consider whether additional alternatives and/or analyses need to be considered.

The Advisory Committee will then make a final recommendation as to whether an extension of the Lake Parkway to STH 100 should be recommended and:

- A request be made to add a Lake Parkway extension to SEWRPC's regional transportation plan; and.
- A request be made that WisDOT conduct preliminary engineering and environmental impact study on a Lake Parkway extension.





Appendix B-3

TRANSCRIPT OF PUBLIC MEETING

BROWN & JONES REPORTING, INC.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION,  
LAKE PARKWAY EXTENSION STUDY ADVISORY COMMITTEE

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PUBLIC HEARING IN RE:

THE PRELIMINARY RECOMMENDATIONS FOR A LAKE PARKWAY EXTENSION

**CERTIFIED  
TRANSCRIPT**

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PUBLIC HEARING taken before KATHLEEN E. CARTER, a Certified Realtime Reporter, Registered Merit Reporter and Notary Public in and for the State of Wisconsin, at South Milwaukee Performing Arts Center, 901 15th Avenue, South Milwaukee, Wisconsin, on Wednesday, February 29, 2012, commencing at 6:35 p.m. and concluding at 7:41 p.m.

735 North Water Street, Suite M185  
Milwaukee, WI 53202  
(414) 224-9533  
(800) 456-9531

PUBLIC HEARING, 02/29/2012 2

1 PRESENT

2 MR. KENNETH R. YUNKER, Executive Director of SEWRPC

3 MR. HAROLD MESTER, Milwaukee County Board, Public Information Manager

4 MR. MICHAEL LOUGHRAN, City of Milwaukee, Chief Planning and Development Engineer

5

6 MS. PATRICIA JURSIK, CHAIR, Supervisor, 8th District, Milwaukee County Board

7

8 MR. FRANK BUSALACCHI, Director of Transportation and Public Works, Milwaukee County

9

10 MR. TONY DAY, Mayor, City of Cudahy

11

12 MR. MARK HONADEL, State Representative, 21st Assembly District, State of Wisconsin

13

14 MR. AL RICHARDS, Mayor, City of St. Francis

15

16 MR. THOMAS ZEPECKI, Mayor, City of South Milwaukee

17

18 MR. GERALD PETERSON, City of Oak Creek Administrator

19

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21

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PUBLIC HEARING, 02/29/2012 3

1 TRANSCRIPT OF PROCEEDINGS

06:35 2 CHAIRPERSON JURSIK: Good evening,

06:35 3 everyone. Thank you for coming this evening. I'm

06:35 4 Pat Jursik, the Chair of the Advisory Committee.

06:35 5 This is a public hearing on the possible

06:35 6 recommendation for the extension of Lake Parkway

06:35 7 794.

06:35 8 To start off, I'd like to ask Mayor

06:35 9 Zepecki, mayor of the City of South Milwaukee, to

06:35 10 welcome everyone and just give a brief hello.

06:35 11 MAYOR ZEPECKI: "Brief hello."

06:35 12 Welcome to South Milwaukee. I guess we

06:35 13 have a lot of personal interest in how 794 is

06:35 14 developed going south. And as all of you know that

06:35 15 live in South Milwaukee or Oak Creek, Pennsylvania

06:36 16 Avenue has become a traffic jam three or four hours

06:36 17 out of the day, and this would certainly relieve

06:36 18 that traffic.

06:36 19 But beyond that, it's been a passion and

06:36 20 a goal of mine to see this development continue as

06:36 21 it was originally designed back in the '60s, to go

06:36 22 through Milwaukee County to Racine. And I envision

06:36 23 creating a boulevard all the way to northern

06:36 24 Illinois. It could hook up with Highway 31.

06:36 25 This can't be anything but good for the

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PUBLIC HEARING, 02/29/2012 4

06:36 1 business and industry, and also good for the

06:36 2 culture of Milwaukee County, and also for Racine

06:36 3 and Kenosha, going in both directions, for the

06:36 4 people of Racine and Kenosha coming this way, and

06:36 5 for Milwaukee residents to go south.

06:36 6 So I am excited about this. I never

06:36 7 thought we'd get to this point. But I'm delighted

06:36 8 to have the cooperation of my colleagues, Pat

06:36 9 Jursik, Al Richards, our former mayor from Oak

06:37 10 Creek, Bolender, and Tony Day from Cudahy, and

06:37 11 we're just -- it's exciting to be part of this

06:37 12 because there's a lot of pluses, very few minuses

06:37 13 involved in this whole project.

06:37 14 So I hope you have a lot of questions,

06:37 15 and we'll be happy to answer them.

06:37 16 CHAIRPERSON JURSIK: Thank you, Mayor

06:37 17 Zepecki. Thank you for hosting this in this

06:37 18 beautiful facility, the South Milwaukee Performing

06:37 19 Arts Center. I think this is a great venue for us.

06:37 20 This is a formal public hearing. We do

06:37 21 take a roll call. And rather than just do it

06:37 22 formally by roll call, I'm going to ask just to go

06:37 23 down the table, ask my colleagues to introduce

06:37 24 themselves and to indicate their position.

06:37 25 Let's start way at the end with Mayor

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06:37 1 Tony Day.

06:37 2 MAYOR DAY: Mayor Tony Day from the City  
06:37 3 of Cudahy.

06:37 4 REPRESENTATIVE HONADEL: Mark Honadel,  
06:37 5 State Representative for Oak Creek, South  
06:37 6 Milwaukee, and now a little piece of Franklin.

06:38 7 DIRECTOR BUSALACCHI: Frank Busalacchi,  
06:38 8 the Department of Transportation, Milwaukee County.

06:38 9 MAYOR ZEPECKI: Tom Zepecki, mayor of  
06:38 10 South Milwaukee.

06:38 11 MAYOR RICHARDS: Al Richards, mayor of  
06:38 12 the City of St. Francis.

06:38 13 CHAIRPERSON JURSIK: Pat Jursik.

06:38 14 MR. YUNKER: Ken Yunker, Executive  
06:38 15 Director with Southeastern Wisconsin Regional  
06:38 16 Planning Commission.

06:38 17 MR. LOUGHRAN: My name is Mike Loughran,  
06:38 18 and I'm from the City of Milwaukee's Department of  
06:38 19 Public Works.

06:38 20 MR. PETERSON: And I'm Gerald Peterson.  
06:38 21 I'm the City Administrator in Oak Creek, filling in  
06:38 22 for Mayor Foeckler, who got called away late today.

06:38 23 CHAIRPERSON JURSIK: And we would like to  
06:38 24 just take a moment to remember Mayor Bolender, who  
06:38 25 recently passed. He was the mayor of Oak Creek and

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06:38 1 was very, very instrumental in the planning of the  
06:38 2 recommendations for the City of Oak Creek. So just  
06:38 3 taking a brief moment to remember him and remember  
06:38 4 his service to this committee.

06:39 5 Just to put this in context for you this  
06:39 6 evening, we originally started as an Advisory  
06:39 7 Committee in August of 2010. This Advisory  
06:39 8 Committee has been meeting, with the assistance of  
06:39 9 SEWRPC and the Director, Ken Yunker.

06:39 10 Their staff has provided all the  
06:39 11 engineering and expertise that has advised this  
06:39 12 committee. We have now gotten to the point where  
06:39 13 we can actually do this formal public hearing.

06:39 14 This is actually a requirement, for us to  
06:39 15 hold a public hearing, receive comments. So that  
06:39 16 if the long range transportation plan needs to be  
06:39 17 amended, the public has an opportunity to see what  
06:39 18 the Advisory Committee has looked at, has planned.

06:39 19 And in just a moment this entire  
06:39 20 committee is going to go down to the front row,  
06:39 21 where, along with you as the audience, we're going  
06:39 22 to have an opportunity to hear a report by SEWRPC  
06:40 23 on the recommendations to the Advisory Committee.

06:40 24 That would be the main portion of this  
06:40 25 meeting tonight, to hear from SEWRPC, and we'll

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06:40 1 explain the recommendations. And then there will  
06:40 2 be a portion after SEWRPC is finished for questions  
06:40 3 from the public. The committee will come back up  
06:40 4 here.

06:40 5 If you have specific questions for any of  
06:40 6 the mayors, any of the city representatives, you  
06:40 7 can direct them to the individuals that you want to  
06:40 8 direct questions to. You can also direct your  
06:40 9 questions directly to SEWRPC, who has the specific  
06:40 10 expertise with regard to the layout.

06:40 11 There are also stenographers in the lobby  
06:40 12 area or you can submit written questions. There  
06:40 13 will also be an opportunity after this meeting to  
06:40 14 provide written comments until March 15th, when we  
06:41 15 will then cut off the public comment period.

06:41 16 This formal committee then will have one  
06:41 17 additional formal meeting to take a formal vote on  
06:41 18 the recommendations from the Advisory Committee and  
06:41 19 considering public comments. So that's the formal  
06:41 20 procedure here.

06:41 21 I would now like to call on Ken Yunker,  
06:41 22 who is going to present a PowerPoint slide show, if  
06:41 23 you will, on the recommendations. And I'm going to  
06:41 24 ask the committee, starting with Mayor Day, if  
06:41 25 you'll just adjourn to the front row so we can

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06:41 1 watch.

06:41 2 EXECUTIVE DIRECTOR YUNKER: Good evening.  
06:41 3 Before the committee members get seated, I first  
06:42 4 want to note that you in South Milwaukee should be  
06:42 5 proud of this Performing Arts Center that you have.  
06:42 6 I think it's certainly one of the best that I have  
06:42 7 seen in a community in the Milwaukee area and  
06:42 8 indeed in all of Southeastern Wisconsin. So you  
06:42 9 should be very, very proud of this facility that  
06:42 10 you have.

06:42 11 The study, of course, that we did, as  
06:42 12 noted by Supervisor Jursik, is the extension of the  
06:42 13 Lake Parkway, which is State Highway 794, from its  
06:42 14 current ending point or terminus at Edgerton Avenue  
06:42 15 to State Highway 100.

06:42 16 And this study was unanimously requested  
06:42 17 by the Milwaukee County Board of Supervisors and  
06:42 18 County Executive, and also by the Cities of Cudahy,  
06:42 19 Oak Creek, St. Francis, and South Milwaukee.

06:43 20 And the purpose of this study, the charge  
06:43 21 for this study, was to determine whether a request  
06:43 22 should be made to add this extension to the list of  
06:43 23 projects on the Regional Transportation Plan that's  
06:43 24 prepared by the Regional Planning Commission in  
06:43 25 cooperation with local, state, and federal

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06:43 1 governments, and that a subsequent request then  
 06:43 2 should be made by Milwaukee County and the Cities  
 06:43 3 of St. Francis, Cudahy, South Milwaukee, and Oak  
 06:43 4 Creek to the Wisconsin Department of  
 06:43 5 Transportation, or their acronym WisDOT, for them  
 06:43 6 to conduct the necessary preliminary engineering  
 06:43 7 and environmental impact studies.

06:43 8 And what I'm going to note with regard to  
 06:43 9 the study done is at this point it's a planning  
 06:43 10 level study, or a feasibility study, a  
 06:44 11 pre-engineering study. It can be described in a  
 06:44 12 number of different ways. Nothing goes from those  
 06:44 13 studies right to construction.

06:44 14 The next step would be preliminary  
 06:44 15 engineering done by the responsible level of  
 06:44 16 government, in this case the Wisconsin Department  
 06:44 17 of Transportation, where they look in much greater  
 06:44 18 detail, and spend a lot more time, they spend a  
 06:44 19 lot -- and the study costs a lot more, to do the  
 06:44 20 necessary engineering and environmental impact  
 06:44 21 studies, where they will look in detail at various  
 06:44 22 alignment options, including the one that may be  
 06:44 23 recommended from this study.

06:44 24 They'll look at different types of  
 06:44 25 intersection treatment, and details of those, and

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06:44 1 interchange treatments. That would be the next  
 06:44 2 step if this goes forward.

06:44 3 Now, the study was guided by an Advisory  
 06:44 4 Committee, and they were charged with making  
 06:44 5 preliminary recommendations, which they have made,  
 06:44 6 and I'll go through those. And then as well, after  
 06:44 7 obtaining public comment and review, they'll make  
 06:45 8 their final study recommendations.

06:45 9 And you've met the majority of those  
 06:45 10 Advisory Committee members. They're also listed in  
 06:45 11 the little summary brochure which many of you  
 06:45 12 picked up, and we have that available outside this  
 06:45 13 room.

06:45 14 I would note that, for the study process,  
 06:45 15 that the committee started by looking at  
 06:45 16 alternative designs for the Lake Parkway Extension.  
 06:45 17 They reviewed these alternative designs, and  
 06:45 18 conducted an evaluation of those designs, and then  
 06:45 19 identified a preferred design. That design being  
 06:45 20 the location, general location, for the Lake  
 06:45 21 Parkway Extension and the treatments at its major  
 06:45 22 roadway crossings.

06:45 23 The Regional Planning Commission staff  
 06:45 24 then evaluated that preferred design identified by  
 06:46 25 the Advisory Committee. We examined its potential

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06:46 1 benefits, its costs, its impacts. And then based  
 06:46 2 upon that evaluation, the Advisory Committee made a  
 06:46 3 preliminary recommendation, and that's the subject  
 06:46 4 of the meeting tonight, that the Lake Parkway be  
 06:46 5 extended from Edgerton Avenue to State Trunk  
 06:46 6 Highway 100 in southern Milwaukee County.

06:46 7 Now, those preliminary recommendations  
 06:46 8 are what I will go through next. And as Supervisor  
 06:46 9 Jursik noted, that comments on the preliminary  
 06:46 10 recommendation are being accepted through the  
 06:46 11 middle of March of this year.

06:46 12 Now, to get to the preliminary  
 06:46 13 recommendations. With regard to the alignment or  
 06:46 14 location of the Lake Parkway, it was recommended  
 06:46 15 between Edgerton and Rawson Avenue to be located  
 06:46 16 largely adjacent, immediately adjacent, to the  
 06:47 17 Union Pacific Railroad right-of-way, and it would  
 06:47 18 be located largely within -- along that full  
 06:47 19 length, within the We Energies right-of-way, which  
 06:47 20 is now electric transmission lines, overhead  
 06:47 21 electric transmission lines. Those would be  
 06:47 22 required to be reconstructed and relocated. And,  
 06:47 23 as well, it's proposed that the roadway attempt to  
 06:47 24 be located partly within the Union Pacific Railroad  
 06:47 25 right-of-way as well.

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06:47 1 From Rawson Avenue to Forest Hill the  
 06:47 2 alignment that was identified would be located  
 06:47 3 outside the Union Pacific -- or outside but  
 06:47 4 adjacent to the We Energies right-of-way. So it  
 06:47 5 wouldn't be located within the We Energies  
 06:47 6 right-of-way. But it would be located east of and  
 06:47 7 immediately adjacent to that We Energies  
 06:47 8 right-of-way.

06:47 9 And from Forest Hill to State Trunk  
 06:47 10 Highway 100, it would generally be located adjacent  
 06:48 11 to the Union Pacific Railroad right-of-way.

06:48 12 The roadway that's proposed to be built  
 06:48 13 is one that would have four travel lanes, two  
 06:48 14 auxiliary lanes on the outside of those four travel  
 06:48 15 lanes, two travel lanes in each direction, a  
 06:48 16 median, and a multiuse trail. It would be very  
 06:48 17 similar with regard to the way the current Lake  
 06:48 18 Parkway looks, with two traffic lanes in each  
 06:48 19 direction, a median, and auxiliary lanes on the  
 06:48 20 outside of the travel lanes.

06:48 21 Now, what would be different is a  
 06:48 22 multiuse trail is proposed to be constructed within  
 06:48 23 the right-of-way.

06:48 24 It would be designed for a speed limit of  
 06:48 25 40 miles per hour, and that would be similar to the

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06:48 1 existing Lake Parkway. In fact, identical to the  
 06:48 2 existing Lake Parkway.

06:48 3 Overall the right-of-way width, the width  
 06:49 4 from the one edge of the outside of the roadway,  
 06:49 5 including the auxiliary lane, multiuse trail, and  
 06:49 6 then a landscaped buffer, would be about 130 feet.  
 06:49 7 Where it would need to be, it could potentially be  
 06:49 8 narrower.

06:49 9 There's a 30-foot median that's  
 06:49 10 identified. Like the Lake Parkway, where perhaps  
 06:49 11 the right-of-way might need to be shrunk a little  
 06:49 12 bit, and we're between major intersections or  
 06:49 13 interchanges, you could shrink that median perhaps  
 06:49 14 down from 30 feet to maybe about five feet. So  
 06:49 15 perhaps you could reduce that down from 130 feet to  
 06:49 16 105 feet in some locations.

06:49 17 Now, the Advisory Committee looked at a  
 06:49 18 number of different potential roadway crossing  
 06:49 19 treatments. They determined to restrict access,  
 06:49 20 like the Lake Parkway is, to main arterial roadway  
 06:49 21 crossings. And the roadway crossings they would  
 06:50 22 have would -- they basically split access, as it is  
 06:50 23 today, between Layton Avenue and Edgerton Avenue.  
 06:50 24 But they've maintained access at Layton Avenue and  
 06:50 25 Edgerton Avenue.

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06:50 1 At Layton Avenue they would add a  
 06:50 2 proposed -- add a southbound on-ramp to the  
 06:50 3 existing half interchange. There would not be a  
 06:50 4 northbound off-ramp, however. That would be  
 06:50 5 provided at Edgerton Avenue. And at Edgerton  
 06:50 6 Avenue there would also be a northbound on-ramp.

06:50 7 There would be no access at Grange  
 06:50 8 Avenue.

06:50 9 At College Avenue, to avoid impacting the  
 06:50 10 businesses that are located to the north of College  
 06:50 11 Avenue, and immediately east of the railway and We  
 06:50 12 Energies right-of-way, and potential Lake Parkway  
 06:50 13 alignment, an overpass with a jughandle ramp access  
 06:50 14 is proposed. This would mean the need for a  
 06:50 15 traffic signal, with that jughandle ramp, at the  
 06:51 16 Lake Parkway Extension.

06:51 17 And then at the remaining access that  
 06:51 18 would be provided to the Lake Parkway there would  
 06:51 19 be grade-separated interchanges at Rawson Avenue,  
 06:51 20 Drexel Avenue, and Puetz Road, at least  
 06:51 21 temporarily, until and if there was some potential  
 06:51 22 extension to the south. Maybe that would be  
 06:51 23 provided with an interchange, but at least  
 06:51 24 initially it's envisioned there would be an  
 06:51 25 at-grade intersection at the terminus of the Lake

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06:51 1 Parkway Extension at State Trunk Highway 100.  
 06:51 2 And as noted on the slide above, Forest  
 06:51 3 Hill would have no access and Ryan Road would have  
 06:51 4 no access to the proposed Lake Parkway Extension.

06:51 5 Now, this next graphic, and we do have  
 06:51 6 larger maps out in the hallway, shows where -- what  
 06:51 7 the access might look like at Layton Avenue and  
 06:51 8 Edgerton Avenue. Again, compared to what's  
 06:52 9 provided today, there would be a southbound on-ramp  
 06:52 10 added at Layton Avenue, and the access at Edgerton  
 06:52 11 Avenue would change. Now, that's to and from the  
 06:52 12 north. Now you would have access to the north, but  
 06:52 13 not from the north, to Edgerton Avenue. You would  
 06:52 14 have to get off at Layton and then use Pennsylvania  
 06:52 15 to come down to Edgerton. You would have access  
 06:52 16 from the Lake Parkway Extension from the south.

06:52 17 Now, this graphic shows that College  
 06:52 18 Avenue jughandle ramp access. Again, to do this,  
 06:52 19 you would have a need for a traffic signal where  
 06:52 20 that jughandle ramp would meet the Lake Parkway  
 06:52 21 Extension.

06:52 22 And, again, this is something that should  
 06:52 23 there be a decision to move this project forward,  
 06:52 24 to include it in the Regional Transportation System  
 06:53 25 Plan, and should Milwaukee County and the

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06:53 1 municipalities, the cities, request the Wisconsin  
 06:53 2 Department of Transportation to do the engineering,  
 06:53 3 this particular treatment at this intersection  
 06:53 4 could be further considered and you could look at  
 06:53 5 different options, Wisconsin Department of  
 06:53 6 Transportation could look at different options.

06:53 7 The next slide shows a typical  
 06:53 8 interchange at Drexel Avenue. Now, we're not  
 06:53 9 showing how the roadway would go overhead at Drexel  
 06:53 10 and where the ramps would be, but we show this  
 06:53 11 general envelope of the right-of-way that would be  
 06:53 12 required for a traditional designed interchange to  
 06:53 13 be provided between the Lake Parkway Extension and  
 06:53 14 Drexel Avenue.

06:53 15 Now, one of the benefits that were  
 06:53 16 identified for the Lake Parkway Extension was a  
 06:53 17 reduction in traffic congestion, reduce traffic  
 06:54 18 volumes on adjacent north-south arterials,  
 06:54 19 particularly Pennsylvania Avenue, Howell Avenue,  
 06:54 20 State Trunk Highway 32, Packard Avenue, Chicago  
 06:54 21 Avenue, Chicago Road. I mention those. There are  
 06:54 22 a number of other facilities that would be -- have  
 06:54 23 reduced traffic as well. 13th Street is one as  
 06:54 24 well.

06:54 25 And there are two planned widenings,

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06:54 1 Pennsylvania Avenue from two to four lanes between  
 06:54 2 Rawson Avenue and Milwaukee Avenue, 13th Street  
 06:54 3 from Rawson Avenue to Puetz Road, that certainly  
 06:54 4 would no longer be needed, as well as any further  
 06:54 5 widening of Pennsylvania Avenue potentially in the  
 06:54 6 future south of Puetz Road.

06:54 7 And, importantly, an improvement  
 06:54 8 attendant to the construction of the Lake Parkway  
 06:54 9 would be reducing traffic -- reducing traffic time,  
 06:54 10 increasing accessibility, in the communities of Oak  
 06:54 11 Creek, South Milwaukee, Cudahy, and St. Francis.

06:55 12 The travel time between State Trunk Highway 100 and  
 06:55 13 Layton Avenue would be reduced by about five  
 06:55 14 minutes.

06:55 15 There would also be a significant  
 06:55 16 improvement in safety that would be expected,  
 06:55 17 overall a significant reduction in vehicle crashes.

06:55 18 The roadway would not have any marginal  
 06:55 19 access, like the Lake Parkway. We compared what  
 06:55 20 was the traffic accident experience of the existing  
 06:55 21 Lake Parkway to that of Pennsylvania Avenue.

06:55 22 Because you don't have marginal access onto the  
 06:55 23 Lake Parkway or its extension, you greatly reduce  
 06:55 24 traffic accidents for traveling traffic, no  
 06:55 25 interference from driveways and local streets.

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06:56 1 So between intersections you'd be  
 06:56 2 expected -- Lake Parkway Extension would be  
 06:56 3 expected to get half the crash rate of otherwise  
 06:56 4 carrying the traffic on Pennsylvania Avenue,  
 06:56 5 Howell, Packard Avenue, et cetera.

06:56 6 And also at intersections you'd be  
 06:56 7 expected to have a significant reduction in traffic  
 06:56 8 because you'd have grade-separated interchanges by  
 06:56 9 and large, so most of the traffic would not be  
 06:56 10 stopping at the intersection, having conflicts with  
 06:56 11 crossing traffic, but would be traveling through  
 06:56 12 the interchange without any interference. So you'd  
 06:56 13 have a substantial improvement in traffic safety.

06:56 14 Now, with regard to right-of-way impacts,  
 06:56 15 the estimates at this planning level, and, again,  
 06:56 16 should the project go to preliminary engineering,  
 06:56 17 WisDOT would be looking at additional alternatives,  
 06:56 18 you could expect that depending on the  
 06:56 19 alternatives, these could change, but it may be  
 06:56 20 that only one residence would need to be acquired  
 06:56 21 to build the roadway.

06:56 22 Within about 200 feet of the roadway  
 06:56 23 there would be some residences -- about 56  
 06:56 24 residences that would be located within 200 feet,  
 06:56 25 and would be disrupted, and about 12 commercial and

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06:57 1 industrial buildings.

06:57 2 With regard to environmental impacts, 41  
 06:57 3 acres of primary environment corridor would need to  
 06:57 4 be converted to roadway. It's noted about 27 acres  
 06:57 5 of wetland and 20 acres of parkland.

06:57 6 Now, all but eight of those acres of  
 06:57 7 wetlands would be located within those primary  
 06:57 8 environmental corridors. All but eight of those 20  
 06:57 9 acres of park or recreational land would be located  
 06:57 10 within the primary environmental corridor or  
 06:57 11 wetlands. So there's a total of about 57 acres of  
 06:57 12 primary environmental corridor, wetlands and  
 06:57 13 parkland that would be impacted.

06:57 14 There's also a need to relocate electric  
 06:57 15 and gas facilities in order to locate the roadway  
 06:57 16 within that We Energies right-of-way that has We  
 06:57 17 Energies electric transmission lines and American  
 06:57 18 Transmission Company lines.

