



RECORD OF PUBLIC COMMENTS

PRELIMINARY RECOMMENDATIONS OF LAKE PARKWAY (STH 794) EXTENSION STUDY

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

Prepared by the

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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).

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 13th 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 27th 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

Indahy

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 Slankka

Affiliation (if any): _____

Mailing Address: 9210 S. Chicago Rd

OKCreek, 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 53172

Comment:

MAKE

"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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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 NICHOLSON AVE

SO. MILW, WI 53172

Comment:

JUST DO IT,

HAVE BEEN WAITING A

LONG TIME FOR THIS

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: 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!

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: Russ Sobolik

Affiliation (if any): _____

Mailing Address: 1404 17th 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 HOMES, 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): _____

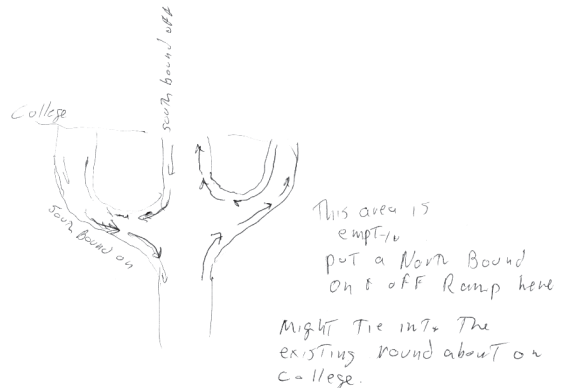
Mailing Address: 1728 Mackinac
South Milwaukee, WI

Comment:

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

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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: 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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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: 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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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: Mercedes Dindzale

Affiliation (if any): _____

Mailing Address: 609 7th St
Racine
53403

Comment:
WHY SO WIDE? 130 feet?

AUX? - Future Lanes?

Buffers - Acoustic - Curb?

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?

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: GENE JOHANSEN

Affiliation (if any): _____

Mailing Address: 1331 MARISTIQUE AVE

Comment:
DON'T LOOSE THE BIKE 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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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: Tae Cole

Affiliation (if any): Edgerton Contractors

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

Comment:
Shown on Preliminary Drawings is an Alternate
Alignment Between Forest Hill and Puete Rd.
To Follow this Alternative would "disrupt" less Residential
Structures. Also the proposed Alignment between Forest
Hill Ave and Puete Rd. would diminish the Flood
Water Storage ~~purpose~~ of the Acreage in which
that property was purchased by MMSD 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 Puete is
a menace now, so an increase in traffic will
hamper residents in the area. Wetland delineation
on drawings is severely outdated.

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: Joan M. Cole

Affiliation (if any): _____

Mailing Address: 1610 E. Puete 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 Puete 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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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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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: Maciejewski
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 dangerous, 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.

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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: Roland FANI
Affiliation (if any):
Mailing Address: 5755 S. INDIAN AVE.
CUDAHY, WI 53110

Comment:
(1) Be sure to consider the long-term effects
of additional air/noise pollution.
(2) Repair Hann Bridge immediately upon approval of
this project.
(3) Overall I like the idea very much.
(4) I would prefer all elec. lines 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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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
CURRY WI 53110

Comment:
MOCHLY IN FAVOR OF PROPOSAL POSITIVES
DREMITELY 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.

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: MARK DROW

Affiliation (if any): _____

Mailing Address: 921 E. PARK BLVD
OAK CREEK

Comment:
Concerns about altering/diminishing
drainage patterns and capacity @ the
southern 1/2 of this project Drexel 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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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. GUNNIDGE AVE
MILWAUKEE

Comment:
College Ave interchange - regular interchange instead
or have interchange ramps on both sides
I'd recommend arterial Rds 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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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.

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P.O. Box 1607
Waukesha, Wisconsin 53187-1607
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E-mail: LakeParkway@sewrpc.org
Website: www.sewrpc.org/LakeParkway

Acron

10-25-71 1980

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.

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 alternatives 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:

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.

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

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

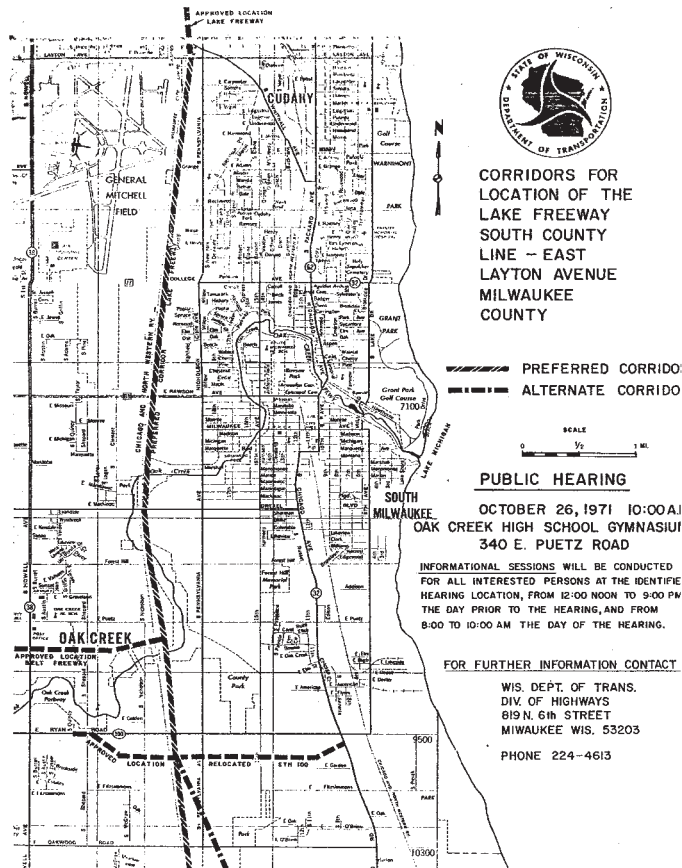
IN MILWAUKEE COUNTY
H. Shebesta, District Engineer
Division of Highways, Milwaukee District Office
State Office Building
819 North 6th Street
Milwaukee, Wisconsin 53203
Telephone 414-224-4603

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

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



CORRIDORS FOR
LOCATION OF THE
LAKE FREEWAY
SOUTH COUNTY
LINE - EAST
LAYTON AVENUE
MILWAUKEE
COUNTY

PREFERRED CORRIDOR
ALTERNATE CORRIDOR

SCALE
0 1/2 1 MI.

PUBLIC HEARING

OCTOBER 26, 1971 10:00 AM
OAK CREEK HIGH SCHOOL GYMNASIUM
340 E. PUETZ ROAD

INFORMATIONAL SESSIONS WILL BE CONDUCTED
FOR ALL INTERESTED PERSONS AT THE IDENTIFIED
HEARING LOCATION, FROM 12:00 NOON TO 9:00 PM
THE DAY PRIOR TO THE HEARING, AND FROM
8:00 TO 10:00 AM THE DAY OF THE HEARING.

FOR FURTHER INFORMATION CONTACT

WIS. DEPT. OF TRANS.
DIV. OF HIGHWAYS
819 N. 6th STREET
MILWAUKEE WIS. 53203
PHONE 224-4613

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 to do it new. 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 has to much 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 done in the next one or 2 years from now. Thank you.



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

The Lake Parkway Extension Sat, Mar 3, 2012

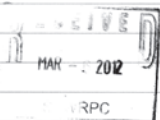
Dear Sirs,

I'm critical of the Lake Parkway Extension of Wis. St. Hy. extension of 794! What is needed is an extension of the Metra Commuter Rail 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. - U.P. 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 a 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 to extend 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 highways. Why not buy a fleet of self-propelled rail diesel cars to run between Milwaukee, Bay View, St. Francis, Cudahy, So. Milwaukee, & 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 m-4 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 Zepke
Supervisor Pat Jursik
FOMP File

LAKE PARKWAY EXTENSION STUDY
Public Meeting 6:30 PM Feb. 29, 2012
South Milwaukee Performing Arts Center
901 15th 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 100th 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