06:57 19 There are a couple of other issues that  
 06:58 20 were considered during the study. This Lake  
 06:58 21 Parkway Extension, certainly from Edgerton down to  
 06:58 22 College Avenue, would be located immediately  
 06:58 23 adjacent to General Mitchell International Airport.  
 06:58 24 We looked at the Federal Aviation Administration  
 06:58 25 height restrictions attendant to being located

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06:58 1 close to the end of a runway and the end of a  
 06:58 2 runway. Milwaukee County also has height  
 06:58 3 restrictions.

06:58 4 No fatal flaw was identified based on  
 06:58 5 that analysis. In fact, we looked at, and did  
 06:58 6 coordinate, with General Mitchell International  
 06:58 7 Airport. It looked like the roadway could  
 06:58 8 certainly be constructed, at least as examined in  
 06:58 9 the planning level study.

06:58 10 There's also a potential impact with  
 06:58 11 respect to the 128th Air Refueling Wing, the  
 06:58 12 Wisconsin National Guard. We did meet with them as  
 06:58 13 well a number of times.

06:58 14 They have potential security concerns  
 06:58 15 related to their facilities that would need to be  
 06:58 16 fully addressed should this project proceed to the  
 06:58 17 next step, into preliminary engineering. As we  
 06:58 18 looked at those concerns, and trying to address  
 06:58 19 them, certainly being able to relocate their  
 06:58 20 secured access, which is now at Grange Avenue -- to  
 06:58 21 locate that potentially at Layton Avenue and/or  
 06:58 22 College Avenue would address many of those security  
 06:58 23 concerns, if not all.

06:58 24 And, in fact, it was viewed as being an  
 06:58 25 improvement to have them -- by them as having their

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06:59 1 access on Grange Avenue. They also would desire to  
 06:59 2 have some additional land within the airport  
 06:59 3 boundaries for their expansion.

06:59 4 An estimate of costs was prepared. The  
 06:59 5 estimated construction cost, in current dollars, is  
 06:59 6 about 207 million, including construction,  
 06:59 7 right-of-way, and utility relocation costs.

07:00 8 Now, the next step is the Advisory  
 07:00 9 Committee has made a preliminary recommendation  
 07:00 10 that the extension should be pursued, and they're  
 07:00 11 accepting public comments on those recommendations  
 07:00 12 through March 15th.

07:00 13 The commission staff will then prepare a  
 07:00 14 record of those public comments provided to the  
 07:00 15 Advisory Committee. We have a court reporter  
 07:00 16 that's located outside the building -- out in the  
 07:00 17 hallway by the exhibits, off to that -- my far  
 07:00 18 right-hand side, at a table. She'll be there after  
 07:00 19 this portion of the meeting. And if you provide  
 07:00 20 your name and address, she'll take whatever  
 07:00 21 comments you have on the project.

07:00 22 We have another court reporter here, so  
 07:00 23 hopefully as well, at the conclusion of this  
 07:00 24 portion of the meeting, she'll be able as well to  
 07:00 25 take your comments, too. You can also provide your

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07:00 1 comments in a written way, too.

07:01 2 Now, we'll prepare that record of public  
 07:01 3 comments. The Advisory Committee will then  
 07:01 4 consider whether there's a need to consider  
 07:01 5 additional alternatives or conduct additional  
 07:01 6 analyses.

07:01 7 The Advisory Committee, after -- should  
 07:01 8 they need -- request additional analyses or  
 07:01 9 alternatives, and consider those, we would expect  
 07:01 10 they would make a final recommendation, and that  
 07:01 11 recommendation will be whether to recommend the  
 07:01 12 extension of the Lake Parkway to State Trunk  
 07:01 13 Highway 100, to request the addition of Lake  
 07:01 14 Parkway -- Parkway to the list of improvements in  
 07:01 15 the Regional Transportation Plan, and whether to  
 07:01 16 request that Milwaukee County and the affected  
 07:01 17 municipalities request that the Wisconsin  
 07:01 18 Department of Transportation then conduct the  
 07:01 19 necessary preliminary engineering and environmental  
 07:01 20 impact studies.

07:01 21 Now, again, with regard to comments, that  
 07:01 22 there is written comments forms in the lobby that  
 07:01 23 you can do. You can give oral comments to the  
 07:02 24 court reporters, there will be one located in the  
 07:02 25 lobby, one right down here, after this portion of

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07:02 1 the meeting.

07:02 2 Following the public meeting, we note you  
 07:02 3 can provide comments to the Regional Planning  
 07:02 4 Commission via email, the online comment form on  
 07:02 5 our website, via US mail, via fax. If you picked  
 07:02 6 up the little summary brochure, all of those ways  
 07:02 7 to provide that comment are identified on the  
 07:02 8 brochure, on the back, and I believe on the front  
 07:02 9 as well, in the little boxes regarding the public  
 07:02 10 meeting.

07:02 11 And just the last thing that I would note  
 07:02 12 is, now is your opportunity to ask questions in  
 07:02 13 this forum. If you want to ask a question of the  
 07:02 14 study staff or members of the committee, raise your  
 07:02 15 hand. We'll then provide you with a pen and a note  
 07:02 16 card.

07:02 17 I think we have been circulating through  
 07:03 18 the audience, holding up the cards and offering  
 07:03 19 that opportunity. We'll -- The staff will then  
 07:03 20 collect the questions, we'll provide them to a  
 07:03 21 designated question reader, so that we won't ask  
 07:03 22 the same question. If there's a similar question,  
 07:03 23 we'll try and combine it and use your time as  
 07:03 24 efficiently as possible.

07:03 25 The question reader will read those

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07:03 1 questions aloud, and then either a member of the  
 07:03 2 Advisory Committee or the Regional Planning  
 07:03 3 Commission staff will try to answer them.

07:03 4 And then following this  
 07:03 5 question-and-answer portion of the meeting, if you  
 07:03 6 want to ask your question one-on-one, staff will be  
 07:03 7 available outside, and we'll answer your -- we'll  
 07:03 8 be there to answer your questions.

07:03 9 So that completes the presentation, and  
 07:03 10 the Advisory Committee members will come back up.  
 07:03 11 (Applause.)

07:04 12 EXECUTIVE DIRECTOR YUNKER: Now, again,  
 07:04 13 if you think you want to ask a question, you want  
 07:04 14 to fill out that question card, raise your hand  
 07:04 15 high, and the staff will get you one of those cards  
 07:04 16 to fill out quickly. A couple right there.

07:04 17 CHAIRPERSON JURSIK: Thanks, Ken. That  
 07:04 18 was very informative.

07:04 19 Just one update that Ken Yunker is not  
 07:04 20 aware of. The Transportation Public Works  
 07:04 21 Committee of the County Board did meet today, and  
 07:04 22 there was a resolution regarding the 128th. The  
 07:04 23 128th has presented a plan and a resolution, which  
 07:05 24 I was the chief author of, and that resolution  
 07:05 25 supports in concept, first of all, the continued

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07:05 1 viability of the 128th at the airport.

07:05 2 The 128th is going to be going into long

07:05 3 range planning with the Guard -- this is all under

07:05 4 the Pentagon -- and presenting a plan that would

07:05 5 change their entryway into the post off of Layton

07:05 6 Avenue, to the north, and close and secure the

07:05 7 western portion of the airport.

07:05 8 It also gives the 128th an opportunity

07:05 9 for some additional apron space. We want to give

07:05 10 the 128th as strong a position as possible so that

07:05 11 they can remain viable.

07:05 12 There is potential for some additional

07:05 13 base closings around the country. But the County

07:05 14 Board took a very strong position in favor of

07:05 15 keeping the 128th and giving them the opportunity

07:06 16 to change their entryway to the post, so it no

07:06 17 longer will be crossing either railroad tracks or

07:06 18 the potential extension of 794, and instead have

07:06 19 their entry into the post off of Layton Avenue.

07:06 20 This hopefully will strengthen their hand

07:06 21 in the -- in their long range planning. There was

07:06 22 a unanimous vote by the Transportation Committee

07:06 23 today in favor of that plan. So I'm very pleased

07:06 24 to tell members of the 128th, I know we have some

07:06 25 here today, that that was successful and the full

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07:06 1 board will hear that on March 15th. So that

07:06 2 planning is also going forward.

07:06 3 I want to introduce Harold Mester. He's

07:06 4 the Public Information Officer from the County

07:06 5 Board. Harold has been circulating cards for

07:07 6 questions. And, Harold, do you have some already?

07:07 7 MR. MESTER: Sure.

07:07 8 CHAIRPERSON JURSIK: Harold is going to

07:07 9 read the questions and direct the questions to the

07:07 10 appropriate committee member, or to SEWRPC. And

07:07 11 then after we're done with the questions -- And

07:07 12 these are just questions, please. Comments can be

07:07 13 given to the reporters, or you can write comments,

07:07 14 but tonight we're interested, for this portion of

07:07 15 the program, to have strictly questions, not

07:07 16 comments.

07:07 17 So, Harold, you can take it from there.

07:07 18 MR. MESTER: Thank you, Supervisor

07:07 19 Jursik, committee members. And we thank you for

07:07 20 submitting all of your questions. They're very

07:07 21 good. I have a number of questions here. We'll

07:07 22 try to get through as many as we can.

07:07 23 The first one, and this is probably best

07:07 24 directed towards Mr. Junker: How are you going to

07:07 25 control noise in the segment between Rawson and

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07:07 1 Puetz other than limiting the speed to 40 miles per

07:07 2 hour? Are there other ways to reduce the noise in

07:07 3 the plan?

07:07 4 EXECUTIVE DIRECTOR YUNKER: At this level

07:07 5 of planning, we don't identify location of noise

07:08 6 barriers. That is done during preliminary

07:08 7 engineering. That will be done by the Wisconsin

07:08 8 Department of Transportation.

07:08 9 But there certainly would be a location

07:08 10 where we know that particularly homes are located

07:08 11 within 200 feet, and businesses are located within

07:08 12 200 feet of the roadway, even beyond that, that

07:08 13 those would be locations, similar to the existing

07:08 14 Lake Parkway, where noise barriers should be

07:08 15 considered and should be provided, and we expect

07:08 16 that they would.

07:08 17 MR. MESTER: Thank you. Any other

07:08 18 comments from the committee on that? Okay. We

07:08 19 have got a lot of questions about how soon before

07:08 20 the -- how long until the construction can actually

07:08 21 start on this project. We have had a number of

07:08 22 questions on that.

07:08 23 CHAIRPERSON JURSIK: And I would just

07:08 24 underline, and Ken mentioned it, this is a very

07:08 25 preliminary study, with the goal of amending the

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07:08 1 Long Range Transportation Plan, which will -- the

07:08 2 first step will be to take this to the County Board

07:08 3 and then to SEWRPC.

07:08 4 And then from there, Ken, if you want to

07:08 5 give us an estimate of time frames.

07:08 6 EXECUTIVE DIRECTOR YUNKER: Yeah, I

07:08 7 think -- I'm going to answer the question, and

07:08 8 people are going to groan. But if you look at how

07:08 9 long it takes for a project from this kind of

07:08 10 planning or feasibility study stage, and then move

07:08 11 through construction and be open for traffic, it's

07:08 12 probably a minimum of ten years.

07:08 13 I got the groaning. So -- And that's

07:08 14 because the next step, as I noted, would be

07:08 15 preliminary engineering and environmental impact

07:08 16 studies by the Wisconsin Department of

07:08 17 Transportation. There probably would be a lag

07:08 18 before they would get to that. And even the

07:08 19 studies would probably take in the range of two

07:08 20 years, you know, or more.

07:08 21 Then, should the project be determined --

07:08 22 It's at the end of the preliminary engineering that

07:08 23 the decision is made how the roadway would be built

07:08 24 and whether it would be built. That's where that

07:08 25 decision would be made. It's done by the agency

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07:10 1 implementing the roadway.

07:10 2 Then you would need to prepare a

07:10 3 construction plan. That's the plan with

07:10 4 engineering and design. You would need to acquire

07:10 5 the necessary right-of-way. And this will be a

07:10 6 difficult right-of-way to obtain because you're

07:10 7 negotiating with We Energies, you're addressing

07:10 8 relocation and reconstruction of air facilities, We

07:10 9 Energies and American Transmission Company, Union

07:10 10 Pacific Railroad, as well as with private

07:10 11 landowners, owners of businesses.

07:10 12 And then as well we have the actual

07:10 13 construction. And then waiting in line for

07:10 14 funding. So even ten years would be very

07:10 15 optimistic.

07:10 16 CHAIRPERSON JURSIK: Frank Busalacchi, do

07:10 17 you have -- Frank -- We have a very fortunate

07:10 18 situation here. Frank Busalacchi was the -- in the

07:11 19 Department of Transportation at the state level,

07:11 20 and has now, under the Chris Abele administration,

07:11 21 become the Department of Transportation Director in

07:11 22 Milwaukee County. He has both perspectives.

07:11 23 Frank, do you want to weigh in on the

07:11 24 time frame?

07:11 25 DIRECTOR BUSALACCHI: Yeah, I think, you

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07:11 1 know, Ken is pretty close to the time frame on

07:11 2 this. You know, the County Executive, myself, are

07:11 3 optimistic about the project. You know, we think

07:11 4 it's really a good project.

07:11 5 The County Executive really is concerned

07:11 6 about the impacts to the taxpayers in Milwaukee

07:11 7 County, and that's why he wants to, you know, wait

07:11 8 a little bit before the overall commitment.

07:11 9 I do think there is one step in there,

07:11 10 Ken, and correct me if I'm mistaken, that a project

07:11 11 of this magnitude would probably have to go to the

07:11 12 Transportation Projects Commission.

07:12 13 EXECUTIVE DIRECTOR YUNKER: Yeah.

07:12 14 DIRECTOR BUSALACCHI: And if that indeed

07:12 15 does have to happen, they must hear it -- agree to

07:12 16 hear it, and then they have to -- from that point,

07:12 17 they have to then enumerate the project. And then

07:12 18 once they enumerate the project, then it has to be

07:12 19 studied.

07:12 20 So there's -- there could be another step

07:12 21 that's in there. Because I'm assuming, and I'm not

07:12 22 sure, but this, I think, would be -- because it's

07:12 23 expansion, I think it would be identified as

07:12 24 expansion, and it would probably be subject to the

07:12 25 funding of the Majors Program.

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07:12 1 So, I mean, all of those things are in

07:12 2 play in this particular project.

07:12 3 EXECUTIVE DIRECTOR YUNKER: Those are the

07:12 4 kind of delays, again, in terms of the time it may

07:12 5 take to get approval, for the Department of

07:12 6 Transportation to do the preliminary engineering,

07:12 7 and then as well to obtain the funding to move

07:13 8 forward. And those are kind of uncertain, in terms

07:13 9 of how much that would add beyond the ten years.

07:13 10 MR. MESTER: The next question deals

07:13 11 with: Who is paying for this? And it sounds, like

07:13 12 based on our last answer, the state would be

07:13 13 covering the bulk of this? Is that where this is

07:13 14 going?

07:13 15 EXECUTIVE DIRECTOR YUNKER: Well, I

07:13 16 think, again, with a project like this, it's

07:13 17 envisioned that this would be an extension of a

07:13 18 state highway, it would be the responsibility of

07:13 19 the state, the Wisconsin Department of

07:13 20 Transportation.

07:13 21 If you look at the original Lake Parkway,

07:13 22 that was entirely a state project. I think that

07:13 23 project may have been built entirely with state

07:13 24 funds, but it certainly could have been built with

07:13 25 both federal and state funds.

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07:13 1 I know the state, with regard to some

07:13 2 projects, will look at how much local traffic is on

07:13 3 the facility, that very short traffic associated

07:13 4 with it, and whether there's a local cost share

07:14 5 associated with that project.

07:14 6 Probably for a project like this, it's

07:14 7 not going to have that kind of impact.

07:14 8 MR. MESTER: Mr. Busalacchi?

07:14 9 DIRECTOR BUSALACCHI: Yeah, I think that

07:14 10 this is -- you know, this is one of the reasons why

07:14 11 the County Executive is very cautious here, because

07:14 12 there could be impact to the county fiscally.

07:14 13 I would anticipate that the state would

07:14 14 ask the federal government to participate in a

07:14 15 project of this size. I don't think -- And I

07:14 16 believe that the federal government would step in.

07:14 17 But there could be impacts to the local

07:14 18 areas. My friend sitting here. You know, the

07:14 19 locals could be asked to kick in in some aspects of

07:14 20 this project as well. So that's all down the road.

07:14 21 MR. MESTER: The next question deals with

07:14 22 park and ride areas: Are there plans for Freeway

07:14 23 Flier service perhaps if this segment is

07:14 24 constructed? Park and ride areas were not shown on

07:15 25 the presentation. Is that part of the plan at all?

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07:15 1 EXECUTIVE DIRECTOR YUNKER: I think  
 07:15 2 that's something that could be looked at. Should  
 07:15 3 the project move forward, we certainly envision --  
 07:15 4 In looking at the current Regional  
 07:15 5 Transportation Plan, there's extensive transit  
 07:15 6 service that's proposed for the corridor, bus  
 07:15 7 service connecting Milwaukee, Racine and Kenosha,  
 07:15 8 bus service as well from downtown Milwaukee, and  
 07:15 9 certainly the south shore. And that bus service  
 07:15 10 certainly would be appropriate to be routed over  
 07:15 11 the Lake Parkway.  
 07:15 12 The -- As well as, I think, what could be  
 07:15 13 studied is the Kenosha/Racine/Milwaukee commuter  
 07:15 14 rail. In the last state budget that was basically  
 07:15 15 terminated. The corridor begs for improved bus  
 07:15 16 service, and providing that over the Lake Parkway  
 07:15 17 and its potential extension makes a lot of sense.  
 07:15 18 CHAIRPERSON JURSIK: And I would just  
 07:15 19 add, the Hoan Bridge and 794 currently has a  
 07:16 20 Freeway Flier route. And it would make a lot of  
 07:16 21 sense if it were extended. So we are already using  
 07:16 22 the Hoan Bridge and 794 with Freeway Flier service.  
 07:16 23 MR. MESTER: I'll direct the next  
 07:16 24 question to the south shore mayors: There's been  
 07:16 25 discussion of removing the Hoan Bridge. Will this

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07:16 1 project assure that the Hoan Bridge will be  
 07:16 2 repaired and continue to exist?  
 07:16 3 MAYOR ZEPECKI: Yes.  
 07:16 4 REPRESENTATIVE HONADEL: Yes.  
 07:16 5 MAYOR ZEPECKI: I think the prior idea of  
 07:16 6 tearing down the Hoan Bridge has been abandoned.  
 07:16 7 And many of those on this committee were on the  
 07:16 8 committee to save the Hoan Bridge. And once they  
 07:16 9 found out how interested the public was in  
 07:16 10 maintaining the Hoan and the 794 access to  
 07:16 11 downtown, I think it became relevant to all of  
 07:16 12 those involved that that was an idea, but a bad  
 07:16 13 idea, that just never came about.  
 07:17 14 MR. MESTER: We have a number of  
 07:17 15 questions dealing with the specific interchanges in  
 07:17 16 this project. I'm just summarizing here. Some  
 07:17 17 people are asking about on and off-ramp access at  
 07:17 18 Rawson Avenue, some are -- would like to see the  
 07:17 19 Puetz Road interchange removed and the costs be  
 07:17 20 applied to the City of Oak Creek. Are the  
 07:17 21 synergies set in stone on this?  
 07:17 22 EXECUTIVE DIRECTOR YUNKER: First of all,  
 07:17 23 you have to say it's either set in concrete or  
 07:17 24 etched in stone, okay. But most people make that  
 07:17 25 mistake. And I guess what I'd say is they are not

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07:17 1 set in concrete, they are not etched in stone.  
 07:17 2 Again, this is a preliminary study. What  
 07:17 3 will come from this are recommendations from this  
 07:17 4 Advisory Committee. So from the county, the state  
 07:17 5 officials involved, and from the municipalities.  
 07:17 6 The next step, should it be taken -- And  
 07:18 7 Frank Busalacchi identified the kind of approvals  
 07:18 8 at the state level that would need to be obtained  
 07:18 9 before it would move to that next step. But the  
 07:18 10 next step is for the Wisconsin Department of  
 07:18 11 Transportation to do preliminary engineering.  
 07:18 12 And in that preliminary engineering  
 07:18 13 Wisconsin Department of Transportation will -- they  
 07:18 14 will be required to look at refinements in the  
 07:18 15 location and alignment of the facility, and to look  
 07:18 16 at whether every interchange that's proposed would  
 07:18 17 be provided, or whether one -- For example, I think  
 07:18 18 Puetz Road was one that you identified, whether  
 07:18 19 that should be kept in. And they will look at each  
 07:18 20 of those in detail.  
 07:18 21 Whether, as well, rather than an  
 07:18 22 interchange, it should be an intersection. We'll  
 07:18 23 look at, if it's an interchange, when it comes down  
 07:19 24 to crossing the road, should it be a traffic signal  
 07:19 25 or should it be a roundabout. We will look at all

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07:19 1 those details.  
 07:19 2 It will be looked at in much greater  
 07:19 3 detail. It will probably take a number of years  
 07:19 4 for that study, as noted. It will cost far, far  
 07:19 5 greater than this preliminary planning study cost.  
 07:19 6 There will be multiple meetings conducted as part  
 07:19 7 of it, a very extensive study that was -- including  
 07:19 8 the environmental impact study the department will  
 07:19 9 do.  
 07:19 10 MR. MESTER: Director Busalacchi?  
 07:19 11 DIRECTOR BUSALACCHI: Yes. There's  
 07:19 12 another thing to remember. When you get down the  
 07:19 13 road in the planning stage, and you're doing the  
 07:19 14 engineering on this, with federal dollars comes  
 07:19 15 federal participation. So the federal government  
 07:19 16 can change the ramps, how the ramps are configured,  
 07:19 17 how you get on, how you get off. When there's  
 07:19 18 federal dollars involved, they weigh in very  
 07:19 19 heavily as to what the project is going to look  
 07:19 20 like.  
 07:19 21 MR. MESTER: We have a number of  
 07:19 22 questions regarding the planned widening of  
 07:20 23 Pennsylvania and Nicholson from College to Rawson.  
 07:20 24 Apparently, the plan is to widen that from two to  
 07:20 25 four lanes. Will that continue regardless what

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07:20 1 happens with this project? Maybe Mayor Day, Mayor  
07:20 2 Zepecki, you can weigh in on that one.

07:20 3 MAYOR DAY: I'm already four lanes.

07:20 4 MAYOR ZEPECKI: That project was  
07:20 5 designed. That's going to be completed by the late  
07:20 6 fall of this year. So it will, you know,  
07:20 7 definitely proceed to Rawson Avenue.

07:20 8 MR. MESTER: What about Drexel? They're  
07:20 9 asking about Rawson to Drexel.

07:20 10 MAYOR ZEPECKI: You know, as money  
07:20 11 becomes available. And I think it's our intention  
07:20 12 to continue to widen Pennsylvania Avenue so that it  
07:20 13 becomes a safe thoroughfare all the way into  
07:20 14 Cudahy.

07:20 15 MR. MESTER: Another individual is asking  
07:20 16 about the possible economic development benefits of  
07:20 17 this project.

07:20 18 CHAIRPERSON JURSIK: Well, I can -- I can  
07:20 19 pick up that piece a little bit. I would invite  
07:21 20 you, if you just go to the Milwaukee County  
07:21 21 Board -- you'll go to the home page of the board,  
07:21 22 click on District 8, which is my picture, there are  
07:21 23 pictures -- just click on that picture. You'll see  
07:21 24 a link. It's called the South Shore Option, which  
07:21 25 talks about economic development. So go to the

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07:21 1 link on South Shore Option.

07:21 2 One of the slides you'll see on your  
07:21 3 computer is a slide of Lake Michigan. And, of  
07:21 4 course, Lake Michigan is a north-south geographic  
07:21 5 lake. And it's an interesting slide because it  
07:21 6 shows you the population growth along Lake  
07:21 7 Michigan.

07:21 8 And at one point there was a very  
07:21 9 significant unpopulated area along the shore of  
07:21 10 Lake Michigan, largely in Racine County. What this  
07:21 11 slide shows you is that population center has  
07:21 12 closed. You can start in Gary, Indiana, and go all  
07:22 13 the way up to really Ozaukee County now, and there  
07:22 14 is a huge metropolitan area. It's a 12 million  
07:22 15 person corridor.

07:22 16 And that's the point I like to make over  
07:22 17 and over again. The main population growth in  
07:22 18 Milwaukee County has been south. Certainly Oak  
07:22 19 Creek has experienced tremendous growth. But even  
07:22 20 into Caledonia.

07:22 21 I was invited to talk to the planning  
07:22 22 officials in Caledonia about what we're doing with  
07:22 23 the 794 extension study, and when I went down  
07:22 24 there, I learned that the Village of Caledonia is  
07:22 25 now 25,000 people. I was just totally amazed.

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07:22 1 That used to be a small little village. That is  
07:22 2 now a 25,000-person village.

07:22 3 And I stress this because we are no  
07:22 4 longer just separated counties, or cities for that  
07:23 5 matter. We are one large metropolitan area. You  
07:23 6 can think about New York, if you like. That is the  
07:23 7 extent, a 12-million person corridor, of this huge  
07:23 8 metropolitan area that populates itself along Lake  
07:23 9 Michigan.

07:23 10 Now, in addition to that, and what's been  
07:23 11 very important for our south shore, and the mayors  
07:23 12 that are here, and all the members, is The  
07:23 13 Aerotropolis. The Aerotropolis is an economic  
07:23 14 development group that uses the airport for  
07:23 15 economic development.

07:23 16 And if you think of the old days with the  
07:23 17 railroads, the communities fought to get railroads  
07:23 18 to come to their cities because railroads brought  
07:23 19 economic development. And people understood that  
07:23 20 laying down a track would ensure economic  
07:23 21 development to their cities.

07:24 22 Airports are doing the same thing today.  
07:24 23 And I like to talk about the logistics triangle.  
07:24 24 Milwaukee has a port. It's a much more important  
07:24 25 port than the Chicago port. Chicago is at the

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07:24 1 shallow end of the lake. We have the port that  
07:24 2 significant tankers and ships can get in and out  
07:24 3 of. That was the reason for the Hoan Bridge.  
07:24 4 These things are all built for a reason where  
07:24 5 they're built.

07:24 6 So you have the port, you have the  
07:24 7 airport, and you have 794. That's your logistics  
07:24 8 triangle. This will all be very important for  
07:24 9 economic development.

07:24 10 Wisconsin is the largest state in the  
07:24 11 country for manufacturing. We all know in South  
07:24 12 Milwaukee you have Caterpillar, which formerly was  
07:24 13 Bucyrus. We have Ladish in Cudahy. I'm not  
07:24 14 telling anything to folks from this area about how  
07:25 15 important manufacturing is.

07:25 16 But if we're going to have continued  
07:25 17 growth and a healthy economy, you have got to build  
07:25 18 the infrastructure, which includes roads like 794,  
07:25 19 along some important population corridors. And if  
07:25 20 we start thinking in those terms, much bigger terms  
07:25 21 than most of us are used to thinking, we will  
07:25 22 understand the importance of 794 for economic  
07:25 23 development.

07:25 24 MR. MESTER: Representative Honadel.  
07:25 25 REPRESENTATIVE HONADEL: Thank you,

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07:25 1 Harold. Just a point of interest that all of us at  
07:25 2 the state level and the local level learned during  
07:25 3 the Hoan Bridge debate, is how important that  
07:25 4 avenue is. You know, we had rooms as full as this.

07:25 5 And I must commend everybody for showing  
07:25 6 up tonight because it's good to have this type of  
07:25 7 input.

07:25 8 But just the debate on the Hoan Bridge  
07:25 9 shows the value of extending the 794. So people  
07:25 10 that live along the first couple miles of the lake  
07:25 11 can shoot downtown and have economic development  
07:25 12 back and forth from that region, too. So those are  
07:26 13 some pretty big lessons we learned during that  
07:26 14 debate.

07:26 15 And, yes, the Hoan Bridge is in the  
07:26 16 funding stream for repair and reconstruction.  
07:26 17 So that's good.

07:26 18 MR. MESTER: As it relates to Racine  
07:26 19 County, we haven't seen specifics on that yet. One  
07:26 20 person is asking: What is the long range plan to  
07:26 21 extend the Lake Parkway into Racine County? Why  
07:26 22 not do it all at once?

07:26 23 EXECUTIVE DIRECTOR YUNKER: And I think I  
07:26 24 can say, based on our discussions with Racine  
07:26 25 County and a number of the concerned and affected

07:26 1 municipalities in Racine County, that they have not  
07:26 2 made any requests for an initiative to study  
07:26 3 extension in Racine County at this time. They were  
07:26 4 waiting to see whether the recommendations coming  
07:26 5 from this study, to pursue the extension of Lake  
07:27 6 Parkway to State Trunk Highway 100, essentially  
07:27 7 almost the Racine/Milwaukee County line, was going  
07:27 8 to be positive and whether the request would be to  
07:27 9 add it to the Regional Transportation Plan. And if  
07:27 10 those were positive, they then were looking to  
07:27 11 perhaps act and consider whether to look at further  
07:27 12 extension to and through Racine County.

07:27 13 CHAIRPERSON JURSIK: But I can tell you,  
07:27 14 Harold, I mean, they have reached out to me, as  
07:27 15 Chair, and to this -- to the -- to this committee  
07:27 16 first of all to understand what we're doing. But  
07:27 17 it makes no sense for them to start their own  
07:27 18 planning in their county if we don't close this  
07:27 19 extension first.

07:27 20 So they are watching. They are  
07:27 21 interested. Mayor Zepecki has kind of a plan for  
07:27 22 getting us all the way down to Illinois. I don't  
07:27 23 know if Mayor Zepecki wants to weigh in.

07:27 24 MAYOR ZEPECKI: Well, I can just tell  
07:27 25 you, from my experience of 35 years of traveling in

07:28 1 Racine, and Kenosha, and Waukesha, all of  
07:28 2 Southeastern Wisconsin, that there's a natural  
07:28 3 roadway existing now. Highway 31 is a boulevard  
07:28 4 all the way from G to northern Illinois.

07:28 5 Now, whether or not Caledonia picks it up  
07:28 6 as it ends at Highway 100, and finds a route that's  
07:28 7 acceptable to their residents to hook up with 31 --  
07:28 8 It would provide a natural roadway all the way into  
07:28 9 northern Illinois.

07:28 10 And there's a lot of development going on  
07:28 11 down in Pleasant Prairie, Wisconsin, Kenosha  
07:28 12 County, that may see thousands of new jobs down  
07:28 13 there with Abbott Labs moving in. They purchased  
07:28 14 \$40 million worth of land down there.

07:28 15 There has been some companies that  
07:28 16 already have moved from Illinois into Wisconsin  
07:28 17 over the last ten years, and have set up shop,  
07:28 18 bringing thousands of jobs to the area.

07:29 19 And what I foresee as the real potential,  
07:29 20 is as the population corridor continues to expand,  
07:29 21 is the need for this roadway for both commercial  
07:29 22 and industrial development and access to all of its  
07:29 23 residents.

07:29 24 The great culture of Milwaukee, our  
07:29 25 lakefront, our performing arts, our festivals can

07:29 1 be made available to all those people that live in  
07:29 2 Racine and Kenosha, and vice versa. You can go  
07:29 3 down there, and travel by boulevard, unobstructed,  
07:29 4 a few stoplights along the way, but a peaceful  
07:29 5 quiet ride that I've enjoyed traveling for a long,  
07:29 6 long time.

07:29 7 And I can see it happening. I think it's  
07:29 8 just natural that this first phase, you know,  
07:29 9 becomes an actual development, and then I'm sure  
07:29 10 they'll pick it up down there and want to hook up  
07:29 11 with Highway 31. Just I'm aware -- They're  
07:30 12 interested, I can tell you that. I have spoken to  
07:30 13 the Caledonia board and -- along with Pat, and  
07:30 14 there's a real avid interest down there. They  
07:30 15 would like to see some development.

07:30 16 MR. MESTER: The next question deals with  
07:30 17 the actual placement of the proposed extension.  
07:30 18 The question reads: Has consideration been given  
07:30 19 to moving the proposed road to the west side of the  
07:30 20 Union Pacific Railroad between College and Rawson  
07:30 21 to lessen the impact on the numerous subdivisions  
07:30 22 on the east side of the railroad?

07:30 23 EXECUTIVE DIRECTOR YUNKER: And the  
07:30 24 answer is we did not look at that at this phase.  
07:30 25 That is perhaps something we could look at and

07:30 1 certainly may be appropriate to be looked at in  
 07:30 2 preliminary engineering as well.

07:30 3 MR. MESTER: We have several questions on  
 07:30 4 water runoff: How are you handling water runoff,  
 07:30 5 since much of this runs through wetlands, and  
 07:30 6 natural runoff will contain vehicular fluid waste  
 07:31 7 and road salt?

07:31 8 EXECUTIVE DIRECTOR YUNKER: That is  
 07:31 9 something that the Wisconsin Department of  
 07:31 10 Transportation will necessarily have to address in  
 07:31 11 preliminary engineering, so they don't increase the  
 07:31 12 rate of storm water runoff on construction of the  
 07:31 13 roadway, and as well to address the issues of the  
 07:31 14 water quality of that runoff, salts and other  
 07:31 15 factors as well.

07:31 16 MR. MESTER: Okay. We have a number of  
 07:31 17 questions left that most of them have been  
 07:31 18 answered. They deal with the cost of the issue,  
 07:31 19 how long it will take to complete. Here is one  
 07:31 20 that pertains to the industrial park north of  
 07:31 21 College Avenue: About how far will the parkway be  
 07:31 22 an elevated structure from College Avenue heading  
 07:31 23 north?

07:31 24 EXECUTIVE DIRECTOR YUNKER: Well, it will  
 07:31 25 be elevated. You'll necessarily have to elevate it

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07:31 1 over College Avenue. And to the south it will have  
 07:31 2 to be elevated so the jughandle ramp at least  
 07:32 3 that's envisioned would be able to clear the  
 07:32 4 railway and the trains that operate on that railway  
 07:32 5 line.

07:32 6 Then you would want to bring it down  
 07:32 7 really almost as quickly as you possibly can with  
 07:32 8 good engineering design because you're adjacent to  
 07:32 9 the edge of General Mitchell -- General Mitchell  
 07:32 10 International Airport north of College Avenue.  
 07:32 11 Essentially you want to be at the same level as the  
 07:32 12 railway tracks as quickly as you can. Again, with  
 07:32 13 appropriate slope provided on -- on bringing that  
 07:32 14 down from elevating it over College.

07:32 15 REPRESENTATIVE HONADEL: I think many in  
 07:32 16 this room can remember the intersection of Howell  
 07:32 17 and Rawson, when it used to be called the valley.  
 07:32 18 Pretty much the same type of grade.

07:33 19 MR. MESTER: Have studies been done to  
 07:33 20 estimate usage from southern counties? If traffic  
 07:33 21 from Racine traveling north during the morning rush  
 07:33 22 hour is heavy, are two lanes of travel sufficient?

07:33 23 EXECUTIVE DIRECTOR YUNKER: We have  
 07:33 24 looked at projected traffic, looking out -- not  
 07:33 25 just under current conditions but looking out to

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07:33 1 the year 2035, so looking about 20 to 25 years into  
 07:33 2 the future.

07:33 3 That incorporates not just development  
 07:33 4 within existing planned development in Milwaukee  
 07:33 5 County but existing and planned development in  
 07:33 6 Racine County, indeed all of Southeastern  
 07:33 7 Wisconsin, as well as all other factors which would  
 07:33 8 potentially affect travel and vehicle traffic. So  
 07:33 9 that has been addressed.

07:33 10 And based upon that, two lanes of traffic  
 07:33 11 in each direction should be adequate.

07:33 12 MR. MESTER: Similar question deals with  
 07:33 13 the current intersection of the Lake Parkway at  
 07:33 14 Oklahoma. It says: The jughandle at Oklahoma was  
 07:34 15 modified because of operational issues. Was this  
 07:34 16 taken into consideration when recommending a  
 07:34 17 jughandle at College Avenue?

07:34 18 EXECUTIVE DIRECTOR YUNKER: Well, I  
 07:34 19 think -- I think the committee debated for a long  
 07:34 20 period of time the jughandle versus an interchange.  
 07:34 21 I'm certain that would be looked at should the  
 07:34 22 project move forward in more detail in the  
 07:34 23 preliminary engineering.

07:34 24 The post office site perhaps no longer  
 07:34 25 represents a constraint at that location. So

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07:34 1 perhaps we could look at options. I know a lot of  
 07:34 2 comments that I heard from people outside expressed  
 07:34 3 concerns with having a traffic signal on the Lake  
 07:34 4 Parkway and cited the issues with Oklahoma Avenue.

07:34 5 We certainly could look at trying to do  
 07:34 6 things like we did at Oklahoma Avenue at that  
 07:34 7 jughandle. And should the project go to  
 07:35 8 preliminary engineering, also I would expect that  
 07:35 9 the option of creating a separate interchange would  
 07:35 10 also be looked at as well.

07:35 11 MR. MESTER: Okay. The next question  
 07:35 12 someone is asking: What is a multiuse trail and  
 07:35 13 might it be added to the current 794?

07:35 14 EXECUTIVE DIRECTOR YUNKER: I'm getting  
 07:35 15 all of these.

07:35 16 The multiuse trail is simply something  
 07:35 17 that would be used by pedestrians and by bicycles,  
 07:35 18 similar to other trails that you would have.  
 07:35 19 Pedestrians, bicycles. Not horses, not  
 07:35 20 snowmobiles.

07:35 21 Could it be added to the north? We did  
 07:35 22 not look at whether there's adequate right-of-way  
 07:35 23 for any extent to the north to be added. State law  
 07:35 24 now does require that the Wisconsin Department of  
 07:35 25 Transportation, and indeed local governments if

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07:35 1 they're using federal and/or state funds, that they  
07:36 2 have to consider providing accommodation to  
07:36 3 pedestrians and bicycles.

07:36 4 So at the point in time when that would  
07:36 5 be reconstructed, they will have to look at that  
07:36 6 issue to the north.

07:36 7 MR. MESTER: Okay. The next question,  
07:36 8 for someone other than Mr. Yunker:

07:36 9 EXECUTIVE DIRECTOR YUNKER: Great.

07:36 10 MR. MESTER: Has an alternative rail  
07:36 11 extension been explored? Given the availability of  
07:36 12 rail service, could this be a viable alternative?  
07:36 13 Anyone want to tackle that one?

07:36 14 CHAIRPERSON JURSIK: Well, certainly  
07:36 15 there is the proposed KRM, which is not the same  
07:36 16 tracks that the proposed 794 has been looking at.  
07:36 17 The KRM would have used the tracks further east.  
07:36 18 It's very close to the lake, going through the old  
07:36 19 village area, which I don't know if you want to  
07:36 20 weigh in on that. And then would go through the  
07:36 21 Cities of South Milwaukee and Cudahy, along the  
07:37 22 tracks that are really further east than 794.

07:37 23 I don't know if anyone else wants to  
07:37 24 address that.

07:37 25 MR. PETERSON: From Oak Creek's

07:38 1 Parkway Extension be moved. I think that would be  
07:38 2 extremely, extremely difficult. That railway line  
07:38 3 is the main freight railway line for the Union  
07:38 4 Pacific Railway. It carries about 20 to 25 freight  
07:38 5 trains a day.

07:38 6 Relocating that service would be -- I  
07:38 7 hate to use the word "impossible," but I think I  
07:38 8 would.

07:38 9 MR. MESTER: When it deals with  
07:38 10 relocation of utilities, where would utilities be  
07:39 11 relocated to? I'm guessing it might be easier to  
07:39 12 answer visually, if we have any information.

07:39 13 EXECUTIVE DIRECTOR YUNKER: Yeah, I don't  
07:39 14 know if we showed that, but largely there would be  
07:39 15 a buffer between the roadway and the railway,  
07:39 16 should it be built within the We Energies  
07:39 17 right-of-way. And it would -- it could be located  
07:39 18 within that buffer between the railway line and the  
07:39 19 roadway right-of-way.

07:39 20 The other -- potentially it would be  
07:39 21 within the median of the roadway. And that's  
07:39 22 probably the likely location.

07:39 23 We Energies and American Transmission  
07:39 24 Company indicated they had some concerns about that  
07:39 25 location, none in other places. Sure, they have

07:37 1 standpoint, we're very much in favor of keeping the  
07:37 2 KRM up and alive as part of the lakefront  
07:37 3 development project, continue to keep that option  
07:37 4 alive on that property. So that's something that  
07:37 5 we're holding out prospects that may be reignited  
07:37 6 at some point in the future.

07:37 7 CHAIRPERSON JURSIK: Cudahy?

07:37 8 MAYOR DAY: Well, the KRM was a big issue  
07:37 9 in Cudahy for years. It was a big issue in Cudahy  
07:37 10 for years and was tied to the economic development  
07:37 11 in the Cudahy area also. We were kind of dismayed  
07:37 12 by the fact that it was abandoned and is currently,  
07:37 13 you know, put on the side.

07:37 14 But with the 794 extension, our area, the  
07:37 15 section of the Ace Worldwide complex, and then also  
07:37 16 our industrial park right on Edgerton Avenue, this  
07:37 17 is a benefit to us, to bring more people to the  
07:37 18 south shore area, for jobs and the opportunities.

07:38 19 EXECUTIVE DIRECTOR YUNKER: Harold, just  
07:38 20 in case -- I don't know if somebody was talking  
07:38 21 about the commuter rail or if they could be talking  
07:38 22 about the freight rail service on the rail line  
07:38 23 adjacent to the -- to the Lake --

07:38 24 MR. MESTER: They didn't specify but --

07:38 25 EXECUTIVE DIRECTOR YUNKER: -- Lake

07:39 1 some concerns, it represents somewhat higher  
07:39 2 maintenance costs. But they didn't indicate that  
07:39 3 that was infeasible as we went through the study.

07:39 4 MR. MESTER: Representative.

07:39 5 REPRESENTATIVE HONADEL: In regards to  
07:39 6 transmission lines, right now we have the old-style  
07:39 7 traditional tripod and the silver type towers for  
07:40 8 the big 345-kV lines. They would probably switch  
07:40 9 over to like you see along the existing Lake  
07:40 10 Parkway, those new brown larger round poles, you  
07:40 11 know, just condense the entire operation and not  
07:40 12 use as much square footage.

07:40 13 MR. MESTER: Mr. Busalacchi.


07:40 14 DIRECTOR BUSALACCHI: Yeah, we're dealing  
07:40 15 with this transmission problem right now in the zoo  
07:40 16 interchange. The county has a significant amount  
07:40 17 of land over there, and American Transmission is  
07:40 18 proposing a large project, along with the We  
07:40 19 Energies.

07:40 20 Of course, when you bury lines, it  
07:40 21 becomes very, very costly. And a lot of this -- a  
07:40 22 lot of this, when you deal with the utilities, is  
07:40 23 subject to the Public Service Commission. So, you  
07:40 24 know, they will make application with the Public  
07:40 25 Service Commission, and then that Commission


07:40 1 decides exactly what that plan would be. But it  
 07:41 2 can -- burying lines can be very expensive. If you  
 07:41 3 keep them aboveground, it's a little cheaper to do.  
 07:41 4 But they do -- they are reluctant at any time to  
 07:41 5 move their facilities.  
 07:41 6 MR. MESTER: Are there any other  
 07:41 7 questions? If you have any other question cards  
 07:41 8 you'd like to turn in -- We've answered, to the  
 07:41 9 best of our ability, all the questions on the  
 07:41 10 cards.  
 07:41 11 CHAIRPERSON JURSIK: Harold, let me  
 07:41 12 suggest that perhaps we can say there are -- is an  
 07:41 13 opportunity to look at the display in the hallway  
 07:41 14 again. And I think some of us can stay longer.  
 07:41 15 And I do very much invite you to make comments.  
 07:41 16 Because those comments are very important for the  
 07:41 17 public hearing purposes.  
 07:41 18 And I would end the meeting by suggesting  
 07:41 19 you really are the decision makers. Public will  
 07:41 20 will ultimately decide whether this gets built or  
 07:41 21 not. So thank you very much.  
 07:41 22 (Applause.)  
 23 (Proceedings concluded at 7:46 p.m.)  
 24  
 25

1 STATE OF WISCONSIN }  
 2 } SS:  
 3 COUNTY OF MILWAUKEE )  
 4  
 5 I, KATHLEEN E. CARTER, a Certified  
 6 Realtime Reporter, Registered Merit Reporter and Notary  
 7 Public in and for the State of Wisconsin, do hereby  
 8 certify that the above public hearing was recorded by me  
 9 on Wednesday, February 29, 2012, and reduced to writing  
 10 under my personal direction.  
 11 I further certify that I am not a  
 12 relative or employee or attorney or counsel of any of  
 13 the parties, or a relative or employee of such attorney  
 14 or counsel, or financially interested directly or  
 15 indirectly in this action.  
 16 In witness whereof I have hereunder set  
 17 my hand and affixed my seal of office at Milwaukee,  
 18 Wisconsin, this 7th day of March, 2012.  
 19  
 20  
 21  
 22 \_\_\_\_\_  
 23 Notary Public  
 24 In and for the State of Wisconsin  
 25  
 My Commission Expires: March 10, 2013.






## **Lake Parkway (STH 794) Extension Study: Preliminary Recommendations**



**Public Meeting – February 29, 2012**

#201903



## **Study Background**

**Study of extension of Lake Parkway (STH 794) from its current terminus at Edgerton Avenue to STH 100.**

- **Requested by Milwaukee County and Cities of Cudahy, Oak Creek, St. Francis, and South Milwaukee.**

**Study to determine whether to:**

- **Add extension to regional transportation plan; and**
- **Request that WisDOT conduct preliminary engineering and environmental impact study.**

2



## Advisory Committee

### Study is guided by an Advisory Committee charged with making preliminary and final study recommendations:

|                        |   |
|------------------------|---|
| Patricia Jursik, Chair | Supervisor, 8th District, Milwaukee County Board                          |
| Frank Busalacchi       | Director, Department of Transportation and Public Works, Milwaukee County |
| Paul Cesarz            | Supervisor, 9th District, Milwaukee County Board                          |
| Tony Day               | Mayor, City of Cudahy   |
| Marina Dimitrijevic    | Supervisor, 4th District, Milwaukee County Board                          |
| Allan M. Foeckler      | Mayor, City of Oak Creek  |
| Mark Honadel           | State Representative, 21st Assembly District, State of Wisconsin          |
| Ghassan Korban         | Commissioner, Department of Public Works, City of Milwaukee               |
| Christopher J. Larson  | State Senator, District 7   |
| 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          |
| Thomas Zepecki         | Mayor, City of South Milwaukee  |

3



## Study Process

**Alternative designs for Lake Parkway extension developed by SEWRPC staff, guided by Advisory Committee.**

**Advisory Committee reviewed alternative designs and identified a preferred design.**

**SEWRPC staff then evaluated the preferred design.**

- **Potential benefits, costs, and impacts.**

**Based upon evaluation, Advisory Committee made preliminary recommendation that Lake Parkway be extended from Edgerton Ave. to STH 100.**

**Preliminary recommendations are being presented to the public for comment.**

- **Comments accepted through March 15, 2012.**

4

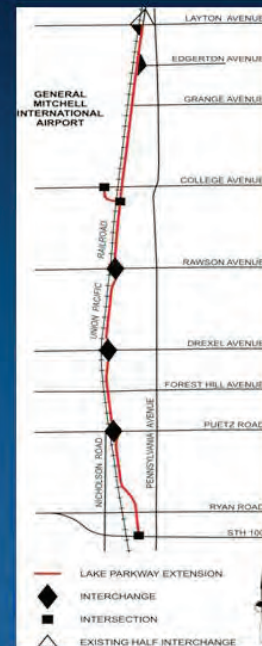




## Preliminary Recommendations

### Alignment

- **Edgerton Ave. to Rawson Ave.**
  - **Adjacent to Union Pacific Railroad (UPR) rail line, partly within UPR rail right-of-way and We Energies right-of-way.**
- **Rawson Ave. to Forest Hill Ave.**
  - **Outside but adjacent to We Energies right-of-way.**
- **Forest Hill Ave. to STH 100**
  - **Continues adjacent to UPR rail right-of-way.**



5



## Preliminary Recommendations (continued)

- **Urban divided roadway**
  - **4 travel lanes, 2 auxiliary lanes, a median, and a multi-use trail.**
- **Designed for speed limit of 40 miles per hour, similar to existing Lake Parkway.**
- **Would require an overall right-of-way width of about 130 feet.**
  - **Reductions to right-of-way width may be possible between major arterial roadways.**

6



## Preliminary Recommendations (continued)

### Roadway Crossing Treatments

- **Access restricted to main arterial roadways.**

| Roadway Crossing        | Potential Crossing Treatment                                |
|-------------------------|---|
| Layton Avenue (CTH Y)   | Add southbound on-ramp to existing half interchange         |
| Edgerton Avenue         | Replace current connection with northbound on-and off-ramps |
| Grange Avenue           | No access   |
| College Avenue (CTH ZZ) | Overpass with "jughandle" ramp access                       |
| Rawson Avenue (CTH BB)  | Grade-separated interchange                                 |
| Drexel Avenue           | Grade-separated interchange                                 |
| Forest Hill Avenue      | Overpass with no access                                     |
| Puetz Road              | Grade-separated interchange                                 |
| Ryan Road               | Cul-de-sac on each side of Lake Parkway                     |
| STH 100                 | At-grade intersection west of Pennsylvania Avenue           |




7



## Layton Ave./Edgerton Ave.

### Access provided by:

- **Constructing southbound on-ramp at Layton Ave.**
- **Constructing northbound on- and off-ramps at Edgerton Ave.**

|   |   |
|---|---|
|  | POTENTIAL CENTERLINE FOR LAKE PARKWAY EXTENSION   |
|  | POTENTIAL LAKE PARKWAY EXTENSION  |
|  | POTENTIAL NEW SOUTHBOUND ON-RAMP AT LAYTON AVENUE AND NEW NORTHBOUND ON- AND OFF-RAMPS AT EDGERTON AVENUE |



8





## College Ave. Jughandle Ramp Access

### Access provided by:

- Jughandle ramp access to College Ave.
- Lake Parkway extension on structure over College Ave.