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Milwaukee, Wisconsin 53203
Telephone Number: (414) 272-2426

William Heimlich
Wisconsin Department of Transportation
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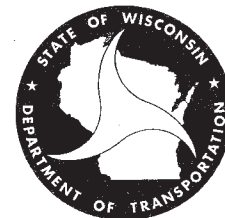
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PUBLIC HEARING



DIVISION OF HIGHWAYS

PROJECT

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

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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. Kadrmas, 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
Will Farms State Office Building
4802 Sheboygan Avenue
Madison, Wisconsin 53702

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

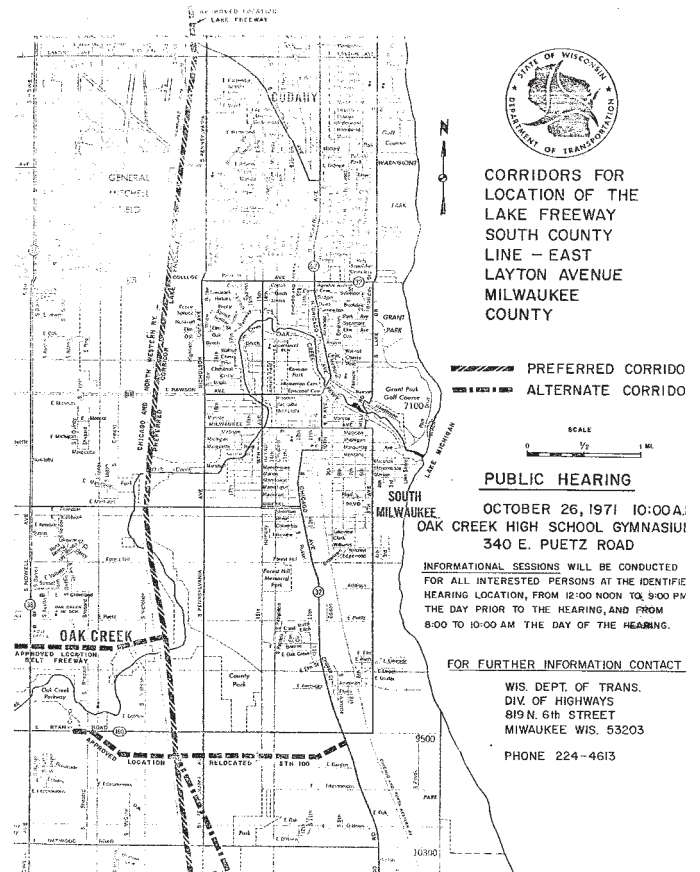
IN MILWAUKEE COUNTY
H. Shebesta, District Engineer
Division of Highways, Milwaukee District Office
State Office Building
819 North 6th Street
Milwaukee, Wisconsin 53203
Telephone 414-224-4603

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 intersection 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; jursik; bird; schlabowske; Sinicki; Bill Lavelette; Katherine Koller; Cheryl Nenn; Bill Sell; Itzlar 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/LakeParkwayExtensionStudy.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 in 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 29 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
6260 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 runs 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

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 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.

comments:

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

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/country cannot afford what infrastructure we have already why do 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.

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

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.

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

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.

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

From: Randall Hojnacki
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 Grafton. 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

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

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.

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

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

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

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

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

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

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

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

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

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

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

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

From: website@sewrpc.orgSMTP: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.

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

From: 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
FirstName1: DEL
LastName1: 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.

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

From: 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
FirstName1: Jeff
LastName1: 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 wants 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

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

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

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

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

From: Mark Krotowicz
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

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

From: 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
FirstName1: Kevin
LastName1: 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.

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

From: 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.

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

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

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

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 planed, 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 17th & 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 Momonjee 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 planed 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

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

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. Whwn I have explored this in the past I was told " You don't know nutin" 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

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

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

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

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,

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

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.

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

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.

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

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?