- POTENTIAL CENTERLINE FOR LAKE PARKWAY EXTENSION
- POTENTIAL LAKE PARKWAY EXTENSION WITH JUGHANDLE RAMP ACCESS AT COLLEGE AVENUE
- SECONDARY ENVIRONMENTAL CORRIDOR
- ▨ WETLANDS



9

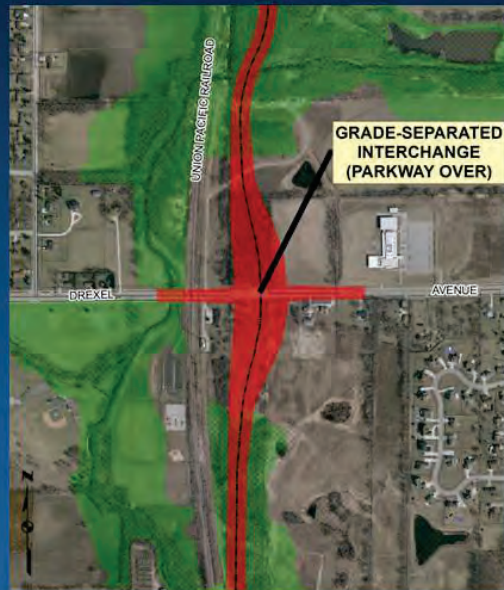


## Typical Interchange – Drexel Ave.

### Access provided by:

- Grade-separated Interchange
- Lake Parkway extension on structure over Drexel Ave.

- POTENTIAL CENTERLINE FOR LAKE PARKWAY EXTENSION
- POTENTIAL LAKE PARKWAY EXTENSION
- PRIMARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA
- ▨ WETLANDS



10



## ***Evaluation of Preliminary Recommended Lake Parkway Extension***

### **Benefits of implementing Lake Parkway extension:**

- **Reduction in Traffic Congestion**
  - **Reduced volumes on adjacent north-south arterials.**
  - **Some increased volumes on east-west roadways used to access extension.**
- **May no longer need two planned widenings:**
  - **Pennsylvania Ave. from 2 to 4 travel lanes between Rawson Ave. and Milwaukee Ave.**
  - **13th Street from 2 to 4 travel lanes between Rawson Ave. and Puetz Road.**
- **Improvement in Accessibility**
  - **Reduced travel time from 15 minutes to 10 minutes between STH 100 and Layton Ave.**

11



## ***Evaluation (continued)***

### **Benefits (continued):**

- **Improvement in Safety**
  - **Overall reduction of vehicular crashes is expected.**
  - **Between intersections, extension is expected to have half the crash rate of Pennsylvania Ave.**
  - **At intersections, through traffic on extension would have minimal conflicts with crossing traffic due to mostly grade-separated interchanges.**

12





## Evaluation (continued)

### Right-of-way Impacts:

- **Limited acquisition: 1 residence, no commercial/industrial/institutional structures.**
- **Disruptions (within 200 feet): 56 residential units, 12 commercial/industrial structures.**
- **Environmental impacts: some primary environmental corridors/wetlands/recreational land, but no secondary environmental corridors, isolated natural resource areas, or prime agricultural land.**
- **Utilities: need to relocate some electric and gas facilities.**

| Evaluation Measure  | Lake Parkway Extension |
|---|------------------------|
| Residential structure acquisition/relocation              | 1                      |
| Right-of-way acquisition (acres)                          | 118                    |
| Primary environmental corridors impacted (acres)          | 41                     |
| Wetlands impacted (acres)                                 | 27                     |
| Park/recreational land impacted—Oak Creek Parkway (acres) | 20                     |

13



## Evaluation (continued)

### Other Potential Issues:

- **Along General Mitchell International Airport**
  - **Lake Parkway extension would need to follow Federal Aviation Administration (FAA) and Milwaukee County height restrictions.**
- **128<sup>th</sup> Air Refueling Wing of Wisconsin National Guard**
  - **Potential security concerns relating to their facilities would need to be addressed should extension proceed to implementation.**
  - **Potential to relocate secured access to facilities from Grange Avenue to other Airport entrances.**

14





## **Evaluation (continued)**

### **Capital Costs (year 2010 dollars):**

- **SEWRPC staff worked with WisDOT and utility company staffs to develop cost estimates.**

| Item               | Capital Costs          |
|--------------------|------------------------|
| Construction       | \$192.8 million        |
| Right-of-Way       | 5.7 million            |
| Utility Relocation | 8.7 million            |
| <b>Total</b>       | <b>\$207.2 million</b> |

15



## **Next Steps**

**Public comments on preliminary recommendations accepted through March 15, 2012.**

- **SEWRPC staff will prepare record of public comments and present it to Advisory Committee.**

**Advisory Committee will consider whether additional alternatives and/or analyses need to be considered.**

**Advisory Committee will then make final recommendation:**

- **Whether to recommend extension of Lake Parkway to STH 100 and:**
  - **To request addition of Lake Parkway extension to regional transportation plan; and**
  - **To request that WisDOT conduct preliminary engineering and environmental impact study for Lake Parkway extension.**

16



## ***How to Submit a Comment***

**Comments accepted through March 15, 2012.**

**At public meeting:**

- **Written comment form in lobby**
- **Oral comment to court reporter in lobby**

**Following public meeting:**

- **Email: [LakeParkway@sewrpc.org](mailto:LakeParkway@sewrpc.org)**
- **Online comment form: [www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway)**
- **Mail:  
Southeastern Wisconsin Regional Planning Commission  
P.O. Box 1607, Waukesha, WI 53187-1607**
- **Fax: (262) 547-1103**

17



## ***Opportunity to Ask Questions***

**Want to ask a question of study staff or members of the Advisory Committee? This is your opportunity!**

- 1. Following this presentation, raise your hand if you would like to ask a question.**
- 2. Staff will provide you with a pen and notecard to write your question.**
- 3. Staff will then collect all questions and provide them to a designated question reader.**
- 4. Staff and Advisory Committee will take seats on stage and question reader will read questions aloud to them.**
- 5. Following question-and-answer session, staff will again be available in lobby to answer questions one-on-one.**

18



Appendix B-5

QUESTION CARDS FROM PUBLIC MEETING

QUESTION CARD No. 1

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name \_\_\_\_\_ Mailing Address \_\_\_\_\_

Question: There has been discussion of removing the Horan Bridge. Will this project assure its repair and continued existence?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD No. 3

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name MARTIN CHAPA Mailing Address 1800 E. RAWSON OAK CREEK WI

Question: THE PRESENTATION DID NOT EXPLAIN THE ON/OFF RAMP ACCESS AT RAWSON AVE. PLEASE EXPLAIN

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD No. 4

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name FAV Mailing Address E. CARPENTER AVE CUDAHY, WI

Question: WOULD PENNSYLVANIA AVENUE BE WIDENED FROM 2 TO 4 LANES FROM E. COLLEGE AVE TO E. RAWSON AVE?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD No. 7

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name BARB RATH Mailing Address 2910 E. CUMBER

Question: IS A TRAFFIC SIGNAL GOING TO BE INSTALLED ON COLLEGE AT OFF/RAMP?  
IS THERE ANOTHER SIGNAL ON 794 AT COLLEGE AVE ENTRANCE/BUT (ie OKLAHOMA AVE)?  
WHAT WILL BE THE USE OF THE MULTI-USE LAKE?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD No. 9

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name GARY SCHMIEDEN Mailing Address 6971 S. JUNIPER DR OAK CREEK, WI 53154

Question: Currently on 794 there are sound barriers or walls to limit noise. Will the same type be constructed all the way along this extension on both sides? If not both sides - will a wall be on the east side?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD No. 11

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name \_\_\_\_\_ Mailing Address \_\_\_\_\_

Question: Have you considered increasing the speed limit? If approved, when would this be constructed? What would be the impacts to K10, businesses, wetlands be increased significantly if all intersections were converted to interchanges?

Is it being considered to extend further south of STH 100? If so, when would you expect this to be evaluated?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD No. 12

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Caroline Kobb Mailing Address 2051 E Spruce Ct OC.

Question: are there any studies in place concerning air quality changes as a by-product of the express way on adjacent parks? What can you do to minimize the pollution. We live near the airport, so this would be a huge double problem of air pollution on our subdivision plus the additional noise pollution. Can you consider trees

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD No. 14

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Rich Phares Mailing Address \_\_\_\_\_

Question: In favor of the Parkway Extension to Hwy 100. However what if the long term plan to extend the Parkway south of Hwy 100 & into Oak Creek Galleria & or into Racine?  
And why not do it all at once?  
Any thing in the plan to reduce/relieve the flooding along Root River - i.e. in near of Hunt's landfill & Oak Creek?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 15

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name KRIS OSIECKI Mailing Address 8107 NICHOLSON AVE.  
SO. MILW.

Question: With the widening of Road from College to Rawson on Nicholas/Pennsylvania what happens when 2 lanes of Southbound traffic flow into one lane at Rawson Ave.

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 16

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name GEORGE SCHULZ Mailing Address 2451 N. 64th ST.  
WAUNATOSA, WI 53123

Question: (1) How much additional traffic will be added at Layton Avenue with loss of the SB exit to Edgerton and the addition of the SB on ramp from Layton?  
(2) The Jughandle at Oklahoma was modified because of operational issues. Was this taken into consideration when recommending a Jughandle at College Avenue?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 17

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Terezhina Moore Mailing Address 2606 East Hampshire Drive  
Oak Creek

Question: Why was the on ramp a north bound access to the lake parkway omitted on STH 100? I would think this would help to reduce residential traffic.

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 19

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name STEVE SCAFFIDI Mailing Address 8422 S. GRIFIN  
OAK CREEK, WI 53154

Question: ARE THE OAK CREEK INTERCHANGES FIRM OR CAN THOSE CHANGE? WOULD LIKE TO SEE THE PUEZ RD INTERCHANGE REMOVED COST TO CITY OF OAK CREEK TO IMPROVE PUEZ EAST AND WEST OF LAKE PARKWAY WOULD BE SIGNIFICANT.

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 25

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name DAVE FUCILE Mailing Address FOREST HILL AVE  
O.C.

Question: (1) WHAT IS THE DEFINITION OF A "MULTI-ACCESS TRAIL"?  
(2) WHAT IS THE ANTICIPATED START DATE RELIZING THAT THIS IS SOMEWHAT PRELIMINARY?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 26

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Ruth Davis Mailing Address 1311 Nicholson Ave  
So. Milw. WI 53172

Question: Is there a plan to still widen road between college + Rawson Ave?  
It is a great idea and should be done

NOT a question

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 29

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name MARK Mailing Address

Question: WHAT HAPPENS TO THE WATERWAYS THAT HOLD WATER TO PREVENT FLOODING?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 35

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Margaret Cuzzoni Mailing Address 8006 S. Oak Forest Dr  
Oak Creek, WI 53154

Question: How will this project be funded? Will it raise taxes (home owners) of residents of Oak Creek?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 37

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Kathleen Slanka Mailing Address 9210 S. Chicago Rd  
Oak Creek

Question: Park and Ride Areas  
are NOT shown. Why not?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 40

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Andy Z Mailing Address Anonymous

Question: How is the water runoff being addressed?  
sewer or natural runoff. Natural runoff will contain  
vehicular fluid waste and road salt applications, etc.

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 43

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Terry Withowski Mailing Address 39725-15th  
Milwaukee WI

Question: What are the possible  
economic development benefits  
to this project?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 48

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name GF BIRD Mailing Address 2230 S. WINDHOLM ST  
MILWAUKEE, 53207

Question: How can we afford this when we're "broke"?  
OR ABOUT THE SAME PRICE WE COULD HAVE KEPT, WITH ASSOCIATED  
TRANSIT ORIENTED DEVELOPMENT - WHAT ABOUT A COST/BENEFIT ANALYSIS  
FOR HOW BEST TO SPEND AMOUNT INCURRED?  
PARKWAY FOOTPRINT BETWEEN CONWAY & OKLAHOMA NARROW - WHY CAN'T  
SUCH NARROW FOOTPRINT BE USED FOR REST OF ANY PARKWAY EXTENSION?  
ENTER AND RAMP LIKE AT CAPTON?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 51

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Benny ABBEY Mailing Address 404 MONTANA  
SOUTH MILW 53172

Question: HAS AN ALTERNATIVE RAIL EXTENSION BEEN EXPLORED?  
GIVEN THE AVAILABILITY OF RAIL SERVICE, WOULD THIS BE A VIABLE  
ALTERNATIVE?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 54

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Jeff Baranek Mailing Address 2115 E. Forest Hill Ave  
O.C. 53154

Question: How are you going to control noise  
in the segment between RAWSON and Puetz  
other than limiting speed to 40MPH?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 55

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Bob Dumke Mailing Address 3669 E Plankinton  
Cudaha

Question: 4 months ago DOT came out with a  
report regarding a bike lane on the Hoan Brdgr.  
stated simply it said 2 lanes would be congested  
in ~~the~~ Ten Years and dangerous in 20 based on  
growth. And that \$9 million was not available  
~~to~~ Based on that, how will The Lake Parkway  
be safe and where will the Money come from

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 56

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Wendy Seppi Mailing Address 9430 S. Richardson Rd  
OC

Question: How are you ~~and~~ handling water run off  
since much of this runs through wet land.  
For example Old Ryan Rd. Floods from  
Pennsylvania to Richardson Rd. Now how  
will additional run off be handled?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 57

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Joe Cole Mailing Address 1610 E. Puetz Rd  
Oak Creek, WI 53154

Question: Concept to Construction - Estimated time frame of  
Reality?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 70

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name R RAPANT Mailing Address Cudahy  
John WI

Question: Talk about  
795 go  
To 165 Line put all the way

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 71

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name LEONARD SOMMERS Mailing Address \_\_\_\_\_

Question: Hoan Bridge must stay the way it  
was intended. If not this could hinder  
the success of this process. What does  
the board feel about the Hoan Bridge?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 74

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Russ Sobolik Mailing Address 1404 17th Ave  
S. Milwaukee 53222

Question: WHERE ARE THE UTILITIES BEING  
RELOCATED TO?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 76

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Mary Benson Mailing Address 6909 S. Rolling Meadows  
Oak Creek

Question: 1) What happens once this road  
reaches Hwy 100.?

2) How many years will this take?

3) Break down who is paying for this?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 79

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name \_\_\_\_\_ Mailing Address \_\_\_\_\_

Question: HOW SOON BEFORE  
THE CONSTRUCTION PROJECT  
WILL BREAK GROUND

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 80

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name DONNA MORSE Mailing Address 1808 MACKINAC AVE  
30 MILW 53122

Question: Can you please address how the funding  
will be provided? Will this come from  
city, county, state, fed level?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 81

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Jane Swoboda Mailing Address 3717 15th Ave  
S. Milwaukee

Question: Have studies been done to estimate  
usage from southern counties? If traffic  
from Racine traveling north during morning rush  
hour is heavy, will 2 lanes of travel be sufficient?

Please return question card to SEWRPC staff member. Thank you.



QUESTION CARD

No. 83

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Russell Fix Mailing Address 2040 E. Forest Hill

Question:

1. Why would Oak Creek not want to stop at Drexel to funnel the traffic past new town center down Howell on to new off ramps?
2. Overall plan for Forest Hill overpass height?
3. How do you plan to address the flooding issue between Port & Forest Hill?
4. Would temporary tracks be installed?
5. Would the attempt be to keep the existing road height?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 85

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Craig MAASS Mailing Address 117 Brookdale Drive  
So Milw, WI 53172

Question:

As it pertains to the industrial park north of College Ave. About how far will the parkway be an elevated structure from College Ave heading North

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 86

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Marianne Zielinski Mailing Address 6775 S. Juniper Dr  
Oak Creek

Question:

Has consideration been given to moving the proposed road to the west side of the Union Pacific railroad between College & Rawson to lessen the impact on the numerous subdivisions on the east side of the railroad?

If the road at College is elevated, a move to the west side of the railroad could be an option that would not alter the cost and lessen the impact on the 56 affected units.

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 87

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Jim Gruenwald Mailing Address 8361 So. 15th Ave  
Oak Creek, WI 53154

Question:

(A) What is the impact on our local taxes?

(B) When would the Lake Parkway Extension construction begin? End?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 88

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name RICHARD GASKIS Mailing Address 6020 S. CLAIN ST  
Cudahy WI 53110

Question:

The way you drive college Ave when going east on college you cross railroad tracks and also have the sound about.

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 89

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Nancy Meyer Mailing Address \_\_\_\_\_

Question:

Please clarify:

If the plan is approved, will it have an effect on the planned widening of Penn/Nicholson between College + Rawson?

How will it affect the future widening of Penn/Nicholson from Rawson to Drexel?

Please return question card to SEWRPC staff member. Thank you.

QUESTION CARD

No. 90

STUDY OF EXTENSION OF LAKE PARKWAY  
BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

Wednesday, February 29, 2012, South Milwaukee Performing Arts Center, South Milwaukee

Name Sue Gruenwald Mailing Address 8361 S 15th  
Oak Creek

Question:

How long would construction take and when would it begin

Please return question card to SEWRPC staff member. Thank you.

**Appendix C**

**COMMISSION AND OTHER ANNOUNCEMENTS OF PUBLIC MEETING HELD ON  
FEBRUARY 29, 2012 AND SUMMARY MATERIALS DISTRIBUTED AT PUBLIC MEETING**

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Appendix C-1

PAID NEWSPAPER ADVERTISEMENTS

**LAKE PARKWAY EXTENSION STUDY**

**PUBLIC MEETING**

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) is studying an **extension of the Lake Parkway (STH 794)** from its current terminus at Edgerton Avenue to STH 100, at the request of Milwaukee County and the Cities of Cudahy, Oak Creek, St. Francis, and South Milwaukee. The study is being guided by an Advisory Committee composed primarily of elected officials that will make the final study recommendations.

The **purpose of the study** is to determine whether an extension of the Lake Parkway should be recommended, and added to the regional transportation plan and the Wisconsin Department of Transportation be requested to conduct the necessary preliminary engineering and environmental impact study. The Advisory Committee to the study has made a preliminary recommendation that the Lake Parkway be extended to STH 100.

A **public meeting** on the preliminary recommendations for a Lake Parkway extension will be held on Wednesday, February 29, 2012. Staff will be available in an "open house" format starting at 6:00 pm to individually answer questions and provide information. A brief presentation will be made by staff at 6:30 pm followed by a question and answer period. At any time during the meeting, oral comment may be given to a court reporter, or written comment may be submitted. The public meeting will be held:

**Wednesday, February 29, 2012, 6:00-8:00 pm**  
**South Milwaukee Performing Arts Center**  
**901 15th Avenue, South Milwaukee**

Persons with special needs are asked to contact the SEWRPC offices at (262) 547-6721 a minimum of 48 hours in advance of the meeting date so that appropriate arrangements can be made regarding site access, mobility, materials review or interpretation, questions or comments, or other needs.

More information on the Lake Parkway extension study may be obtained from the SEWRPC website: [www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway), or by calling (262) 547-6721.

Comments will be accepted through **March 15, 2012**, and can be provided in written or oral form at the meeting, electronically via email or through the Lake Parkway extension webpage ([www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway)), or via letter to the following address:

**Southeastern Wisconsin Regional Planning Commission**  
**P.O. Box 1607, Waukesha, Wisconsin 53187-1607**  
**Phone: 262-547-6721      Fax: 262-547-1103      e-mail: [LakeParkway@sewrpc.org](mailto:LakeParkway@sewrpc.org)**

Milwaukee Journal-Sentinel  
February 15, 2012

Milwaukee Community Journal  
February 17, 2012

Milwaukee Post  
February 25, 2012



## ESTUDIO DE LA EXTENSIÓN DE LAKE PARKWAY

### REUNIÓN PÚBLICA

La Southeastern Wisconsin Regional Planning Commission (SEWRPC) está estudiando una extensión del Lake Parkway (STH 794) de su termino al presente en Edgerton Avenue a STH 100, como ha sido pedido por el Condado de Milwaukee y las ciudades de Cudahy, Oak Creek, St. Francis y South Milwaukee. El estudio ha sido guiado por el Comité de Consejería compuesto primariamente por oficiales electos quienes harán las recomendaciones finales. El propósito del estudio es para determinar si una extensión del Lake Parkway debe ser recomendada y añadida al plan regional de transportación y el Departamento de Transportación de Wisconsin se le ha pedido que conduzca la ingeniería preliminar y el estudio del impacto en el ambiente. El Comité de Consejería ha hecho recomendaciones preliminares de que el Lake Parkway sea extendido hasta STH 100.

Una reunión pública en las recomendaciones preliminares para la extensión de Lake Parkway se llevará a cabo el miércoles 29 de febrero de 2012. Miembros del personal estarán en un formato de "Casa Abierta" a las 6:00 pm para contestar preguntas individualmente y proveer información. Una presentación breve se hará por el personal a las 6:30 pm seguida por un periodo de preguntas y respuestas. En cualquier momento durante la reunión, comentarios orales podrán ser dados a una reportera de la corte, o comentarios escritos podrán ser sometidos. La reunión pública se llevará a cabo en:

**Miércoles 29 de febrero de 2012, 6:00-8:00 pm**  
**South Milwaukee Performing Arts Center**  
**901 15th Avenue, South Milwaukee**

Personas con necesidades especiales se le pide se comuniquen con las oficinas de SEWRPC al (262) 547-6721 con un mínimo de 48 horas de avance de la fecha de la reunión para que arreglos apropiados puedan ser hechos en relación a acceso al local, movilidad, materiales, revisión o interpretación, preguntas o comentarios, u otras necesidades.

Más información en el estudio de la extensión de Lake Parkway puede ser obtenida de la página de la Internet de SEWRPC: [www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway), o llamando al (262) 547-6721.

Comentarios serán aceptados hasta el 15 de marzo de 2012, y pueden ser proveidos por escrito u oralmente en la reunión, electrónicamente por medio de correo electrónico o por la página de la Internet de Lake Parkway Extension ([www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway)), o por medio de carta a la siguiente dirección  
**Southeastern Wisconsin Regional Planning Commission, P.O. Box 1607, Waukesha, Wisconsin 53187-1607**  
**Phone: 262-547-6721 Fax: 262-547-1103 email: LakeParkway@sewrpc.org**

## LAKE PARKWAY EXTENSION STUDY

### PUBLIC MEETING

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) is studying an **extension of the Lake Parkway (STH 794)** from its current terminus at Edgerton Avenue to STH 100, at the request of Milwaukee County and the Cities of Cudahy, Oak Creek, St. Francis, and South Milwaukee. The study is being guided by an Advisory Committee composed primarily of elected officials that will make the final study recommendations.

The **purpose of the study** is to determine whether an extension of the Lake Parkway should be recommended, and added to the regional transportation plan and the Wisconsin Department of Transportation be requested to conduct the necessary preliminary engineering and environmental impact study. The Advisory Committee to the study has made a preliminary recommendation that the Lake Parkway be extended to STH 100.

A **public meeting** on the preliminary recommendations for a Lake Parkway extension will be held on Wednesday, February 29, 2012. Staff will be available in an "open house" format starting at 6:00 pm to individually answer questions and provide information. A brief presentation will be made by staff at 6:30 pm followed by a question and answer period. At any time during the meeting, oral comment may be given to a court reporter, or written comment may be submitted. The public meeting will be held:

**Wednesday, February 29, 2012, 6:00-8:00 pm**  
**South Milwaukee Performing Arts Center**  
**901 15th Avenue, South Milwaukee**

Persons with special needs are asked to contact the SEWRPC offices at (262) 547-6721 a minimum of 48 hours in advance of the meeting date so that appropriate arrangements can be made regarding site access, mobility, materials review or interpretation, questions or comments, or other needs.

More information on the Lake Parkway extension study may be obtained from the SEWRPC website: [www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway), or by calling (262) 547-6721.

Comments will be accepted through **March 15, 2012**, and can be provided in written or oral form at the meeting, electronically via email or through the Lake Parkway extension webpage ([www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway)), or via letter to the following address:

**Southeastern Wisconsin Regional Planning Commission, P.O. Box 1607, Waukesha, Wisconsin 53187-1607**  
**Phone: 262-547-6721 Fax: 262-547-1103 e-mail: LakeParkway@sewrpc.org**

El Conquistador  
February 17, 2012



PRESS RELEASE AND LIST OF MEDIA OUTLETS

**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**  
 W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607 • TELEPHONE (262) 547-6721  
 FAX (262) 547-1103



**News Release**

FOR IMMEDIATE RELEASE

February 15, 2012

Release No. 12-01

For more information:  
 Kenneth R. Yunker, Executive Director  
 Southeastern Wisconsin Regional Planning Commission  
 (262) 547-6721 or kyunker@sewrpc.org

**PUBLIC MEETING TO BE HELD ON PLANNING STUDY FOR  
 A LAKE PARKWAY (STH 794) EXTENSION IN MILWAUKEE COUNTY**

**Advisory Committee Seeking Input on Preliminary Recommendations**

A public meeting to discuss a possible extension of the Lake Parkway (STH 794) from its current terminus at Edgerton Avenue to STH 100 in Milwaukee County will be held from 6:00 to 8:00 p.m. on Wednesday, February 29, 2012, at the South Milwaukee Performing Arts Center. At the public meeting, attendees will be able to review, ask questions, and provide comments on the initial findings and preliminary recommendations of a study of an extension of the Lake Parkway from its current terminus at Edgerton Avenue to STH 100.

At the upcoming public meeting, study staff will be available in an "open house" format starting at 6:00 p.m. to individually answer questions and provide information. A brief presentation will be made by staff at 6:30 p.m. followed by a question and answer period. At any time during the meeting, oral comment may be given to a court reporter or written comment may be submitted. The public meeting will be held:

Wednesday, February 29, 2012, 6:00-8:00 pm  
 South Milwaukee Performing Arts Center  
 901 15th Avenue  
 South Milwaukee, WI 53172

- More -

News Release No. 12-01  
 February 15, 2012  
 Page - 2 -

All are invited to attend the public meeting to learn more about the study, ask questions, and provide feedback and comments. Written comments may also be submitted through March 15, 2012. Please use the following contact information to submit a comment or obtain additional information:

E-mail: [LakeParkway@sewrpc.org](mailto:LakeParkway@sewrpc.org)  
 Phone: (262) 547-6721  
 Fax: (262) 547-1103  
 Mail: Southeastern Wisconsin Regional Planning Commission  
 W239 N1812 Rockwood Drive  
 P.O. Box 1607  
 Waukesha, WI 53187-1607

The study is being prepared by the Southeastern Wisconsin Regional Planning Commission at the request of Milwaukee County and the Cities of Cudahy, Oak Creek, St. Francis, and South Milwaukee. The purpose of the study is to propose and evaluate alternatives for a Lake Parkway extension, and ultimately recommend to the Commission's Advisory Committee on Regional Transportation System Planning and the Commission 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) conduct the necessary preliminary engineering and environmental impact studies for the extension. More information on the study is available on the Commission website at [www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway).

The study is being guided by an Advisory Committee, composed primarily of elected officials from the study area, including representatives from Milwaukee County, the Cities of Cudahy, Milwaukee, Oak Creek, St. Francis, and South Milwaukee, and elected State Representatives for those communities. The Advisory Committee has made a preliminary recommendation that the Lake Parkway be extended to STH 100, and will make the final study recommendations following consideration and incorporation of public comment on the preliminary recommendations to be discussed at the public meeting.

The preliminary recommended Lake Parkway extension would consist of an urban divided cross-section with four travel lanes and two auxiliary lanes, similar to the existing Lake Parkway, along with a multi-use trail. The potential alignment of the preliminary recommended Lake Parkway extension between Edgerton Avenue and Rawson Avenue would be routed adjacent to the Union Pacific Railroad (UPR) rail

- More -

News Release No. 12-01  
 February 15, 2012  
 Page - 3 -

line, partly within the UPR rail right-of-way and the We Energies right-of-way, requiring relocation of We Energies electric and gas facilities and American Transmission Company electric transmission lines along the alignment. The extension would be outside but adjacent to the We Energies right-of-way between Rawson Avenue and Forest Hill Avenue. The extension would continue adjacent to the UPR rail right-of-way between Forest Hill Avenue and STH 100. Access to the Lake Parkway extension is proposed to be restricted to main arterial roadways, and would be provided at Layton Avenue, Edgerton Avenue, College Avenue (CTH ZZ), Rawson Avenue (CTH BB), Drexel Avenue, Puetz Road, and STH 100.

Analysis of the preliminary recommended Lake Parkway extension indicated that it would improve overall traffic congestion on the adjacent streets in the study area, improve accessibility by reducing the travel time between STH 100 and Layton Avenue, and result in an overall reduction of vehicular crashes in the study area. An extension of the Lake Parkway would require the acquisition of right-of-way along its alignment, and potentially the acquisition or relocation of one residential structure. However, no commercial, industrial, or institutional structures may need to be acquired or relocated. Extension of the Lake Parkway to STH 100 would potentially impact primary environmental corridor, wetlands, and park and recreational land.

Given the Lake Parkway extension's proximity to General Mitchell International Airport, the study also identified two potential issues that will need to be addressed during potential future preliminary engineering and environmental impact studies. First, the Lake Parkway extension would need to be constructed to adhere to Federal Aviation Administration and Milwaukee County height restrictions. Second, security concerns relating to existing and planned 128<sup>th</sup> Air Refueling Wing facilities within and near the Airport would need to be addressed.

The study also estimated the total capital cost for the Lake Parkway extension between Edgerton Avenue and STH 100 (in year 2010 dollars) to be about \$207 million, including construction, right-of-way acquisition, and utility relocation costs. The estimated capital cost is preliminary and would be refined by WisDOT during preliminary engineering and environmental impact studies should the Lake Parkway extension be implemented.

# # #

Newspapers

- Milwaukee Journal-Sentinel
- Bay View Compass
- Business Journal
- CNI/MyCommunity NOW
- Daily Reporter
- El Conquistador
- Milwaukee Community Journal
- Milwaukee Courier/Star
- Milwaukee Post
- Milwaukee Times
- Oak Creek Patch
- Small Business Times
- Spanish Journal

Radio Stations

- WTMJ AM - 620
- WISN AM - 1130
- WYMS FM - 88.9
- WUWM FM - 89.7
- WHAD FM - 90.7
- WJZI FM - 93.3
- LAKE FM - 94.5
- WKLH FM - 96.5
- WMYX FM - 99.1
- WLUM FM - 102.1
- WHQG FM - 102.9
- WXSS FM - 103.7

TV Stations

- WTMJ-TV Channel 4
- WITI-TV Channel 6
- WISN-TV Channel 12
- WDJT-TV Channel 58





# LAKE PARKWAY EXTENSION STUDY: PRELIMINARY RECOMMENDATIONS

SUMMARY BROCHURE 1

FEBRUARY 2012

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) is studying an extension of the Lake Parkway (STH 794) from its current terminus at Edgerton Avenue to STH 100. The study was requested by Milwaukee County and the Cities of Cudahy, Oak Creek, St. Francis, and South Milwaukee.

The study will 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 impact study for the Lake Parkway extension.

## PLANNING PROCESS

As part of the study effort, SEWRPC staff first developed alternative designs for a Lake Parkway extension, including alternative alignments, cross-sections, and roadway crossing treatments. These alternatives were developed under guidance from the Advisory Committee, and attempted to minimize impact on existing and planned land uses. The Advisory Committee reviewed the alternative designs and selected a recommended design for a Lake Parkway extension. SEWRPC staff then evaluated the recommended design's benefits, estimated construction cost, and right-of-way acquisition and impacts.

Based upon the evaluation, the Advisory Committee made a preliminary recommendation for the extension of the Lake Parkway, including an alignment, cross-section, and roadway crossing treatments. The preliminary recommendations to be presented to the public for comment are summarized in this brochure.

## NEXT STEPS

Following the public meeting and public comment period, SEWRPC staff will prepare a record of the public comments received and present it to the Lake Parkway Extension Study Advisory Committee. The Advisory Committee will then consider whether additional alternatives and/or analyses need to be considered, and will make a final recommendation to SEWRPC and SEWRPC's Advisory Committee on Regional Transportation System Planning as to whether a Lake Parkway extension should be added to the regional transportation plan and a request be made that WisDOT subsequently conduct the necessary preliminary engineering and environmental impact study for the Lake Parkway extension.

### LAKE PARKWAY EXTENSION STUDY ADVISORY COMMITTEE

The study is guided by an Advisory Committee composed primarily of elected officials. The Advisory Committee is responsible for making the preliminary and final study recommendations.

- Patricia Jursik, Chair ..... Supervisor, 8th District,  
Milwaukee County Board
- Frank Busalacchi ..... Director of Transportation and  
Public Works, Milwaukee County
- Paul Cesarz ..... Supervisor, 9th District,  
Milwaukee County Board
- Tony Day ..... Mayor, City of Cudahy
- Marina Dimitrijevic ..... Supervisor, 4th District,  
Milwaukee County Board
- Allan Foeckler ..... Mayor, City of Oak Creek
- Mark Honadel ..... State Representative,  
21st Assembly District,  
State of Wisconsin
- Ghassan Korban ..... Commissioner of Public Works,  
City of Milwaukee
- Christopher J. Larson ..... 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
- Thomas Zepecki ..... Mayor, City of South Milwaukee

### PUBLIC MEETING

The public meeting on the preliminary recommendations for a Lake Parkway extension will be held on Wednesday, February 29, 2012. Staff will be available in an "open house" format starting at 6:00 pm to individually answer questions and provide information. A brief presentation will be made by staff at 6:30 pm followed by a question and answer period. At any time during the meeting, oral comment may be given to a court reporter, or written comment may be submitted. The public meeting will be held:

**Wednesday, February 29, 2012, 6:00-8:00 pm**  
South Milwaukee Performing Arts Center  
901 15th Avenue, South Milwaukee

Comments will be accepted through **March 15, 2012**, and can be provided in written or oral form at the meeting, electronically via email or through the Lake Parkway extension webpage, or via letter:

Mail: Southeastern Wisconsin Regional Planning Commission  
PO Box 1607, Waukesha, WI 53187-1607  
Website: [www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway)  
E-mail: [LakeParkway@sewrpc.org](mailto:LakeParkway@sewrpc.org)  
Fax: (262) 547-1103

*Persons with special needs are asked to contact the SEWRPC offices at (262) 547-6721 a minimum of 48 hours prior to the meeting date so that appropriate arrangements can be made regarding site access, mobility, materials review or interpretation, questions or comments, or other needs.*

**PRELIMINARY RECOMMENDED  
LAKE PARKWAY EXTENSION DESIGN**

**Alignment**

Map 1 shows the potential alignment of the preliminary recommended Lake Parkway extension. Between Edgerton Avenue and Rawson Avenue, the Lake Parkway extension would be routed adjacent to the Union Pacific Railroad (UPR) rail line, partly within the UPR rail right-of-way and the We Energies right-of-way, requiring relocation of We Energies electric and gas facilities and American Transmission Company electric transmission lines along the alignment. The extension would be outside but adjacent to the We Energies right-of-way between Rawson Avenue and Forest Hill Avenue. The extension would continue adjacent to the UPR rail right-of-way between Forest Hill Avenue and STH 100.

**Cross-section**

The cross-section for the preliminary recommended Lake Parkway extension is proposed as an urban divided roadway with four travel lanes, two auxiliary lanes, and a multi-use trail. The cross-section is designed for a speed limit of 40 miles per hour, similar to the existing Lake Parkway, and would require an overall right-of-way width of about 130 feet. Reductions to the right-of-way width may be possible between major arterial roadways.

**Roadway Crossing Treatments**

Access to the Lake Parkway extension is proposed to be restricted to main arterial roadways, and would be provided at Layton Avenue, Edgerton Avenue, College Avenue (CTH ZZ), Rawson Avenue (CTH BB), Drexel Avenue, Puetz Road, and STH 100. Table 1 provides the preferred crossing treatment for each roadway crossing along the Lake Parkway extension.

**Table 1**

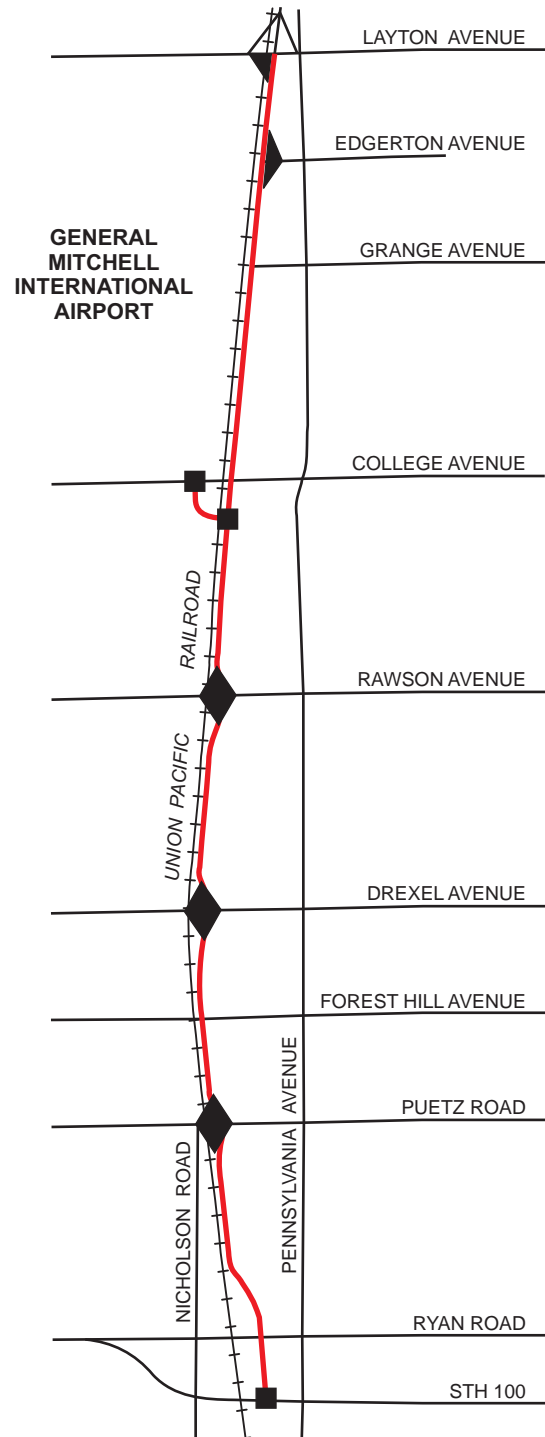
**PREFERRED ROADWAY CROSSING TREATMENTS ALONG THE LAKE PARKWAY EXTENSION**

| Roadway Crossing        | Potential Crossing Treatment                                |
|-------------------------|---|
| Layton Avenue           | Add southbound on-ramp to existing half interchange         |
| Edgerton Avenue         | Replace current connection with northbound on-and off-ramps |
| Grange Avenue           | No access   |
| College Avenue (CTH ZZ) | Overpass with "jughandle" ramp access                       |
| Rawson Avenue (CTH BB)  | Grade-separated interchange                                 |
| Drexel Avenue           | Grade-separated interchange                                 |
| Forest Hill Avenue      | Overpass with no access                                     |
| Puetz Road              | Grade-separated interchange                                 |
| Ryan Road               | Cul-de-sac on each side of Lake Parkway                     |
| STH 100                 | At-grade intersection west of Pennsylvania Avenue           |

Source: SEWRPC.

**Map 1**

**GENERAL ALIGNMENT OF THE LAKE PARKWAY EXTENSION**



- LAKE PARKWAY EXTENSION
- INTERCHANGE
- INTERSECTION
- EXISTING HALF INTERCHANGE

Source: SEWRPC.

## POTENTIAL BENEFITS, IMPACTS, AND COSTS OF LAKE PARKWAY EXTENSION

### Anticipated Benefits

#### *Improvement in Traffic Congestion (Comparing Year 2035 Forecast Traffic Volumes)*

The preliminary recommended Lake Parkway extension is forecast to carry 24,000 to 29,000 vehicles per average weekday between Edgerton Avenue and Puetz Road, and about 9,000 vehicles per average weekday between Puetz Road and STH 100.

On north-south arterial roadways adjacent to the Lake Parkway extension—including Pennsylvania Avenue, Howell Avenue, 13th Street, Puetz Road, and STH 32 (Chicago Avenue)—traffic volumes would be reduced with the Lake Parkway extension. Projected future congestion would be expected to be eliminated on Pennsylvania Avenue between College Avenue and Edgerton Avenue, and on Howell Avenue between Puetz Road and Drexel Avenue. One exception would be on the segment of Pennsylvania Avenue between Edgerton Avenue and Layton Avenue, where traffic volumes would increase, resulting in modest congestion, due to northbound traffic exiting the Lake Parkway extension at Edgerton Avenue to get to Layton Avenue.

On east-west arterial roadways that would be used to access the Lake Parkway extension—including Rawson Avenue, Drexel Avenue, Puetz Road, and STH 100—traffic volumes on some segments would be increased with the Lake Parkway extension. These increases would not result in congestion, with the exception of modest congestion on STH 100 between Pennsylvania Avenue and 15th Avenue.

With a Lake Parkway extension, planned widening from two to four travel lanes on Pennsylvania Avenue between Rawson Avenue and Milwaukee Avenue and on 13th Street between Rawson Avenue and Puetz Road may no longer be needed.

#### *Improvement in Accessibility*

Implementation of a Lake Parkway extension would be expected to reduce by five minutes the estimated travel time between STH 100 and Layton Avenue (10 minutes on a Lake Parkway extension compared to 15 minutes on Pennsylvania Avenue without a Lake Parkway extension).

#### *Improvement in Safety*

Based on an analysis of estimated crash rates, an overall reduction of vehicular crashes with the implementation of a Lake Parkway extension would be expected. Between intersections, the crash rate on the Lake Parkway extension would be about half that of Pennsylvania Avenue—the primary arterial which would carry traffic in the absence of a Lake Parkway extension. At crossing roadways, through traffic on the Lake Parkway extension would generally flow freely and avoid conflicts with crossing traffic given that grade-separated interchanges are recommended at most crossings where access would be provided.

### Potential Impacts

#### *Right-of-way Impacts*

Table 2 provides a summary of the principal right-of-way impacts estimated to result from a Lake Parkway extension. The Lake Parkway extension is estimated to require the acquisition or relocation of one residential structure, but no commercial, industrial, or institutional structures would need to be acquired or relocated. Implementation of the Lake Parkway extension is estimated to disrupt 56 residential units and 12 commercial/industrial structures located along or adjacent to the extension. A unit or structure was considered as being disrupted if it was located within about 200 feet of the right-of-way required for the Lake Parkway extension.

The Lake Parkway extension would impact environmentally sensitive areas, specifically an estimated 41 acres of primary environmental corridor, 27 acres of wetlands, and 20 acres of park or recreational land. No secondary environmental corridors, isolated natural resource areas, or prime agricultural land would be impacted. It was also determined that where the Lake Parkway extension alignment is located within the We Energies right-of-way, We Energies electric and gas facilities and American Transmission Company electric transmission lines would need to be relocated.

#### *Other Potential Issues*

In addition to right-of-way impacts, two primary issues have been identified that WisDOT would need to address should the Lake Parkway extension be advanced to preliminary engineering and environmental impact study. First, the Lake Parkway extension would need to be constructed to follow Federal Aviation Administration (FAA) and Milwaukee County height restrictions for new structures along and near General Mitchell International Airport. Second, potential security concerns relating to existing and planned 128th Air Refueling Wing facilities would need to be addressed.

### Estimated Cost

The estimated capital costs for a Lake Parkway extension are provided in Table 3.

Table 2

#### POTENTIAL RIGHT-OF-WAY IMPACTS OF A LAKE PARKWAY EXTENSION

| Evaluation Measure                                | Lake Parkway Extension |
|---|------------------------|
| Residential structure acquisition/relocation      | 1                      |
| Right-of-way acquisition (acres)                  | 118                    |
| Primary environmental corridors impacted (acres)  | 41                     |
| Wetlands impacted (acres)                         | 27                     |
| Park/recreational land impacted—Oak Creek Parkway | 20                     |

Source: SEWRPC.

Table 3

#### ESTIMATED CAPITAL COSTS (YEAR 2010 DOLLARS) FOR THE LAKE PARKWAY EXTENSION

| Item               | Capital Costs   |
|--------------------|-----------------|
| Construction       | \$192.8 million |
| Right-of-way       | 5.7 million     |
| Utility Relocation | 8.7 million     |
| Total              | \$207.2 million |

Source: SEWRPC.

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## Public Meeting

You are invited to attend an upcoming public meeting on the Lake Parkway extension study. At the meeting, you can learn more about the study, discuss it with Southeastern Wisconsin Regional Planning Commission staff, and comment on the work performed to date.

If you cannot attend the meeting, please visit the study website to view the information presented, request a briefing by study staff, or comment on the study. You can submit written comments via mail, e-mail, or fax through March 15, 2012.

### Contacts:

Website: [www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway)  
E-mail: [LakeParkway@sewrpc.org](mailto:LakeParkway@sewrpc.org)  
Fax: (262) 547-1103  
Mail: PO Box 1607, Waukesha, WI 53187-1607

Kenneth R. Yunker, Executive Director  
Southeastern Wisconsin Regional Planning Commission  
Phone: (262) 547-6721

Eric Lynde, Senior Engineer  
Southeastern Wisconsin Regional Planning Commission  
Phone: (262) 547-6721

## PUBLIC MEETING

The public meeting on the preliminary recommendations for a Lake Parkway extension will be held on Wednesday, February 29, 2012. Staff will be available in an "open house" format starting at 6:00 pm to individually answer questions and provide information. A brief presentation will be made by staff at 6:30 pm followed by a question and answer period. At any time during the meeting, oral comment may be given to a court reporter, or written comment may be submitted. The public meeting will be held:

**Wednesday, February 29, 2012, 6:00-8:00 pm**  
South Milwaukee Performing Arts Center  
901 15th Avenue, South Milwaukee

Comments will be accepted through **March 15, 2012**, and can be provided in written or oral form at the meeting, electronically via email or through the Lake Parkway extension webpage, or via letter:

Mail: Southeastern Wisconsin Regional Planning Commission  
PO Box 1607, Waukesha, WI 53187-1607  
Website: [www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway)  
E-mail: [LakeParkway@sewrpc.org](mailto:LakeParkway@sewrpc.org)  
Fax: (262) 547-1103

*Persons with special needs are asked to contact the SEWRPC offices at (262) 547-6721 a minimum of 48 hours prior to the meeting date so that appropriate arrangements can be made regarding site access, mobility, materials review or interpretation, questions or comments, or other needs.*



MILWAUKEE COUNTY BOARD SUPERVISOR PATRICIA JURSIK 8TH DISTRICT  
E-NEWSLETTERS, DECEMBER 2011, AND JANUARY, FEBRUARY, AND MARCH 2012



# Patricia Jursik *Update*

8<sup>th</sup> District Milwaukee County Supervisor Patricia Jursik  
901 N. 9<sup>th</sup> Street, Courthouse RM 201, Milwaukee, WI 53233  
Phone: 414-278-4231 Fax: 414-223-1380  
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Website: <http://www.milwaukee.gov/Jursik>



December  
2011  
E-NEWS

### COMMITTEE ASSIGNMENTS

Health & Human Needs

Judiciary, Safety and General Services, Vice Chair

Parks, Energy & Environment

### SPECIAL COMMITTEES

Lake Parkway Extension Advisory Committee, Chair

Long Range Strategic Plan Steering Committee, Chair

Aging & Disability Resource Center (ADRC) Governing Board

Milwaukee Art Museum, Trustee

Milwaukee County Federated Library System, Trustee

Milwaukee Gateway Aerotropolis Corporation

### Final E-Newsletter Distributed Until Early April

The election season begins on December 1. According to State Statute 11.33(a)1, "No person elected to state or local office who becomes a candidate for national, state or local office may use public funds for the cost of materials or distribution for 50 or more pieces of substantially identical material" until the election is held on April 3.

In order to comply with this Statute, the December e-news is being issued in late November. **The January-March editions of the e-news will not be e-mailed, but will still be available for you to view on my website at <http://county.milwaukee.gov/Jursik/Enews.htm>**

Feel free to check back each month to see what's happening in the 8th Supervisory District.

### New College Avenue Will Fuel Economic Growth



College Avenue reopened on November 18. It has been reconstructed to a boulevard with two lanes in each direction. Some of the local leaders supportive of the repair helped to cut the ribbon in the photograph above. The Runway Safety Area overpass

appears in the background.

The rebuild of College Avenue from Howell to Pennsylvania Avenues, originally planned to cost \$9 million, came in under budget. 80% was funded through federal money allocated to the State of Wisconsin, while 20% was financed by Milwaukee County bonds. Local funding was also provided by the cities of Milwaukee, Cudahy and South Milwaukee.

The Pennsylvania to Packard/Chicago Avenue portion was repaired through \$2 million from the American Recovery and Reinvestment Act (the “Stimulus”). Milwaukee County funded the design work.

As you travel along East College Avenue, passing General Mitchell International Airport (GMIA), you will travel under an overpass. GMIA’s Runway Safety Area (RSA) project will bring the RSAs for both of the main runways into compliance with Federal Aviation Administration regulations. Each RSA is an area at the end of the runway which is 1,000 feet long, 500 feet wide and free of all obstructions, for the safety of airplanes and their passengers, should the aircraft overshoot the end of the runway.

The Airport is installing an access road over College Avenue which will run parallel to the RSA overpass. The eastbound median lane will be closed to create room for crane access during construction.

This new roadway is a huge improvement for the area. It will help attract employers to the new MKE Regional Business Park under development at the former 440<sup>th</sup> Airlift Wing site which is now owned by Milwaukee County.

## **2012 Budget Vetoes**

### *Public Safety*

I voted to override the Executive’s veto of over \$1.5 million for Sheriff’s deputies. My concern for public safety and the cooperation that we got from the union in agreeing to the same health care and pension cuts that other County workers have taken convinced me that this was the correct vote on behalf of our district. Overall, we preserved over 60 positions and may realize more depending on how many deputies retire before the end of the year.