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

From: Diane Tourangeau
Sent: Saturday, March 10, 2012 12:29:52 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 Krochalek
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 Krochalek
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: TiAEyZCbAEsyndnKP
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 tracks 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 those 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 Waukeesa, 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 items but this would be incorporated in the engineering work.
- No doubt the \$230 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 route 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@ci.cudahy.wi.us; rep.sinicki@legis.wisconsin.gov; sen.larson@legis.wisconsin.gov; patricia.jurska@milwocny.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 busses 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 forecast 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, 15th, 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

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

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

From: 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: 53117-1457
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 is a city street, I got news for them! Also, South 13th street, from Rawson to Hyw 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

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

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 to 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.

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

From: tapetranscription@gmail.com on behalf of Bill Sell
Sent: Thursday, March 15, 2012 11:34:45 AM
To: LakeParkway; bay_view_matters@yahoooogroups.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/freeding-up-money-for-transit-system-will-help-put/article_c3bdd8b2-600f-11e1-b497-001871c3c6e6.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 beggars 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[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 Rule

presentation: no
FirstName1: Anita
LastName1: Kelly
Email: jettamaxak@shcglobal.net
Organization1:
MailingAddress1:
City1: Oak Creek
State1: WI
Zipcode1:
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: 2sgeyv0rk02nkw4kcd3l3vub3
[See Current Results](#)

WRITTEN COMMENT

PUBLIC MEETING

STUDY OF EXTENSION OF LAKE PARKWAY BETWEEN EDGERTON AND STH 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

ORAL COMMENTS PRESENTED TO COURT REPORTERS AT PUBLIC MEETING

PUBLIC INFORMATION MEETING, 02/29/2012 3

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

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
06:02 22 were thinking we have an open area where it's all
06:03 23 beautiful trees and, you know, kind of more of a
06:04 24 wooded area, and you are going to be moving this
06:05 25 to almost right up to my property line, and I'm

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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
06:06 10 Otherwise, I'm very happy with the road
06:06 11 because we put up with the stop sign on Oklahoma
06:06 12 Avenue, and it defeats everything when you put a
06:06 13 stop-and-go light on a parkway. That's about it.
06:06 14 Otherwise, I'm very happy, and I hope it goes
06:06 15 through.

06:07 16 MR. LEONARD SOMMERS: My concerns are
06:07 17 with the Hoan Bridge. Are we going to maintain or
06:07 18 repair the Hoan Bridge instead of just replacing
06:07 19 it by knocking it down at ground level? Because I
06:07 20 feel if we put it down at ground level, then we're
06:07 21 really not going to be any better than what we are
06:07 22 right now dealing with what we exit off of 794
06:07 23 onto Pennsylvania and go back out into the
06:08 24 streets.
06:08 25 I really believe of having it where we
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.

06:39 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.)

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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 Notary Public
 22 In and for the State of Wisconsin
 23
 24 My Commission Expires: January 11, 2015.
 25

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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**

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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TRANSCRIPT OF PROCEEDINGS.

MR. JONSON: My name is Thomas Jonson,
9036 South Carrollton Drive, Oak Creek, Wisconsin.

My question is, are they going to consider EVPs for the intersections where the intersections would take place, where a lighted area would be, for emergency vehicle traffic on behalf of the fire department. Also is it going to be lighted.

And -- Oh. I know the question was about the intersections, and taking some of them out, and I believe, on behalf of the fire department, we would be more interested in keeping as many on/off easements as possible for emergency access. That's all I have.

* * * * *

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414-224-9533

STATE OF WISCONSIN)
COUNTY OF MILWAUKEE) SS:

I, KATHLEEN E. CARTER, a Certified Realtime Reporter, Registered Merit Reporter and Notary Public in and for the State of Wisconsin, do hereby certify that the above statement on the record was recorded by me on Wednesday, February 29, 2012, and reduced to writing under my personal direction.

I further certify that I am not a relative or employee or attorney or counsel of any of the parties, or a relative or employee of such attorney or counsel, or financially interested directly or indirectly in this action.