I also voted to override the Executive’s partial veto of \$1.5 million for the paramedic program. The cities of Cudahy and St. Francis would have been left without Emergency Medical Services without this subsidy from the County, while South Milwaukee and Oak Creek, two cities that provide services beyond their own boundaries, would have been unable or greatly challenged to continue this consolidated service within our district.

### *Facility Planning*

I supported transferring early debt payments to the funding of a facilities assessment that was part of the Strategic Planning directives. This necessary assessment should allow the County to ultimately reduce its ownership of vacant or partially vacant buildings and determine what the County should sell. The County Executive decided this was a good plan and did not veto the budget amendment that I had sponsored.

### *Transit*

The good news regarding buses was the grant money from the Congestion Mitigation and Air Quality Improvement Program which allowed us to retain all of the Route 15's service area ([although it will be restructured](#)), all of the school routes and countywide paratransit service.

### *Senior Centers*

All of the senior centers will continue to be funded.

### *Mental Health Redesign*

The County continues the mental health redesign which seeks to serve more citizens in the community and reduce the need to house patients in the mental health hospital.

### *Parks*

The bad news is the Parks Department took additional cuts of about \$3 million and lost some seasonal employee hours. Cultural institutions such as the museums, the Zoo and others received 15% across the board cuts.

### *Wellness*

I did not support the County Board's wellness initiative. While we do need to consider a wellness program to keep our workforce healthy and cut health care costs, I would like to see a strong review by our entire benefits team and then design an appropriate program, not just design one from the County Board's review. I supported the County Executive's veto of this plan, which was sustained by the Board.

### *Employees*

Our County employees took the greatest burden of the cuts. A full \$22 million was realized by reducing health care benefits and requiring employees to pay more for their pensions. The Sheriff's union agreed to also take cuts (this remains as one of the few bargaining units that can negotiate work rules and other non-salary items). This concession by the Sheriff's union will additionally allow the County to retain an unspecified number of deputies that would have been laid off. A specific number will be finalized by the end of the year.

### *Impact on Taxes*

On November 7, I did not support the County Board's version of the 2012 Budget due to the proposed increase of 2.3%. I voted against many amendments that added unnecessary spending. The County Executive vetoed some of these amendments. On November 16, the Board voted to override 18 of his 23 vetoes. Details are available [here](#). The final tax levy in a total budget of about \$1.3 billion is \$275,805,499.

## **Public Hearing on Proposed Extension of 794 Lake Parkway**

As Chair of the Advisory Committee on the Lake Arterial Extension Study, I have participated in several meetings reviewing a possible extension of 794. We have considered estimated cost, benefit and impact, along with the potential footprint, design and crossings of an extension of 794 Lake Parkway.

Our committee would like input from all members of the community. Please join us at this important event:

## Public Hearing on the Proposed Extension of 794 Lake Parkway

Wednesday, February 29, 2012

South Milwaukee Performing Arts Center (901 15<sup>th</sup> Avenue, South Milwaukee)

6 p.m.: View displays in the lobby (maps, charts, etc.)

6:30 p.m.: Formal presentation, followed by written or verbal comments/questions from the public

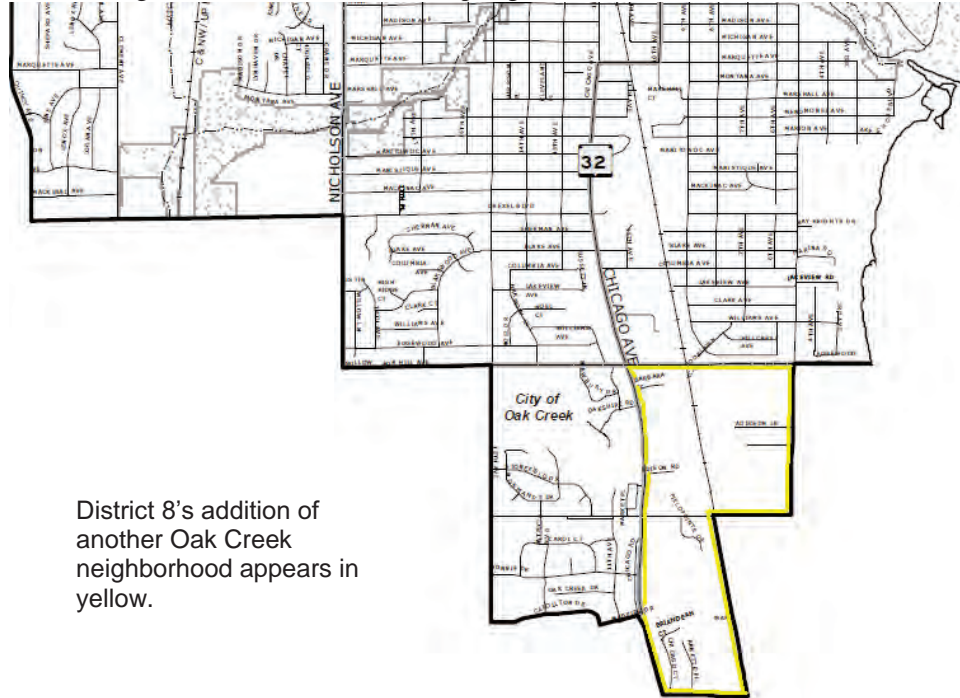
## 8<sup>th</sup> District Welcomes Addition of an Oak Creek Neighborhood

Having received the recent Census data for our communities, Milwaukee County needed to ensure that each district contained a nearly equal number of residents. The Board also moved to reduce the number of supervisory districts from 19 to 18. This means that each supervisor will be responsive to approximately 52,651 constituents.

District 8 gained a portion of Oak Creek. The new area is bounded by Chicago Road, American Avenue, the railroad tracks, Puetz Road, 5<sup>th</sup> Avenue and Forest Hill Avenue. I welcome these residents into my district.

The map below illustrates this addition. A complete map is available at <http://county.milwaukee.gov/ImageLibrary/Groups/cntySupervisors/2012FinalSupervisoryDistricts.pdf>

These changes will take effect with the spring elections in 2012.



District 8's addition of another Oak Creek neighborhood appears in yellow.

## Community Calendar

Saturday, December 3 – Family FREE Day at the Zoo, 9:30am-4:30pm

All visitors receive free admission. The parking fee remains in effect. At Milwaukee County Zoo, 10001 West Blue Mound Road, Milwaukee. [milwaukeezoo.org](http://milwaukeezoo.org) 256-5466

**Thursday, December 8 – Friends of Grant Park & Park Watch holiday social, 6pm**

Enjoy the company of the Friends of Grant Park and Park Watch. If you wish to participate in the cookie exchange, please bring 2 dozen cookies. At Grant Park Clubhouse, 100 Hawthorne Av, South Milwaukee. 764-0612 [www.fogp.org](http://www.fogp.org)

**Thursday, December 8 – Milwaukee Symphony Orchestra Presents: Holiday Pops, Too concert in South Milwaukee, 7:30pm**

This year, make the holidays even more special with the sparkling sounds of the Milwaukee Symphony Orchestra at the South Milwaukee Performing Arts Center! Join Assistant Conductor Francesco Lecce-Chong and the MSO as they perform all your holiday favorites. At South Milwaukee Performing Arts Center, 901 15<sup>th</sup> Av, South Milwaukee. To purchase tickets, please contact 766-5049. [www.southmilwaukee.org](http://www.southmilwaukee.org)

**Saturday, December 3 – Indoor Christmas Market, 10am-3pm**

More than 40 vendors of arts, crafts, organics, baked goods and other prepared food along with live music from local artists. At Caterpillar's Heritage Building and Museum, 1970 10<sup>th</sup> Avenue, South Milwaukee. [www.smdowntownmarket.org](http://www.smdowntownmarket.org)

**Saturday, December 10 – Christmas at the Depot, 9am-2pm**

Pictures with Santa. Bakery, hot lunch, poinsettias and candy for purchase. Sponsored by Cudahy Historical Society. At the Depot, 4647 S Kinnickinnic Av., Cudahy.

**Saturday, December 10 – Indoor Christmas Market, 10am-3pm**

More than 40 vendors of arts, crafts, organics, baked goods and other prepared food along with live music from local artists. At Caterpillar's Heritage Building and Museum, 1970 10<sup>th</sup> Avenue, South Milwaukee. [www.smdowntownmarket.org](http://www.smdowntownmarket.org)

**Saturday, December 10 – Holiday Bake & Cookie Sale, 2pm**

Sponsored by Friends of Mill Pond & Oak Creek Watercourse and South Milwaukee Historical Society. At Grant Park Clubhouse, 100 Hawthorne Av, South Milwaukee. 571-1191

**Monday, December 12 – Cudahy Historical Society and Cudahy Family Library Annual Holiday Dinner: 5:30pm cocktails, 6pm dinner, 7:30pm entertainment**

Dinner with live entertainment at Joe's K Ranch, 4840 S. Whitnall Avenue, Cudahy. \$20 tickets for purchase at Cudahy Family Library, 3500 Library Dr., Cudahy.

**Tuesday, December 13 – Interpretations & Images of Cleopatra over 2,000 Years, 11:30am luncheon & 12:30pm lecture**

Curator of Ancient History Carter Lupton will discuss physical and intellectual portrayals of this ancient queen of Egypt, helping us to find what she was really like. Enjoy lunch and the lecture for \$20 (nonmembers) or \$17 (members). Visitors can opt to listen to just the lecture for \$5 (nonmembers) or free (members). Please register in advance.

**Tuesday, December 13 – Friends of Mill Pond meeting, 6:30pm**

At Marquette Manor (2409 10<sup>th</sup> Av, South Milwaukee). 571-1191

**Thursday, December 15 – County Board Meeting, 9:30am**

At Milwaukee County Courthouse, Room 200

**Sunday, December 25 –FREE Day at the Zoo, 9:30am-2:30pm**

Milwaukee County residents with ID receive free admission. The parking fee remains in effect. At Milwaukee County Zoo, 10001 West Blue Mound Road, Milwaukee. [milwaukeezoo.org](http://milwaukeezoo.org) 256-5466

**Wednesday, December 28 – Cudahy Neighborhood Watch meeting, 6pm**

At Cudahy Family Library, 3500 Library Dr., Cudahy. 414-324-5531

**Sunday, January 1, 2010 – Cool Kite Festival, 11am-5pm**

The "Kite Whisperer" will provide kite-flying lessons. All are welcome to participate in this "fun flight" with a kite brought from home or one purchased at the event. Witness the giant kites of Yves Laforest. Watch ice artists in action and take a horse-drawn carriage ride for a small fee. Complementary hot chocolate and coffee while it lasts thanks to Caribou Coffee. Dress warm. At Veterans Park, 1010 N. Lincoln Memorial Dr., Milwaukee. [www.giftofwings.com](http://www.giftofwings.com) 277-9121



Ongoing:

### THE DOMES

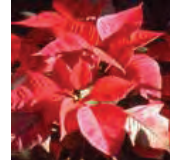
**Music Under Glass, Thursdays until March 31,  
6:30-8:30pm**



Enjoy the new lighting of the domes with light shows at the break and following the concert. At The Domes, 524 S. Layton Blvd. 649-9830. [Regular admission applies](http://www.county.milwaukee.gov/FloralShowampEventSc10360/MusicUnderGlass.htm). Check out the schedule of music at: [www.county.milwaukee.gov/FloralShowampEventSc10360/MusicUnderGlass.htm](http://www.county.milwaukee.gov/FloralShowampEventSc10360/MusicUnderGlass.htm)

### Holly, Jolly Holidays at The Domes until January 1, 2012

Santas from around the world come together at the *Holly, Jolly Holidays*, surrounded by decorated spruce trees and hundreds of poinsettias that fill the Show Dome with vibrant color. At The Domes, 524 S. Layton Blvd. 649-9830. Hours and admission are posted [here](#).



### ICE SKATING

**At Sheridan Park Lagoon, 4800 S. Lake Dr, Cudahy**  
Bring your own skates. Open weather permitting.  
Call 257-PARK (7275) for current conditions.

**Sheridan Lagoon** opens when ice is sufficiently thick.

**At Red Arrow Park, 920 N. Water St, Milwaukee**  
(accessible via Route 15, [www.ridemcts.com](http://www.ridemcts.com))  
FREE rink. Skate rental: \$7 (ages 17 and under) or 8 (18+) (includes tax) or bring your own.  
Enjoy the adjacent warming house with restrooms and hot beverages! Closed for blizzard, wind chill or cold weather advisories from the National Weather Service. Details: <http://county.milwaukee.gov/RedArrow11930.htm>

**Red Arrow Rink** opening will be announced at <http://county.milwaukee.gov/RedArrow11930.htm>

**Tentatively** through Dec. 20:  
M-Th 11am-9pm, F & Sat 11am-11pm, Sun 11am-8pm

Dec. 21-24: 11am-11pm  
Dec. 25: 2-11pm  
Dec. 26-30: 10am-Midnight  
Dec. 31: 10am-1am



# Patricia Jursik *Update*

8<sup>th</sup> District Milwaukee County Supervisor Patricia Jursik  
901 N. 9<sup>th</sup> Street, Courthouse RM 201, Milwaukee, WI 53233  
Phone: 414-278-4231 Fax: 414-223-1380  
E-mail: [patricia.jursik@milwcnty.com](mailto:patricia.jursik@milwcnty.com)  
Website: <http://www.milwaukee.gov/Jursik>



January  
2012  
E-NEWS

## COMMITTEE ASSIGNMENTS

Health & Human Needs

Judiciary, Safety and General Services, Vice Chair

Parks, Energy & Environment

## SPECIAL COMMITTEES

Lake Parkway Extension Advisory Committee, Chair

Long Range Strategic Plan Steering Committee, Chair

Aging & Disability Resource Center (ADRC) Governing Board

Milwaukee Art Museum, Trustee

Milwaukee County Federated Library System, Trustee

Milwaukee Gateway Aerropolis Corporation

## Transit Changes

Bus riders will see changes on **Sunday, January 29, 2012**. The Route 15's two branches will be divided. Express buses will be introduced along three main corridors of the County.

Given the loss of \$6.8 million in State funding, our transit system faced the elimination of 21 routes. However, we received a federal grant to implement express service along popular corridors for three years. To avoid duplication of services and preserve access to jobs, restructuring was necessary.

The **restructured Route 15** will run along Chicago Avenue. Every bus will now make a loop at Madison, 5<sup>th</sup> and Columbia Avenues. Route 15 will continue along Packard and Kinnickinnic Avenues, 1<sup>st</sup> Street, Milwaukee Avenue through Downtown Milwaukee, Holton Street and Port Washington Road to Bayshore Mall.

The **Bayshore-Airport Green Express bus** will travel along Oakland Avenue near UW-Milwaukee, pass through Downtown Milwaukee and take Chase and Howell Avenues to General Mitchell International Airport.

The **new Route 52** will assume the western path of the old Route 15. Route 52 will begin at Mitchell Street, traveling south along Kinnickinnic, Clement, Pennsylvania and 15<sup>th</sup> Avenues to Drexel Boulevard and Chicago Avenue.

Details are posted on this [main webpage](#), with a [map](#) of the South Shore restructuring and [frequently asked questions](#).

Please contact my office if you have any concerns or need help in planning your commute. I regret that changes may disrupt people's commuting routines. These changes are the result of our bus system having to "do more with less" each year. Until the State allows dedicated funding, transit will always be vulnerable as it is forced to compete with mandated services for limited funding.

## Seven Bridges Repair

Funds were granted to repair the lakeside bridge and another smaller bridge at Grant Park's Seven Bridges trails. After years of advocacy, we have been able to secure this funding. A contractor should repair the small bridge over the winter months. Final design and bidding should proceed soon for repair of the large lakeside bridge.

## Greene Park Improvements

Repairs are ongoing at Greene Park on Lunham Avenue. The parking lot is being repaved. The basketball and tennis courts are experiencing relocation and resurfacing.

## **Sheridan Park**

The Friends of Sheridan Park are dedicated to ongoing cleanup and graffiti watch. The group decorated a deciduous tree outside the skating shelter for the holidays.

I painted the wall on S-road to remove pornographic graffiti which needed to be eliminated forthwith. I felt like Tom Sawyer as hikers looked on with curiosity. The wall is now in good shape and painted brown.

I would like to thank all of the stewards of our parks who have pitched in to pick up litter, plant flowers, eradicate weeds, report suspicious activity, and participate in Friends and Park Watch groups.

## **Grant Park Roadway**

Due to other active design projects, roadway construction is scheduled for 2012. The new bidding schedule will help us to achieve better pricing. Advertising for bids will occur in February or March 2012. Construction should begin in early May and conclude in late June 2012. The project survey and preliminary engineering were completed in November 2011. The Parks department is currently televising the existing storm sewer system to resolve drainage issues at the site.

## **Parks and Wildlife**

Poaching in our County Parks is illegal. Milwaukee County Ordinance [47.05](#) prohibits hunting in the Parks without permission (although the Wisconsin Department of Natural Resources (DNR) controls some duck hunting at the shoreline). These rules allow the public to safely visit the park.

Shining any wild animal is illegal at night after 10 p.m. from September 15 through December 31 in Wisconsin. Shining is also illegal if the participant is carrying a firearm, bow and arrow or crossbow (although exceptions apply for hunting certain small game).

If you see anyone entering the park with a rifle or hear shots in the parks, please call the police immediately.

DNR Conservation Warden Ben Mott will attend the Friends of Grant Park's January 12, 2012, meeting at 7 p.m. at Grant Park Clubhouse to discuss suspected poaching at Grant Park. Warden Mott looks forward to your questions at this meeting.

## **Shakespeare in the Courts**

The County Board moved to advance the Shakespeare in the Courts program. This pilot program aims to reduce crime and save tax dollars at the same time.

Two of Milwaukee County's Circuit Court judges testified before the Judiciary and Health and Human Needs Committees to advocate for this unique program, which is not currently available in juvenile sentencing. Shakespeare in the Courts provides a summer program for a group of juveniles to work with faculty and thespians in producing and acting in a Shakespeare play, learning the ageless lessons of Shakespeare.

It costs Milwaukee County taxpayers more than \$100,000 per year to send just one juvenile to a state correctional facility. That's more than it costs to send 16 kids to UWM for one year. If we can divert funds away from the highest costs of

incarceration, County taxpayers save money. This sentence is effective for an appropriate group of young people, as it forces them to practice discipline, communication and hard work.

Our judges at Children’s Court have seen and heard it all. Thousands of kids come before them, many with stories that might break your heart. If these judges can distinguish between the few kids that would benefit from this program and those that need to be incarcerated, I will support their judgment.

[Here](#) is my opinion editorial on the subject that appeared in the Milwaukee Journal Sentinel.

### **War Memorial Resolution**

I authored a [resolution](#) directing that the Milwaukee County War Memorial Center Board and related boards respond to an [audit](#). The goal is for these bodies to make recommendations to resolve concerns identified in the recent audit. Improvements in parking, facilities and governance will enable the War Memorial to more effectively honor veterans and promote the arts.

### **Changes for Voters with Limited Mobility**

“Indefinitely confined” voters are persons who, because of age, physical illness, infirmity or disability, may have difficulty traveling to the polling place.

#### **An indefinitely confined voter can reside in:**

|                  |             |                |                       |
|------------------|-------------|----------------|-----------------------|
| ▪ Their own home | ▪ Apartment | ▪ Nursing Home | ▪ Other Care Facility |
|------------------|-------------|----------------|-----------------------|

When applying for an absentee ballot, the voter must indicate they are indefinitely confined. Indefinitely confined voters will receive absentee ballots automatically for all elections until they fail to return a ballot.

[Here](#) is a brochure with details. The absentee ballot application for use in 2012 is available [here](#). It must be submitted to your city clerk no later than 5 p.m. on the Friday prior to the election.

The absentee ballot application is separate from voter registration. You must register to vote before you are allowed to receive an absentee ballot.

You may contact your City Clerk with questions:

St. Francis 481-2300                      South Milwaukee 762-2222  
Cudahy 769-2204                         Oak Creek City Clerk 768-6500

Please continue reading the following calendar to learn about informational events for voters on January 11 and 15.

### **Community Calendar**

**Saturday, December 31, 2010 – Ride FREE on all regular Milwaukee County buses, beginning at 8pm** until the regular ending times of most routes. Additionally, Routes 10, 11 (only between Holton & Capitol Drive and Mitchell Street & Kinnickinnic Avenue), 12, 15, 18, 19, 21, 22, 23, 27, 30, 62, and 80 will extend service until 4am the next day, operating each half hour. Thanks to Miller Lite for its sponsorship of the free rides. Please visit [www.ridemcts.com](http://www.ridemcts.com) for details.

**Sunday, January 1, 2010 – Cool Kite Festival, 11am-5pm**

The “Kite Whisperer” will provide kite-flying lessons. All are welcome to participate in this “fun flight” with a kite brought from home or one purchased at the event. Witness the giant kites of Yves Laforest. Watch ice artists in action and take a horse-drawn carriage ride for a small fee. Complementary hot chocolate and coffee while it lasts, thanks to Caribou Coffee. Dress warm. At Veterans Park, 1010 N. Lincoln Memorial Dr., Milwaukee. [www.giftofwings.com](http://www.giftofwings.com) 277-9121

**Sunday, January 1 – FREE Day at the Zoo, 9:30am-2:30pm**

Milwaukee County residents with ID receive free admission. The parking fee remains in effect. At Milwaukee County Zoo, 10001 West Blue Mound Road, Milwaukee. [milwaukeezoo.org](http://milwaukeezoo.org) 256-5466

**Saturday, January 7 – Family FREE Day at the Zoo, 9:30am-2:30pm**

All visitors receive free admission. The parking fee remains in effect. At Milwaukee County Zoo, 10001 West Blue Mound Road, Milwaukee. [milwaukeezoo.org](http://milwaukeezoo.org) 256-5466

**Saturday, January 7 – John Gurda: A Region Built on Water, 7:30pm**

Milwaukee Historian John Gurda examines the role of Lake Michigan and its tributaries in transportation, recreation and industry since the days of the Potawatomi to recently. Tickets are \$5. At South Milwaukee Performing Arts Center, 901 15<sup>th</sup> Avenue, South Milwaukee, 766-5049.

**Tuesday, January 10 – Friends of Mill Pond meeting, 6:30pm**

At Marquette Manor (2409 10<sup>th</sup> Av, South Milwaukee). 571-1191

**Wednesday, January 11 – Voter ID Educational Event for Seniors**

Presented by the Milwaukee County Department on Aging and the Office of the County Executive. 8am Breakfast, 8:30am Press conference, 9-11am Panel discussion with question & answer. At the Italian Community Center, 631 E. Chicago St, Milwaukee.

**Thursday, January 12 – Grant Park Watch meeting, 6:30pm**

At Grant Park Clubhouse, 100 Hawthorne Av, South Milwaukee. 764-7262 [www.fogp.org](http://www.fogp.org)

**Thursday, January 12 – Friends of Grant Park meeting, 7pm (following Park Watch)**

DNR Conservation Warden Ben Mott will discuss suspected poaching in Grant Park. At Grant Park Clubhouse, 100 Hawthorne Av, South Milwaukee. 764-0612 [www.fogp.org](http://www.fogp.org)

**Sunday, January 15 – Samson Stomp & Romp for the Zoo, throughout the morning**

Participate in a run, walk or children’s romp in honor of Samson the gorilla and to benefit all of the animals in the Zoo’s collection. At Milwaukee County Zoo, 10001 W. Blue Mound Rd, Milwaukee. Register [here](#).

**Thursday, January 19 – Voter ID information session, 6-7:30pm**

Experts from the Government Accountability Board will provide information about changes in Wisconsin law requiring photo ID. Hosted by the South Milwaukee City Clerk’s Office at South Milwaukee City Hall, 2424 15<sup>th</sup> Avenue, South Milwaukee. 762-2222.

**Wednesday, January 25 – Cudahy Neighborhood Watch meeting, 6pm**

At Cudahy Family Library, 3500 Library Dr., Cudahy. 414-324-5531

**Sunday, January 29, 2012 – New bus schedules, express service, and restructured routes take effect**

Preview schedules at [www.ridemcts.com](http://www.ridemcts.com) as soon as January 12.

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**Upcoming:**

**Friday, February 10 – Kelly Senior Center outing to Alvin Ailey American Dance Theatre**

8:45 am: Buses depart Kelly Center, 6100 S. Lake Dr., Cudahy

Midmorning: Performance at the Sharon Lynne Wilson Center for the Arts, Brookfield

Approximately Noon: Buses return to Kelly Center

Fee: \$12 (includes bus ride)

Please register by January 20 by calling 481-9611



**Wednesday, February 29 – Public Hearing on the Proposed Extension of 794 Lake Parkway, 6 p.m.:** View displays in the lobby (maps, charts, etc.)  
**6:30 p.m.:** Formal presentation, followed by written or verbal comments/questions from the public. At South Milwaukee Performing Arts Center, 901 15<sup>th</sup> Avenue, South Milwaukee

Ongoing:

**THE DOMES**

**Music Under Glass, Thursdays until March 22, 6:30-8:30pm**



Enjoy the new lighting of The Domes with light shows at the break and following the concert. At The Domes, 524 S. Layton Blvd. 649-9830. [Regular admission applies](#). Check out the [schedule](#) of music.

**ICE SKATING**

**At Sheridan Park Lagoon, 4800 S. Lake Dr, Cudahy**  
Bring your own skates. Open weather permitting. Call 257-PARK (7275) or [visit this page](#) for current conditions.

**Sheridan Lagoon** opens when ice is sufficiently thick.

**At Red Arrow Park, 920 N. Water St, Milwaukee**  
(accessible via Route 15, [www.ridemcts.com](http://www.ridemcts.com))  
FREE rink. Skate rental: \$7 (ages 17 and under) or 8 (18+) (includes tax) or bring your own. Enjoy the adjacent warming house with restrooms and hot beverages! Closed for blizzard, wind chill or cold weather advisories from the National Weather Service. Details: <http://county.milwaukee.gov/RedArrow11930.htm>

**Red Arrow Rink**

Dec 26-30: 10am-Midnight  
Dec 31 (New Year's Eve): 10am-1am  
Jan 1, 2012: 11am-6pm

Jan 2 -31:  
Mon-Th: 11am-8pm  
Fri-Sat: 11am-11pm  
Sun: 11am-6pm



# Patricia Jursik *Update*

8<sup>th</sup> District Milwaukee County Supervisor Patricia Jursik  
901 N. 9<sup>th</sup> Street, Courthouse RM 201, Milwaukee, WI 53233  
Phone: 414-278-4231 Fax: 414-223-1380  
E-mail: [patricia.jursik@milwcnty.com](mailto:patricia.jursik@milwcnty.com)  
Website: <http://www.milwaukee.gov/Jursik>



February  
2012  
E-NEWS

## COMMITTEE ASSIGNMENTS

Health & Human Needs

Judiciary, Safety and General Services, Vice Chair

Parks, Energy & Environment

## SPECIAL COMMITTEES

Lake Parkway Extension Advisory Committee, Chair

Long Range Strategic Plan Steering Committee, Chair

Aging & Disability Resource Center (ADRC) Governing Board

Milwaukee Art Museum, Trustee

Milwaukee County Federated Library System, Trustee

Milwaukee Gateway Aerropolis Corporation

## Public Hearing on 794 Lake Parkway

**WHAT:** Public Hearing on the Possible Recommendation to Include Lake Parkway (STH 794) in the Regional Transportation Plan  
**DATE:** Wednesday, February 29, 2012  
**TIME:** 6:00 to 8:00 p.m.  
**PLACE:** South Milwaukee Performing Arts Center, 901 15<sup>th</sup> Avenue, South Milwaukee, WI (*accessible via [Route 52](#)*)

I invite the public to learn about a study to extend Lake Parkway (State Trunk Highway 794) and weigh in on a recommendation to include the extension in the regional transportation plan.

The Advisory and Technical Committees on the Lake Parkway (STH 794) Extension Study, along with Southeastern Wisconsin Regional Planning Commission staff, have analyzed the extension of Lake Parkway to Highway 100 in Oak Creek. I chair the Advisory Committee. Our initial recommendations encompass a potential [footprint](#), crossings, ramp treatments and other elements for the extension. We now wish to receive feedback from the community on these initial recommendations.

Residents may attend an informational meeting and public hearing on February 29 in South Milwaukee. From 6:00 to 6:30 p.m., they may view maps and other displays and ask questions of staff in an open house format. At 6:30 p.m., the meeting commences and includes a presentation of the analysis and recommendations. The committee will respond to written questions submitted by audience members.

**From February 15, 2012, to March 15, 2012, the public may submit comments regarding the Lake Parkway (STH 794) Extension Study and the possible recommendation to include the extension in the regional transportation plan.** There are several opportunities to participate in this 30-day comment period.

### Oral comments:

- Provide oral comments to a court reporter in the lobby during the February 29 meeting

### Written comments:

- Send via mail to Southeastern Wisconsin Regional Planning Commission, W239 N1812 Rockwood Drive, Waukesha, WI 53188-1113
- Submit on the website [www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway)
- Submit to staff at the February 29 meeting

## Transit Changes

Bus routes in the South Shore have changed. The western branch of Route 15 has become a separate route, the [Route 52](#) Clement-15<sup>th</sup> Avenue. [Route 15](#) now travels through Riverwest instead of via Oakland Avenue. A new [MetroEXpress Green Line](#) operates from the Airport to Bayshore Mall past UW-Milwaukee. Details about the changes are posted [here](#).

You can find schedules, maps and a trip planner at [www.ridemcts.com](http://www.ridemcts.com). Please contact my office if you have any concerns or need help in planning your commute.

## Wait Lists Grow as Governor is Ordered to Remove Caps on Family Care

I promised to monitor the wait lists for Milwaukee County in Family Care after the State budget created a cap in enrollment without obtaining waivers from the federal Medicaid administration. 675 frail elders and 1,539 people with disabilities in Milwaukee County are now paying the price. As of early January, the growing wait list for the elderly is at **675**. The wait list for the disabled in Milwaukee County now stands at **1,539**. Governor Scott Walker has been ordered to remove the cap his administration created.

Family Care saves money by permitting elderly and disabled residents to obtain community services that are less costly than enrollment in a nursing home. These citizens now have no choice to avoid placement in costly nursing homes, even when they could function with a lower level of supportive care.

To be clear, the State budget is being balanced on the backs of the elderly and disabled. The people of our State deserve better than this. I call on our State government to eliminate this waiting list by removing the enrollment cap and getting back to the promises of the Family Care program. Specifically, our State legislators should support [Senate Bill 380](#) and [Assembly Bill 477](#) to lift caps on Family Care.

My office will continue to document the wait list numbers until our State complies with the federal requirements that govern Family Care. This innovative and nationally-recognized program was developed during the Tommy Thompson administration. When Walker recently announced he would lift the caps on Family Care, it was in effect announcing that he was putting out the house fire that he himself had started.

## Parks Updates

I met with Sue Black, Director of Parks, for the sole purpose of getting an update on projects for our South Shore parks. My office has now secured the funding for Seven Bridges restoration. I am informed that Graef was the successful bidder. This work will begin in March and hopefully end this Spring. Grant Park will also have some roads repaved.

Greene Park continues to benefit from the implementation of the master plan as presented to the City of St. Francis. This includes the installation of tennis and basketball courts, repaving of the parking lot and upgrading of the ball diamonds.

## Audit of Sheriff's Department

I sponsored a resolution calling for an audit of the Sheriff's Department. The audit specifically looks to obtain information on how savings realized by programs instituted in the courts which divert individuals from expensive stays at the House of Correction

or Jail are being redistributed by the Sheriff for other programming. It will also review the use of forfeiture money realized in the Sheriff's department through drug seizures and other initiatives. I have been concerned by the growing litigation resulting from this Department. Currently there are four court cases against the Sheriff instituted by either deputies or the County. At least one of the cases includes outside counsel, an expense that can become significant. I will be looking to the results of this audit before making any comments or criticism of this Department.

### **Community Calendar**

**Thursday, February 2 – County Board Meeting, 9:30am**

At Milwaukee County Courthouse, Room 200

**Saturday, February 4 – Family FREE Day at the Zoo, 9:30am-4:30pm**

All visitors receive free admission. The parking fee remains in effect. At Milwaukee County Zoo, 10001 West Blue Mound Road, Milwaukee. [milwaukeezoo.org](http://milwaukeezoo.org) 256-5466

**Saturday, February 4 – Flamenco Vivo Carlota Santana: La Pasi3n Flamenca, 7:30pm**

Experience Spanish dance and music with influences from Africa, the Americas and the Middle East. At South Milwaukee Performing Arts Center, 901 15<sup>th</sup> Avenue, South Milwaukee, 766-5049.

**Thursday, February 9 – Grant Park Watch meeting, 6:30pm**

At Grant Park Clubhouse, 100 Hawthorne Av, South Milwaukee. 764-7262 [www.fogp.org](http://www.fogp.org)

**Thursday, February 9 – Friends of Grant Park meeting, 7pm (following Park Watch)**

At Grant Park Clubhouse, 100 Hawthorne Av, South Milwaukee. 764-0612 [www.fogp.org](http://www.fogp.org)

**Tuesday, February 14 – Friends of Mill Pond meeting, 6:30pm**

At Marquette Manor (2409 10<sup>th</sup> Av, South Milwaukee). 571-1191

**Saturday, February 18 – Fasiangy, 6pm-11pm**

This Slovak Mardi Gras celebration will include traditional food and bakery and is sponsored by the Wisconsin Slovak Historical Society. \$5 fee. At Knights of Columbus 524 Banquet Center, 3200 S. 103<sup>rd</sup> Street, Greenfield.

**Sunday, February 19 – Wisconsin Slovak Historical Society Winter Meeting**

**4pm dinner** with choice of lasagna or fried chicken for \$10 (please make your reservation by February 13 by calling Anna Trochta at 414-483-6777 or Marillyn Evaska at 414-476-1528 or by emailing [wshs@sbcglobal.net](mailto:wshs@sbcglobal.net))

**5pm meeting**

**5:30pm program** "Remembering the Stories of Your Life"

At Benny's Caf3, 1234 S. 27<sup>th</sup> Street, Milwaukee (north of Stein's).

**Thursday, February 23 – Liverpool '64 (Beatles Tribute Band), 6:30-9pm**

Part of the [Music Under Glass](#) series at The Domes, 524 S. Layton Blvd, Milwaukee. 649-9830. [Regular admission applies](#). Features a special "Lucy in the Sky" light show.

**Wednesday, February 29 – Public Hearing on the Proposed Extension of 794 Lake Parkway**

**6pm:** View displays in the lobby (maps, charts, etc.)

**6:30pm:** Formal presentation, followed by written or verbal comments/questions from the public. At South Milwaukee Performing Arts Center, 901 15<sup>th</sup> Avenue, South Milwaukee

**Wednesday, February 29– Cudahy Neighborhood Watch meeting, 6pm**

At temporary new location, Aurora South Shore, 5900 S Lake Dr., Cudahy, WI. 414-324-5531

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**Ongoing:**

## THE DOMES

**Music Under Glass, Thursdays until March 22,  
6:30-8:30pm**

Enjoy the new lighting of The Domes with light shows at the break and following the concert. At The Domes, 524 S. Layton Blvd, Milwaukee. 649-9830.

[Regular admission applies](#). Check out the [schedule](#) of music.



## ICE SKATING

**At Sheridan Park Lagoon, 4800 S. Lake Dr, Cudahy**

Bring your own skates. Open weather permitting. Call 257-PARK (7275) or [visit this page](#) for current conditions. The red light on top of the flood light at the Lagoon indicates unsafe conditions.

**Sheridan Lagoon** opens when ice is sufficiently thick.

Skate shelter is open 10am-9pm daily, weather permitting

**At Red Arrow Park, 920 N. Water St, Milwaukee**

(accessible via Route 15, [www.ridemcts.com](http://www.ridemcts.com))

FREE rink. Skate rental: \$7 (ages 17 and under) or 8 (18+) (includes tax) or bring your own.

Enjoy the adjacent warming house with restrooms and hot beverages! Closed for blizzard, wind chill or cold weather advisories from the National Weather Service. Details:

<http://county.milwaukee.gov/RedArrow11930.htm>

**Red Arrow Rink**

February 1 through season close:

Mon-Th: 11am\*-8pm

\*skate rentals start at 2pm

Fri-Sat: 11am-11pm

Sun: 11am-6pm





# Patricia Jursik *Update*

8<sup>th</sup> District Milwaukee County Supervisor Patricia Jursik  
901 N. 9<sup>th</sup> Street, Courthouse RM 201, Milwaukee, WI 53233  
Phone: 414-278-4231 Fax: 414-223-1380  
E-mail: [patricia.jursik@milwcnty.com](mailto:patricia.jursik@milwcnty.com)  
Website: <http://www.milwaukee.gov/Jursik>



## COMMITTEE ASSIGNMENTS

Health & Human Needs

Judiciary, Safety and General Services, Vice Chair

Parks, Energy & Environment

## SPECIAL COMMITTEES

Lake Parkway Extension Advisory Committee, Chair

Aging & Disability Resource Center (ADRC) Governing Board

Milwaukee Art Museum, Trustee

Milwaukee County Federated Library System, Trustee

Milwaukee Gateway Aerotropolis Corporation

## Proposed Extension of the Lake Parkway

The Advisory Committee has made preliminary recommendations on the proposal to extend the Lake Parkway (794) to Highway 100 in Oak Creek. Details are available on the webpage [www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway). Now we need to hear from you!



A public hearing will be held on Wednesday, February 29, 2012, from 6 to 8 p.m. at the South Milwaukee Performing Arts Center, 901 15<sup>th</sup> Avenue, South Milwaukee, WI.

Through March 15, public comments can be made:

- on the website [www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway)
- in a recorded message on the phone line 262-547-6721
- via mail sent to the Southeastern Wisconsin Regional Planning Commission, W239 N1812 Rockwood Drive, Waukesha, WI 53188-1113

## Proposed Land Swap at Airport

The 128<sup>th</sup> Air Refueling Wing (128 ARW) provides economic impact worth about \$77.3 million per year in our community. The Air National Guard is a valued institution and provides security and mutual aid for emergencies in our district. The 128 ARW will be filing a long-range plan and needs to put forth a strong position to avoid an expected new round of base closings. To be in the best position it can be, the Guard needs to develop a safer entry to its base and to add additional apron space for refuelers at the General Mitchell International Airport.

For these reasons, I have prepared a resolution that would exchange the 128 ARW's current land holdings at the Airport for a site with better access and more apron space in the northeast quadrant of the Airport. The potential extension of Lake Parkway (794) would create an additional overpass to the current approach to the ARW at the end of Grange Avenue which could compromise safety. The ARW has identified an alternate entry to the north off of Layton Ave. and proposed a land swap which would give the airport additional land at the former 440<sup>th</sup> Air Reserve Station and also on Grange Avenue for economic development opportunities.

The [resolution](#) would help the Guard be in a stronger position for remaining in Milwaukee County long term. I am proud to help our service men and women by authoring this resolution and guiding the process through County government. The Committee on Transportation, Public Works and Transit unanimously approved this resolution. The full County Board will consider this item on March 15.

## Family Care

I join many of my constituents in urging the State Assembly to lift the cap on the Family

Care program. The State imposed a cap on enrollment in July 2011, resulting in waiting lists for the program. In February 2012, the State Senate voted to eliminate the cap, but the full Assembly has yet to act. Wisconsin risks losing federal funding if it does not comply with a federal order to lift the cap.

Family Care helps frail elders and adults with physical or developmental disabilities stay in their homes and receive less expensive supportive care as opposed to more costly nursing home care.

### **Use of Office Account**

You have entrusted me, as your representative on the County Board, to be fiscally responsible with taxpayer dollars. Just as I require that each department appropriately manage limited resources, I run my office in the same way. Last year, I had a surplus of \$3,549.54 of unused office account funds which I was able to return. Each Supervisor receives an expense fund of \$7,500.00 at the start of the year. Each year that I have served, I have returned money to the taxpayers for use in the next budget.

Individual office account funds should not be spent on office retirement parties. I have never used my individual office account for such an event.

Office accounts are to be used for serving constituents. This service includes communication in the form of letters, postage, newsletters, and office phone calls; attendance at policy forums; and participation in community events including activities by the local chambers. I do not charge my office account for car mileage as I feel that the costs of going to work at the Courthouse and in my district should be borne by me like most other employees. The frugal use of office supplies in order to be responsive to constituents is a justified expense. I have heard clear consensus on this matter from my constituents.

### **Pullin' O' the Green**

Join [Friends of Grant Park](#) in their annual benefit to preserve and enhance Grant Park on Sunday, March 11. Admission gets you a meal (your choice of corned beef and cabbage, Irish beef stew or Irish potato and kale soup), beer or other beverage and an evening of great music by the [Garlic Mustard Pickers](#). The event will be held at Grant Park Clubhouse at 100 Hawthorne Avenue in South Milwaukee, with seatings at 4:30 p.m. and 6:30 p.m. Adults pay \$12 and children under 12 pay \$5. Tickets are available in advance by calling 764-7262.

### **Community Calendar**

#### **Saturday, March 3 – Family FREE Day at the Zoo, 9am-4:30pm**

All visitors receive free admission. The parking fee remains in effect. At Milwaukee County Zoo, 10001 West Blue Mound Road, Milwaukee. [milwaukeezoo.org](http://milwaukeezoo.org) 256-5466

#### **Thursday, March 8 – Grant Park Watch meeting, 6:30pm**

At Grant Park Clubhouse, 100 Hawthorne Av, South Milwaukee. 764-7262 [www.fogp.org](http://www.fogp.org)

#### **Thursday, March 8 – Friends of Grant Park meeting, 7pm (following Park Watch)**

At Grant Park Clubhouse, 100 Hawthorne Av, South Milwaukee. 764-0612 [www.fogp.org](http://www.fogp.org)

#### **Saturday, March 10 – South Shore Noon Lions Spaghetti Dinner, 4-6:30pm**

Join for food, fun, and raffles to benefit Human/Project Concerns, Interfaiths and Lions Foundation. Meal includes spaghetti, salad, bread, dessert and non-alcoholic beverage. To reserve tickets, contact Bernice at 762-5349. Meal tickets are available at door, \$8 adults, \$4 for

children under 10. At Grobschmidt Senior Center, 2424 15<sup>th</sup> Avenue, South Milwaukee.

**Sunday, March 11 – Pullin’ O’ the Green, seatings at 4:30pm and 6:30pm**

Join Friends of Grant Park in their annual benefit to preserve and enhance Grant Park. Admission gets you food, beverage or a beer, and an evening of great music by the [Garlic Mustard Pickers](#). Admission: \$12 adults, \$5 children under 12. Contact 764-7262 to reserve tickets. At Grant Park Clubhouse, 100 Hawthorne Av., South Milwaukee.

**Tuesday, March 13 – Friends of Mill Pond meeting, 6:30pm**

At Marquette Manor (2409 10<sup>th</sup> Av, South Milwaukee). 571-1191

**Thursday, March 15 – County Board Meeting, 9:30am**

At Milwaukee County Courthouse, Room 200

**Friday, March 23 – The Florentine Opera Studio: America’s Songbook, 7:30pm**

Enjoy a showcase of American opera’s brief yet colorful evolution. At South Milwaukee Performing Arts Center, 901 15<sup>th</sup> Avenue, South Milwaukee, 766-5049.  
[www.southmilwaukeepac.org/pas-florentine.html](http://www.southmilwaukeepac.org/pas-florentine.html)

**Wednesday, March 28 – Cudahy Neighborhood Watch meeting, 6pm**

At temporary new location, Aurora South Shore’s lower level auditorium, 5900 S Lake Dr., Cudahy. 414-324-5531

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**Ongoing:**

**THE DOMES**

**Music Under Glass, Thursdays through March 22, 6:30-8:30pm**



Enjoy the new lighting of The Domes with light shows at the break and following the concert. At The Domes, 524 S. Layton Blvd, Milwaukee. 649-9830.  
[Regular admission applies](#). Check out the [schedule](#) of music.

**MILWAUKEE PUBLIC MUSEUM**

**Cleopatra, the Search for the Last Queen of Egypt, through April 29, 2012**  
[www.mpm.edu/cleopatra](http://www.mpm.edu/cleopatra)

Check out a special discount for Milwaukee County residents on Mondays at [www.mpm.edu/cleopatra/visit/](http://www.mpm.edu/cleopatra/visit/) and scroll down to “Milwaukee County Residents.”

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**Appendix D**

**NEWSPAPER ARTICLES AND EDITORIALS CONCERNING THE  
LAKE PARKWAY EXTENSION STUDY PRELIMINARY RECOMMENDATIONS**



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# Lake Parkway extension proposed

Road would stretch from Hoan Bridge into Oak Creek

By **LARRY SANDLER**  
lsandler@journalsentinel.com

The Lake Parkway would more than double in length — and cost — under a preliminary recommendation from a regional study panel.

An advisory committee of local and state officials is backing a \$207 million plan to extend the road, state Highway 794, nearly six miles through Milwaukee County's South Shore suburbs.

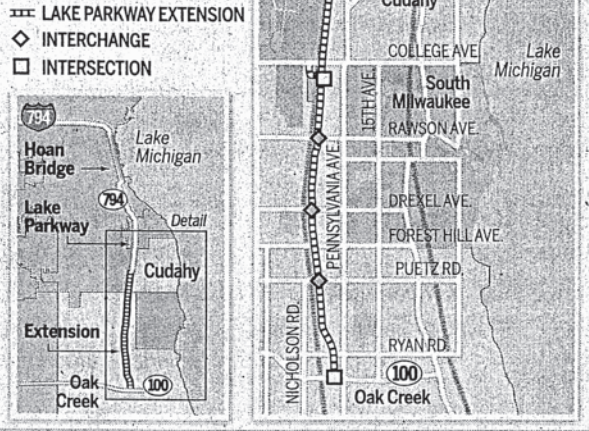
Area residents will get a chance to comment on that concept at a public information meeting Wednesday at the South Milwaukee Performing Arts Center, 901 15th Ave. The session will run from 6 to 8 p.m., mainly in open-house format, with a presentation and question-and-answer session starting at 6:30 p.m.

The study's recommendations would be on-

Please see **SOUTH SHORE, 5B**

## A long link to downtown

A proposed \$207 million extension would add about six miles to the four-mile Lake Parkway extending it from Cudahy to Oak Creek.



Source: Southeastern Wisconsin Regional Planning Commission Journal Sentinel

From page 1

## SOUTH SHORE Parkway extension proposed

ly advisory to state officials, who would have the final say on whether to build the extension.

Supervisor Patricia Jursik, the chairman of the study panel and chief promoter of the plan, Cudahy Mayor Tony Day and Oak Creek Mayor Al Foeckler believe the extension would provide an important economic boost to Cudahy, Oak Creek and South Milwaukee, all communities that Jursik represents on the County Board. Planners also

say the extension could reduce traffic congestion and eliminate the need to widen some local streets.

The Lake Parkway now runs almost four miles, from the southern end of the Hoan Bridge in Milwaukee's Bay View neighborhood to Edgerton Ave. in Cudahy. Its first 3.2-mile stretch, opened in 1999, cost \$126 million. Finishing the last 0.6 miles, from Layton Ave. to Edgerton Ave., ending in 2005, cost another \$10 million.

But Jursik and other south suburban officials didn't think that was far enough. They pushed for the Southeastern Wisconsin Regional Planning Commission to study the costs and benefits of an extension.

Cudahy has already seen benefits from the current parkway's Edgerton Ave. off-ramp, which feeds into a business park, Day said. Improved highway access would help efforts to develop other

sites in Cudahy, he said.

For Oak Creek, extending the road would improve access to several potential development sites, such as the former Delphi plant, Foeckler said. It also would provide a faster link to downtown Milwaukee and Mitchell International Airport, he said.

### Railroad right of way

The study committee's preliminary recommendation calls for the extension to follow the Union Pacific Railroad right of way from Edgerton Ave. to Ryan Road, state Highway 100, in Oak Creek. In between those points, on- and off-ramps would be located at College Ave., Rawson Ave., Drexel Ave. and Puetz Road.

That route would run near the Cudahy-Milwaukee city limit and into Oak Creek. The College Ave. ramps would be close to the point where Cudahy, Milwaukee and Oak Creek come together, while the rest of the new ramps

would be in Oak Creek.

Using the extension, a trip from Layton Ave. to Ryan Road would take just 10 minutes, down from 15 minutes on existing streets, the study found. Like the current Lake Parkway, the speed limit would be 40 mph.

By 2035, planners project, the new highway stretch between Edgerton Ave. and Puetz Road would average 24,000 to 29,000 vehicles each weekday, with about 9,000 vehicles between Puetz Road and Ryan Road. That would relieve traffic congestion on nearby streets, possibly enough to scrap plans to widen Pennsylvania Ave., along the South Milwaukee-Oak Creek line, and S. 13th St. in Oak Creek, both from two to four lanes, the study says.

Building the road would require razing only one home, but another 56 homes and 12 business buildings would be close enough for the highway to have a disruptive impact

on them, the study found.

Of the 118 acres that would have to be acquired, 41 acres are considered primary environmental corridors, 27 acres are wetlands and 20 acres are parkland, the study says. But in many cases, the parkland, wetland and primary environmental corridor designations overlap, noted Ken Yunker, the planning commission's executive director.

### First step

Jursik and Day see the extension as the first step in a grander plan that eventually could lead to continuing the highway south through Racine and Kenosha counties to the Illinois state line.

That harkens back to the original plan for a Lake Freeway, which was designed in the 1950s as part of the regional freeway system, but was never built. Jursik says "people weren't ready for it" when the freeways were being built in the 1960s. But continued

economic growth has fueled demand for improved transportation access, Day says.

Jursik was quick to say that her support for extending a state highway doesn't diminish her support for improved local streets and public transit. She said all those transportation modes should be part of a balanced transportation system, and public officials need to find new ways to fund all of them.