In witness whereof I have hereunder set my hand and affixed my seal of office at Milwaukee, Wisconsin, this 7th day of March, 2012.

Notary Public
In and for the State of Wisconsin

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 Still 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 MINA	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 Macigowski	133 East Pine Hollow Lane Apt #3	Oak Creek
9. DONNA MORSE	1808 MACKINAC AVE	SO MILW
10. Caroline Kell	2051 E Spruce Ct	O.C.
11. ROBERT BLAKE	2330 E COOY CT	O.C.
12. BUNNIE OLAP	WISDOT-SE	
13. Robin Chapele Martin	1800 E. Russell Ave	OC.
14. Robin and Nancy Spangler	324 Hawthorne	S. Milw
15. Gary Schrieffer	6971 S. Juniper Ave	OC
16. Ron Bulky	637 Edgewood Ave	S.M.
17. Lenka Konecna	Milw	
18. Jessica Noll	2235 E. EMILY AVE CT.	OC.
19. Julie Stenke	1677 College 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. Tara Tang Bayland	327 N. Canyon & Mko	
24. Lindsey Graham	lindsey.graham@gmail.com	
25. Bob Dumske	3669 E. Plankinton Ave	Cudahy
26. Gene & Catherine Preece	9025 S. Milwaukee Rd	Oak Creek
27. Tom Collins	1941 E. HUNTER AVE	MILW 53127
28. Cory Ann St. Marie	3950 S. Lake Dr.	S. Milw 53125
29. Tim Schaefer	1728 Mackinac	S.M.
30. Dan Edlman BURK	1739 MACKINAC AVE	S.M.
31. David Kozlowski	1807 E Elm Rd	Oak Creek
32. ARTHUR OSELAND	6206 S. 4th Ave	CUDAHY
33. GREGORY MILEWSKI	5880 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 Wellman	210 E Parkway Estates	Oak Creek 53154
38. EARL MATZINGER	3429 S. INDIANA Ave	Milwaukee 53207
39. Pauline & Paul Prasad	1804 Lincoln Ave.	So. Milwaukee 53172
40. Sally Knap	312 Hawthorne	53172
41. Jeff Bonaf	801 E. PUE 72	53154
42. Vicki Peterson	1614 Blake Ave.	53172
43. Mary Phannalatt	County, Tene Rd	Racine 53402
44. Rick Phannalatt	8009 County Line Rd	Racine 53402
45. AL Richards	4103 S. Lipton Ave	St. Francis 53225
46. Paul & Ann Marie Maciejewski	909 Willow Ln	So. Milw. 53172
47. Barbara Hatz	1711 MARISSA Ave	S. MILW 53172
48. Ricardo FARR	5755 S. Indiana Ave.	CUDAHY
49. John Shaw	1320 S. Sunnyside	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 Still 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. Milw	
52. LARRY SNAPE	353 W. STATE ST.	MILWAUKEE 53203
53. Amy V Gierke	713 Edgar Ave	SM
54. Suzy Endres	7463 S. Highfield Ct	OC
55. Leroy & Nancy Meyer	1891 Elm Ave	SM
56. Wendie Johnson	WISDOT SE Region	
57. Mercedes Dzindzileta	608 7th St.	Racine 53403
58. Mark P. Skibbe	1121 HENRIOT AVE., So. Milwaukee	53179
59. Randy Tazetta	1001 E. Milwaukee Ave	Oak Creek WI
60. Russ S. Sobolik	1404 11th Ave	S.M.
61. TED CROWBRIIDGE	5049 So. Marshall Ave	Cudahy
62. Scott Groll	1731 E. Drexel Ave	Oak Creek 53154
63. Jim & Kathy Kolb	2025 E. Leroy, St. Francis	53225
64. DAVID MAASS	614 4th St	S. Milw 53172
65. Mr & Mrs R. Kowalka	6206 So. Menard	53110
66. Gerald Peterson	4102 Redford Ave	Oak Creek 53154