After gathering public comments on the preliminary recommendation, the study panel will come up with a final recommendation and ask the planning commission to incorporate it into the regional transportation plan. That's a federally required step before highways can be built or expanded.

If the recommendation becomes part of the regional plan, the state Department of Transportation could start more detailed studies of building the extension.



# Revved up over Lake Parkway proposal

## Possible extension draws approval, cost questions

By LARRY SANDLER  
lsandler@journalsentinel.com

More than a decade before it could become a reality, a proposal to extend the Lake Parkway six miles south already is drawing both interest and controversy.

About 200 people turned out Wednesday evening for a public information meeting on the \$207 million plan, now just a preliminary recommendation from a regional advisory panel. Most of those crowding into the South Milwaukee Performing Arts

### SUBMIT YOUR THOUGHTS

The Lake Parkway extension study committee is accepting written comment through March 15. Comments can be mailed to the Southeastern Wisconsin Regional Planning Commission, P.O. Box 1607, Waukesha, WI 53187; submitted online at [www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway); emailed to [LakeParkway@sewrpc.org](mailto:LakeParkway@sewrpc.org); or faxed to (262) 547-1103.

Center seemed supportive.

They applauded after a presentation by Ken Yunker, executive director of the Southeastern Wisconsin Regional Planning Commission, and again after a ques-

tion-and-answer session with the study committee. And they clucked in disappointment when Yunker said it could take another 10 years of study, planning, government approvals and real estate acquisition before construction could start.

The study panel, led by Milwaukee County Supervisor Patricia Jursik, is gathering public reaction to the prospect of extending the Lake Parkway, state Highway 794, from Edgerton Ave. in Cudahy to Ryan Road in Oak Creek, running alongside the Union Pacific Railroad tracks. Like the existing four-mile stretch, the extension would be a four-lane highway with

Please see **LAKE PARKWAY, 4B**

From page 1

## LAKE PARKWAY

### Residents voice views

a 40-mph speed limit.

Planners and south suburban leaders say the extension would spur economic development and reduce traffic congestion on nearby streets, trimming five minutes off what is now a 15-minute drive from Layton Ave. to Ryan Road. Those themes resonated with many in the crowd.

"I drive that way daily and

it is very congested," Nancy Spangler of South Milwaukee said. She said her biggest concern with the plan was how long it would take to carry out, adding, "I think we need it before then."

Dave Friedrich, also of South Milwaukee, said the new road would draw more residents and businesses to the South Shore suburbs.

"I've been waiting 45 years for this," Friedrich said.

Chris Mancheski of Cudahy echoed those sentiments, saying he was "very, very excited about this" and calling the original Lake Parkway "an absolute godsend to this part of Milwaukee County."

But Milwaukee Ald. Bob Bauman had a different take on the plan. Bauman, a long-time transportation activist, fired off a news release blasting the cost of the project.

"In this era of budget cuts, budget deficits, furloughs, layoffs, benefit cuts, pay freezes, deteriorating local streets, deferred maintenance of critical infrastructure and a public transit system on life support, it appears that money is no obstacle in the minds of some Milwaukee County local officials when it comes to building new freeways," Bauman wrote.

### Cost-sharing argued

If the South Shore communities expect so many benefits from the extension, they should be willing to contribute 15% to 20% of the cost of the project, said Bauman, chairman of the Common Council's Public Works Committee. That's what municipal governments typically pay for work on local streets that are connecting state highways, with state and federal funds picking up the remaining 80% to 85%, he said.

State and federal funds paid the full \$136 million cost of the current Lake Parkway.

But that was at a time when the state and federal transportation funds were in better shape and were not receiv-

## A long link to downtown

A proposed \$207 million extension would add about six miles to the four-mile Lake Parkway, extending it from Cudahy to Oak Creek.

--- LAKE PARKWAY EXTENSION  
◇ INTERCHANGE  
□ INTERSECTION



Source: Southeastern Wisconsin Regional Planning Commission Journal Sentinel

ing infusions of general tax dollars to supplement their normal gas tax revenue, Bauman said in an interview. He also noted that the state is spending \$1.9 billion to rebuild and expand nearby I-94 from the south side to the Illinois state line.

County Transportation Director Frank Busalacchi, the former state secretary of transportation, agreed that local governments might be asked to share the cost.

Cudahy Mayor Tony Day said he wasn't surprised that issue came up, "with the times as they are." Contributing to such a project "would be a strain" for his city now, but things could change in 10 years, Day said.

Oak Creek Mayor Al Foeckler agreed "it's more difficult to get behind if we're going to be asked to pay any substantial portion." But he also contended, "The starting point of any discussion is going to be that there was no local share" of the original highway.

South Milwaukee Mayor

Tom Zepecki questioned whether his community should be asked to contribute because the extension would not run through that city. Like Day, Zepecki noted the funding situation could change significantly at the federal, state and local levels in future years.

Bauman said his comments stemmed partly from frustration at what he called "a huge double standard," in which rail transit opponents complain loudly about those projects' costs, but the same people seem to believe "money is truly no object for any form of highway expansion." He's a leading supporter of the Milwaukee streetcar plan, although he noted his statements also applied to the aborted plans for the KRM Commuter Link rail line and high-speed rail from Milwaukee to Madison.

Jursik and Yunker have said improvements in highways, local streets and public transit are needed for a balanced transportation system.

# Public meeting set for Lake Parkway study

*Advisory committee seeking input on preliminary recommendations*

Post Staff

The Wisconsin Department of Transportation has announced that a public meeting to discuss a possible extension of the Lake Parkway was being scheduled.

The meeting is set for 6 p.m. to 8 p.m. Wednesday at the South Milwaukee Performing Arts Center, 901 15th Ave. The public meeting will discuss the possible extension of the Lake Parkway from West Edgerton Avenue to state Highway 100, otherwise known as West Ryan Road. Guests will be able to review, ask questions and provide comments on the initial findings and preliminary recommendations of the study.

The study is being prepared by the Southeastern Wisconsin Regional Planning Commission at the request of

Milwaukee County and the cities of Cudahy, Oak Creek, St. Francis and South Milwaukee. An estimated cost for the project is \$207 million.

According to the DOT, the purpose of the study is to propose and evaluate alternatives for a Lake Parkway extension, and ultimately make a recommendation to the commission and its Advisory Committee on Regional Transportation System Planning on whether an extension of the Lake Parkway would be viable.

A request would also be made that the DOT conduct preliminary engineering and environmental impact studies for the extension.

The study is being guided by an advisory committee composed primarily of elected officials from the study area, including representatives from Milwaukee County, Cudahy, Milwaukee, Oak Creek, St. Francis, and South



File photo

## At a glance

**What:** Public meeting on the Lake Parkway extension study

**When:** 6 p.m. to 8 p.m. Wednesday

**Where:** South Milwaukee Performing Arts Center, 901 15th Ave.

**Details:** A study staff will be available in an open house format starting at 6 p.m. to answer questions and provide information. It will be followed at 6:30 p.m. by a question-and-answer period. At any time during the meeting, oral comment may be given to a court reporter or written comment may be submitted. Written comments can be made through March 15 to the Southeastern Wisconsin Regional Planning Commission, W239-N1812 Rockwood Drive, P.O. Box 1607 Waukesha, WI 53187-1607, via email at lakeparkway@sewrpc.org, by phone at 262-547-6721 or by fax at 262-547-1103.

More information on the study is available on the commission website at [www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway).

Milwaukee, and elected state representatives.

They are Milwaukee County Eight District Supervisor Patricia Jursik; Frank Busalacchi, director of transportation; Ninth District Supervisor Paul Cesarz; Cudahy Mayor Tony Day; Fourth District Supervisor Marina Dimitrijevic; Oak Creek Mayor Allan Foeckler; state Rep. Mark Honadel, R-South Milwaukee; Ghassan Korban, commissioner of Public Works for Milwaukee; state Sen. Chris Larson, D-Milwaukee; St. Francis Mayor Al Richards, state Reps. Jon Richards, D-Milwaukee, and Christine Sinicki, D-Milwaukee, and South Milwaukee Mayor Thomas Zepecki.

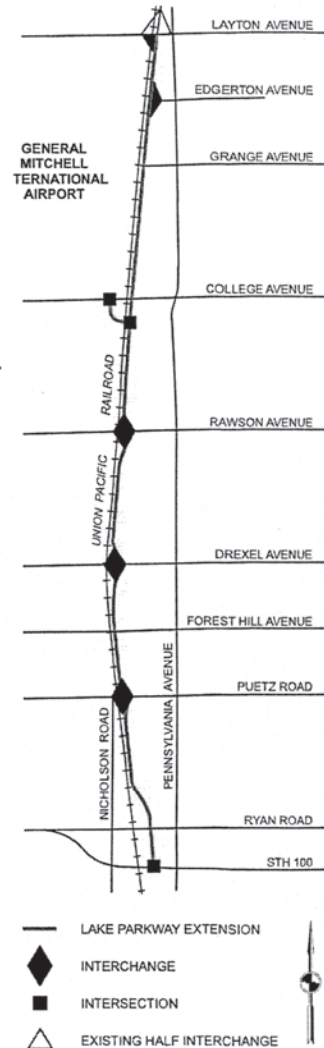
The advisory committee recently made a preliminary recommendation that the Lake Parkway be extended to Highway 100. The committee will make the final study recommendations following public comments at the meeting.

According to the DOT, the preliminary recommendation to extend the Lake Parkway would consist of four through lanes and two auxiliary lanes, similar to the existing Lake Parkway which begins at the end of the Hoan Bridge and extends to Edgerton Avenue.

The proposed route of the parkway would be adjacent to the Union Pacific Railroad rail line. Between Edgerton and Rawson avenues, it would require the relocation of We Energies electric and gas facilities and American Transmission Co. electric transmission lines along the alignment.

The DOT said the proposed accesses to the Lake Parkway would be at Layton, Edgerton, College, Rawson and Drexel avenues, Puetz Road and Highway 100 (Ryan Road).

## GENERAL ALIGNMENT OF THE LAKE PARKWAY EXTENSION



Source: SEWRPC.

## LAKE PARKWAY EXTENSION STUDY PUBLIC MEETING

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) is studying an extension of the Lake Parkway (STH 794) from its current terminus at Edgerton Avenue to STH 100, at the request of Milwaukee County and the Cities of Cudahy, Oak Creek, St. Francis, and South Milwaukee. The study is being guided by an Advisory Committee composed primarily of elected officials that will make the final study recommendations.

The purpose of the study is to determine whether an extension of the Lake Parkway should be recommended, and added to the regional transportation plan and the Wisconsin Department of Transportation be requested to conduct the necessary preliminary engineering and environmental impact study. The Advisory Committee to the study has made a preliminary recommendation that the Lake Parkway be extended to STH 100.

A public meeting on the preliminary recommendations for a Lake Parkway extension will be held on Wednesday, February 29, 2012. Staff will be available in an "open house" format starting at 6:00 pm to individually answer questions and provide information. A brief presentation will be made by staff at 6:30 pm followed by a question and answer period. At any time during the meeting, oral comment may be given to a court reporter, or written comment may be submitted. The public meeting will be held:

**Wednesday, February 29, 2012, 6:00-8:00 pm**  
South Milwaukee Performing Arts Center  
901 15th Avenue, South Milwaukee

Persons with special needs are asked to contact the SEWRPC offices at (262) 547-6721 a minimum of 48 hours in advance of the meeting date so that appropriate arrangements can be made regarding site access, mobility, materials review or interpretation, questions or comments, or other needs.

More information on the Lake Parkway extension study may be obtained from the SEWRPC website: [www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway), or by calling (262) 547-6721.

Comments will be accepted through March 15, 2012, and can be provided in written or oral form at the meeting, electronically via email or through the Lake Parkway extension webpage ([www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway)), or via letter to the following address:

**Southeastern Wisconsin Regional Planning Commission**  
P.O. Box 1607, Waukesha, Wisconsin 53187-1607  
Phone: 262-547-6721 Fax: 262-547-1103 e-mail: [LakeParkway@sewrpc.org](mailto:LakeParkway@sewrpc.org)



# AREA BRIEFS

## Second Hand Purrs holding fundraiser

Second Hand Purrs will be holding a fundraiser at Culver's Restaurant, 575 W. Layton Ave., from 6 p.m. to 7 p.m. March 26.

The shelter will receive 10 percent of all food orders, dine-in or takeout.

Second Hand Purrs is a nonprofit cat shelter located at 4300 S. Howell Ave. Call 414-727-7877 for more information.

## St. Florian Parish hosting chicken dinner

St. Florian Parish will hold an all-you-can-eat chicken dinner from 11 a.m. to 3:30 p.m. Sunday in the school cafeteria.

The cost is \$9 for adults and \$5 for children between the ages of 3 and 10.

St. Florian is located at 1215 S. 45th St., West Milwaukee. Call 414-383-3565 for more information.

## South Shore Garden Club sets luncheon, fashion show

The South Shore Garden Club will be hosting a "Flowering Jewels" luncheon and fashion show April 28 at the Wisconsin Club, 900 W. Wisconsin Ave., Milwaukee.

The event is by reservation only and seating is limited.

The cost is \$35 for members and \$40 for nonmembers. Children under 12 are \$15.

Checks should be made payable to the South Shore Garden Club, c/o Paula Groesenick, 4123 S. Barland Ave., St. Francis, WI 53235.

Call Paula at 414-482-1256.

## Correction

A recent story in the Milwaukee Post announcing a public meeting of the Lake Parkway extension study incorrectly stated that the Wisconsin Department of Transportation was part of the study. The Southeastern Wisconsin Regional Planning Commission is the only group overseeing the study.



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# Plans For I-794 Extension To Be Presented In Early 2012

Lake Parkway could be extended through Oak Creek and into Caledonia.

By [Mark Schaaf](#) [Email the author](#) November 29, 2011

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Would you support an extension of I-794? [Tell us in the comments.](#)



Milwaukee County Supervisor Pat Jursik said [in her latest newsletter](#) that a public hearing will be held in February regarding an extension of the Interstate 794 Lake Parkway.

Jursik is the chairwoman of the Interstate 794 Expansion Committee, which has discussed [extending the Lake Parkway through Oak Creek](#) along the Union Pacific railroad tracks, and possibly even into Caledonia and Racine County.

She [previously told Patch](#) that an expansion could provide local traffic a good way to travel up and down the lakeshore and alleviate traffic congestion on nearby roads. She also said that the "footprint" for an extension is clean, meaning that homes and [businesses](#) would not have to be removed for it to be built.

The public hearing will be held at 6 p.m. Feb. 29 at the South Milwaukee Performing Arts Center, 901 15th Ave.

At the meeting, residents will have a chance to view the plans, ask questions and give their input.



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## [Government](#)

# Proposal Would Extend I-794 Through Oak Creek

Public hearing on plan scheduled for Feb. 29.

By [Mark Schaaf](#) [Email the author](#) February 1, 2012

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A potential footprint, crossings, ramps and other elements for extending Interstate 794 through Oak Creek will be presented at a Feb. 29 public hearing. I-794, also known as the Lake Parkway, would be extended to Highway 100 in Oak Creek under preliminary plans. Residents can get more information about a possible extension and weigh in with their thoughts at the Feb. 29 meeting, [according to County Supervisor Pat Jursik's latest newsletter](#).

Jursik chairs the Advisory Committee on the Lake Parkway Extension, which is recommending the extension be included in the regional transportation plan.

The meeting will be held at the South Milwaukee Performing Arts Center, 901 15th Ave. From 6 to 6:30 p.m., residents can view maps and other displays and ask questions of staff in an open house-style format. A presentation of analysis and recommendations will be held at 6:30 p.m.

[Jursik's newsletter](#) has more on the proposal and how residents can provide their input, as well as other Milwaukee County-related issues.

Read a previous Oak Creek Patch story [on the I-794 extension here](#).



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## [Government](#)

### Public Hearing Wednesday On I-794 Extension

Lake Parkway would be extended to Highway 100 in Oak Creek under proposal.

By [Mark Schaaf](#) [Email the author](#) February 27, 2012

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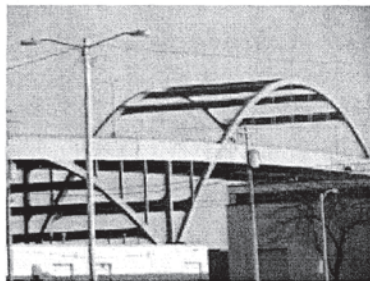
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From 6 to 6:30 p.m., residents can view maps and other displays and ask questions of staff in an open house-style format. A presentation of analysis and recommendations will be held at 6:30 p.m.

[Read more about the I-794 proposal here.](#)

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## EDITOR'S NOTEBOOK

[Government](#)

## Much Work Ahead For Lake Parkway Extension Proposal

Residents got their first glance at plans Wednesday.

By [Mark Schaaf](#) [Email the author](#) March 1, 2012[Recommend](#)[Tweet](#) 0[Email](#)[Print](#)[1 Comment](#)Related Topics: [I-794 extension](#), [Interstate 794](#), [Ken Yunker](#), [Lake Parkway](#), and [Pat Jursik](#)

Updated 8:20 a.m. As Pat Jursik's office notes, it's actually the Lake Parkway that would be extended and then link up with I-794, so the story is updated for clarity.

For anyone anxious for construction extending Lake Parkway through Oak Creek to begin, Ken Yunker has some cold water to throw on you.

"There's going to be some groans," Yunker said Wednesday, prefacing his answer to a question about the timeline, "but it would probably take a minimum of 10 years."

And even 10 years is an "optimistic" projection, said Yunker, executive director of the Southeastern Wisconsin Regional Planning Commission.

The proposal to extend the Lake Parkway to Highway 100 is very preliminary and has a ways to go before getting final approval. For now, government officials are soliciting input, beginning with Wednesday's well-attended meeting – about 200 audience members – in South Milwaukee.

"The public (will) ultimately decide whether it gets built," said County Supervisor Pat Jursik, who has chaired an advisory committee exploring the extension.

The county board and state have to sign off on the plan and its estimated \$207 million price tag, and it's likely the federal government would get involved as well, said Frank Busalacchi, Milwaukee County Department of Transportation director.

The advisory committee will look at the analysis and make a final recommendation on whether a 794 extension should be added to the regional transportation plan for southeastern Wisconsin.

If it does get recommended, and should the state decide to follow the recommendation, the plan essentially goes to the back of the line while more studies and preliminary engineering is done.

Extending the highway from Edgerton Avenue to Highway 100 is a huge undertaking. The state would have to acquire 118 acres of right-of-way and deal with 27 acres of impacted wetlands and 20 acres of impacted park and recreational land.

Planners would also have to address "disruptions" to 56 residences – meaning the highway would encroach within 200 feet – and 12 disruptions to commercial properties.

However, because the extension generally follows the same footprint as the Union Pacific Railroad, one major hurdle it largely won't have to deal with is relocating businesses and homes. Under the current plan, only one residence and no commercial, industrial or institutional buildings would have to be relocated.

But putting all the logistics and barriers aside, it seemed clear the idea has sparked a lot of interest and curiosity along the South Shore.

Jursik and other officials said the ultimate goal is to make residents' travel to downtown safer and quicker. They say it will relieve congestion on local streets, such as Pennsylvania Avenue, and reduce the crash rate.

Under preliminary plans, interchanges would be installed at Rawson, Drexel and Puetz, with an overpass at Forest Hill Avenue at an at-grade intersection at Highway 100.

The travel time between Highway 100 and Layton Avenue would be cut from 15 minutes to 10 minutes, according to their projections.

Jursik also expects it would spark more economic development along the South Shore.

Not everyone Wednesday was sold on the idea, however, particularly those who live close to where the highway would be built. Concerns about noise, water runoff and the exact configuration of the interchanges were brought up.

Residents can go on record with their feelings about the proposal [here](#).



From the The Business Journal:  
<http://www.bizjournals.com/milwaukee/print-edition/2011/11/18/plans-call-for-i-794-extension-to-oak.html>

## Plans call for I-794 extension to Oak Creek

Premium content from The Business Journal by Sean Ryan, Reporter

Date: Friday, November 18, 2011, 5:00am CST

### Related:

[Logistics & Transportation](#)



Sean Ryan  
Reporter - The Business Journal  
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Southern Milwaukee County officials are backing a \$200 million plan to extend Interstate 794 as a four-lane highway stretching south past East Ryan Road in Oak Creek.

The high-speed Lake Parkway running south from the Hoan Bridge currently ends near General Mitchell International Airport. A plan calls for a divided highway to be built along a utility and railroad corridor passing through Cudahy and Oak Creek. The highway would have a 40 mile-per-hour speed limit and no stop lights, according to the proposal drafted by a task force of state, county and local officials.

The extended highway would draw drivers from Interstate 94 and other local roads, such as South Pennsylvania Avenue, reducing congestion on those roads and generating enough traffic to stimulate development opportunities along the new route.

"It's a secondary corridor into Milwaukee and I think the people on the south side would like to be able to get into Milwaukee without having to go around," said Oak Creek Mayor [Dick Bolender](#).

Proposals to extend I-794 were discussed in the early 1990s but rejected. However, the proposal found new life in early 2010 when Milwaukee County officials asked the Southeastern Wisconsin Regional Planning Commission to study the issue. Public hearings on the draft plan, which estimates a \$207.2 million budget, likely will be held in February after a planning task force endorsed a route for the highway on Nov. 14.

The project is in the early planning stages and envisioned as a long-term undertaking. [Frank Busalacchi](#), director of Milwaukee County's Transportation & Public Works Department, said it is a good idea and should be studied further, as did Supervisor [Patricia Jursik](#), chairwoman of the SEWRPC planning task force. Municipal supporters include the mayors of Cudahy, South Milwaukee and Oak Creek.

Forecasts predict at least 24,000 cars per weekday driving the extended highway between Edgerton Avenue and Puetz Road, and 9,000 between Puetz and the end of the line at Highway 100 in Oak Creek. Traffic counts on the north end of the corridor makes retail development a likely candidate, said [Scott Yauck](#), principal of Milwaukee-based developer Cobalt Partners LLC. Cobalt and the city of Cudahy are working to clean up a 30-acre site on the corner of Pennsylvania and East Layton avenues near the highway route and could benefit from drivers to the south having better access, he said.

If local officials on the regional planning commission approve the project and add it to the region's long-range plan, it will be up to state officials to finish the engineering and ultimately finance and approve the highway project. With enough local support, Jursik said, a press could be made to get the state to finance the project.

"We need to get the kind of community support that we had for the Hoan Bridge," she said, referring to the 2009 push to preserve the I-794 structure. "We made it unthinkable to get rid of the Hoan Bridge."

Rep. [Mark Honadel](#) (R-South Milwaukee) said the extension is a valid project, but finding money for it in the strained state transportation fund will be a challenge.

"It's nice to talk about a project like the I-794 extension," he said. "Ultimately, the funding is going to be the issue."

If Milwaukee County can advance the project, officials in Racine County are interested in extending the highway farther south. Caledonia village president [Ron Coutts](#) said he may advance a study of whether a four-lane route can run along Highway 32, a two-lane road east of where I-794 would end under Milwaukee County's plan.

Racine County Executive [James Ladwig](#) said he also wants to study the potential to extend the highway south of the Milwaukee County border.

Sean Ryan reports on real estate, construction and public transit in southeast Wisconsin

From the The Business Journal:  
<http://www.bizjournals.com/milwaukee/print-edition/2011/11/25/i-794-extension-worth-pursuing.html>

## I-794 extension worth pursuing

Premium content from The Business Journal

Date: Friday, November 25, 2011, 5:00am CST

### Related:

[Economic Snapshot](#)

The issue: A \$200 million plan to extend Interstate 794 as a four-lane highway stretching south past East Ryan Road in Oak Creek

Our stance: The extension would be an economic boost to southern Milwaukee County and also allow for easier access to Racine and Kenosha.

It has become clear in recent months that the proposed commuter train between Kenosha and Milwaukee is not likely to happen anytime in the near future.

The next best alternative, as reported recently by The Business Journal, may be a \$200 million plan being considered by state and local officials to extend Interstate 794 as a four-lane highway stretching south past East Ryan Road in Oak Creek.

The high-speed Lake Parkway running south from downtown Milwaukee and the Hoan Bridge currently ends near General Mitchell International Airport. A plan developed by the Southeastern Wisconsin Regional Planning Commission calls for a divided highway to be built along a utility and railroad corridor passing through Cudahy and Oak Creek. The highway would have a 40 mile-per-hour speed limit and no stop lights, according to the proposal drafted by a task force of state, county and local officials.

If Milwaukee County can advance the project, officials in Racine County also are interested in extending the highway farther south along Highway 32, a two-lane road east of where I-794 would end under Milwaukee County's plan.

The proposal, being pushed by local officials led by Milwaukee County Supervisor Patricia Jursik, is intriguing because of the economic development possibilities it would create in southern Milwaukee County near several major roads including East College Avenue, East Rawson Avenue and Ryan Road. It also would allow for another major route to downtown Milwaukee for Racine and Kenosha residents.

Public hearings on the draft plan likely will be held in February after a planning task force endorsed a route for the highway on Nov. 14.

As always, the key issue will be money for the project. But given the potential impact of the plan, state officials must consider adding it in future years.

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