67. Glen McCoy	7735 S. Pennsylvania Ave	O.C. 53154
68. JoAnn Egner	7779 S. PENNSYLVANIA AVE	OAK CREEK
69. Ron Mufal	4771 S. Drexel	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 LEPDA	1740 EDGEWOOD AVE	S.M. 53172
74. GLEN JOHANSEN	1331 MANISTIQUE S.M.	
75. Ruth Davis	1311 Nicholson Ave	S.M.
76. Tom Rozanski	7000 S. 6th St	OC
77. Jacqueline Moore	2604 East Hampshire Ave	Oak Creek 53154
78. LeNARD 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 Lach	1804 Brook St	South Milwaukee
83. Dan Calkins	1914 Blake Ave	So. Milw
84. Tom Janson	9036 S. Carroll Dr.	Oak Creek
85. Alvin Fine	7180 So. Clement Ave	Oak Creek
86. RICHARD GEBMARD	3205 NICHOLSON AVE	SO. MILW
87. J. FINE	OAK CREEK WI	WI
88. Laurie Henderson	10325 S. Redwood Lane	Oak Creek
89. David Zolkowski	"	"
90. Dan Band	851 E. Forest Hill	Oak Creek
91. Dan Teyger	10029 S. HILLVIEW AVE	OAK CREEK
92. Sandra	"	"
93. Jerry L. Wuthardt	7972 S. 11th Ave.	Milw.
94. Doug Hart	404 Montrose	SM
95. (No) SEIFERT	3509 S. 2nd St.	MILWAUKEE
96. Doug Seymour	650 E. Deer Ridge Ct	OC
97. Janis Fiene	7180 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 Mikulajczyk	3754 Plankinton	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 DPL	
103:	LeMar J. B. Scholz	10782 So 10th Ave	Oak Creek
104:	Bob Clum	2053 E. Montana St.	O.C.
105:	PAT CHOWANIEC	1301 Noel Ct.	SOUTH MILWAUKEE
106:	Jeff Wang	825 Melvin Ave	Rolling
107:	Kyle Vandercar	1015 E. Melody Dr.	Oak Creek
108:	Wynne Stottengren	1507 Beech St	So. Milw.
109:	Eric Oros	1113 Cedar St.	So. Milw.
110:	Mike Simmons	Oak Creek Eng. Dept.	O.C.
111:	DAVID SCHMIDT	6826 So. Crane Drive	O.C.
112:	Lon Hearty	320 Burr Rd.	O.C.
113:	Margaret Hanson	8046 S. Wake Forest Dr	O.C.
114:	WILL VANDERHOFF	2201 E. BELMONT	O.C.
115:	SANTRA RATUENZ	1807 E. Elm Rd.	O.C.
116:	Joan Zimprunt	6260 S. Lake	Cud.
117:	Kathleen S. Lamke	9210 S. Chicago Rd	O.C.
118:	Art Landy	7955 S. Wauwatosa	O.C.
119:	Elizabeth Krudop	8421 S. Shepard Ave	O.C.
120:	Wendy Soga	9430 S. Nicholson Rd.	O.C.
121:	Ron J. Jaffe	9430 S. Nicholson Rd.	O.C.
122:	George Krudop	8421 S. Shepard Ave	O.C.
123:	Craig Maass	117 Brookdale Drive	SM
124:	DAN JAKUBCZAK	7441 S. Logan	O.C.
125:	John Edward	4437 Howell	
126:	Jack Uphill	8750 S. Pennsylvania	O.C.
127:	Garrett R. Brown	703 W. Lake St.	So. Milw. WI
128:	Debra R. Risher	703 W. Lake St.	So. Milw. WI
129:	Chad Uphill	233 Supreme	So. Milw. WI
130:	Joe Cole	140 E. Puente Rd.	Oak Creek
131:	John Cole	140 E. Puente Rd.	Oak Creek
132:	JOHN KEITH JOHNSTON	6152 S. ILLINOIS AVE	CUDAHY
133:	Paul Buzalski		MILWAUKEE
134:	Ralph Ruff		Oak Creek
135:	Russell Fu	2040 E. Forest Hill	Oak Creek
136:	Sim MERTER	1825 Drexel	OAK CREEK
137:	Sim MERTER	2111 NORRIS AVE	CUDAHY
138:	Tom GARDNER	1713 Oak	S. Milw.
139:	Charles Zielinski	6775 So. Jumpin Dr	Oak Creek
140:	Terry Henn		Brookfield
141:	Dorinda Luedtke	218 E. Norwood Dr.	Oak Creek
142:	Jim & Sue Grunwald	8381 So 15th Ave	Oak Creek, WI
143:	MARK EXUM	920 E. Superior	MILWAUKEE, WI
144:	JEFF WENIG	912 W. Lake St.	So. Milw.
145:	DANIEL DOWD	1840 E. Montana Ave	Oak Creek
146:	RICK GOSKE	6420 S. Elmwood Ave	CUDAHY
147:	Alvin Heschke	4358 Estadio	Oak Creek
148:	Timothy Buzalski	2624 Chicago S.	MILWAUKEE
149:	Philip Chumchal	4454 So. Wisconsin Ave	S. MILWAUKEE
150:	Jim Shelton	3511 K. Interwood Ave	S.M.
151:	Gloria Rabideaux	9233 S. Penn. Ave.	O.C.
152:	Terry Rabideaux Jr.	" "	O.C.
153:	Stacy Schmitt	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 Schmitt		
155:	DAN CHEEVER	2221 E. BELMONT PL.	Oak Creek
156:	KEN KRAMER	5757 S. MORRILL AVE.	CUDAHY
157:	Chris Friedl	2330 E. Oak St.	Oak Creek
158:	Tom Lamm	749 Conner Ave.	South Milwaukee
159:	Ed MICHALEX	175 STERLING AV	S.M.
160:	JOE	10038 S. Anderson	Oak Creek
161:	Heather Sackman	2510 S. St. Paul	Bay View
162:	Dave Friedrich	1825 Wauwatosa	S. Milw.
163:	Thomas Bach	2855 E. Rhode Island	Bay View
164:	Jack Baranek	2115 E. Forest Hill Ave.	O.C.
165:	Chris Lewandowski	3445 S. Indiana	MILWAUKEE
166:	Joe	" "	" "
167:	Tom Drucker	2251 East Belmont Pl.	Oak Creek
168:	Jack Breakwater	2047 N. Constance Ave	Milw.
169:	Shawn A. Bueh		OAK CREEK
170:	Wendy	91 E. Puente Rd.	Oak Creek
171:	Steven Black	2221 Belmont Ct	SM
172:	Kim Hall	707 Walnut	SM
173:	Chris Lamm	3261 S. Herman St.	MKE
174:	BORGATSKI	2830 WACE AVE	FRANKLIN
175:	Margaret Kelly	1225 Wauwatosa Ave.	So. Milw.
176:	Mary Jo Lang	City Hall Building	Cudahy
177:	Mark Lang	1802 Beach St	So. Milwaukee
178:	Paul Kholodan	1412 Wauwatosa Ave	So. Milw.
179:	AL Pennis	743 S. S. Luster	So. Milw.
180:	STEVE SCAFFIDI	8402 S. Gifford	OAK CREEK
181:	Dob Vanselow	2307 E. Oakwood Rd.	Oak Creek
182:	John Schmitt	7360 Wauwatosa Ave.	Oak Creek
183:	Jim Gipper	3715 9th Ave	S. Milw.
184:	Janice Kipper	3715 9th Ave.	S. Milw.
185:	Karin Kholodan	2515 E. Bay Ave	Oak Creek
186:	Wendy Hall	3802 E. Bottsford	Cudahy
187:	Scott Hall	801 E. Cudahy	CUDAHY
188:	Tim Tabor	1736 Johnson Ave	S.M.
189:	Marcus Roemer	1614 Wauwatosa Ave	S. Milw.
190:	Ernest Hooks	1415 Mackinac Ave.	So. Milw.
191:	Debra Lohmeyer	1827 Oak	So. Milw.
192:	Jane Swaboda	3717 15th Ave	" "
193:	Dennis J. Swaboda	3717 15th Ave	" "
194:	Bill Talbot	2800 E. Belmont	Oak Creek
195:	Abby Booth	1194 W. York Pl	MILWAUKEE
196:	Summer Hagedorn	5859 S. 13th St.	MILWAUKEE
197:	Gregory E. Burt	2230 S. Belmont St	MILWAUKEE
198:	Jim Strossi	2507 E. Forest Ave	Cudahy
199:	Sam & Rick Schultze	8635 S. Wauwatosa	Oak Creek
200:	Tracy & Brett Meyers	2220 E. Puente Rd.	Oak Creek
201:	Kim & George Schultze	2451 N. 6th St	Wauwatosa
202:	Lois and Donald Kippman	2525 E. Emory Ave	Oak Creek
203:	John Wauwatosa	2271 E. Poplar Ave	Oak Creek
204:	Kevin Lee	1440 E. Edmund Rd.	Oak Creek, WI 53151
205:	Jim & Gert Wauwatosa	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 DayMayor, City of Cudahy

Mark HonadelState Representative, 21st Assembly District,
State of Wisconsin

Al RichardsMayor, City of St. Francis

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

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

Michael LoughranCoordination 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. RuedaPlanner

Ajibola AyanwaleEngineer

Gary KorbRegional 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 Busalacchi	Director of Transportation and Public Works, Milwaukee County
Paul Ciesarz	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
Ghaasim 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

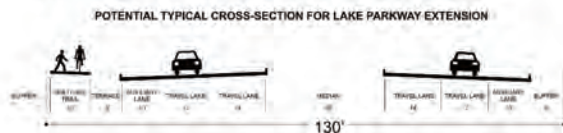
The preliminary recommended design for a Lake Parkway extension from Edgerton Ave. to STH 100 includes the following:

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 ^a
Wetlands impacted (acres)	27 ^a
Park/recreational land impacted—Oak Creek Parkway (acres)	20 ^a

^a 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 (year 2010 dollars)
Construction ^a	\$192.8 million
Right-of-Way ^b	5.7 million
Utility Relocation ^b	8.7 million
Total	\$207.2 million

^a 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.

^b 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

PUBLIC HEARING IN RE:

THE PRELIMINARY RECOMMENDATIONS
FOR A LAKE PARKWAY EXTENSION

CERTIFIED
TRANSCRIPT

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

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PRESENT

MR. KENNETH R. YUNKER, Executive Director of SEWRPC
MR. HAROLD MESTER, Milwaukee County Board, Public
Information Manager
MR. MICHAEL LOUGHRAN, City of Milwaukee, Chief Planning
and Development Engineer
MS. PATRICIA JURSIK, CHAIR, Supervisor, 8th District,
Milwaukee County Board
MR. FRANK BUSALACCHI, Director of Transportation and
Public Works, Milwaukee County
MR. TONY DAY, Mayor, City of Cudahy
MR. MARK HONADEL, State Representative, 21st Assembly
District, State of Wisconsin
MR. AL RICHARDS, Mayor, City of St. Francis
MR. THOMAS ZEPECKI, Mayor, City of South Milwaukee
MR. GERALD PETERSON, City of Oak Creek Administrator

* * * * *

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PUBLIC HEARING, 02/29/2012

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TRANSCRIPT OF PROCEEDINGS

CHAIRPERSON JURSIK: Good evening,

everyone. Thank you for coming this evening. I'm
Pat Jursik, the Chair of the Advisory Committee.

This is a public hearing on the possible
recommendation for the extension of Lake Parkway
794.

To start off, I'd like to ask Mayor
Zepecki, mayor of the City of South Milwaukee, to
welcome everyone and just give a brief hello.

MAYOR ZEPECKI: "Brief hello."

Welcome to South Milwaukee. I guess we
have a lot of personal interest in how 794 is
developed going south. And as all of you know that
live in South Milwaukee or Oak Creek, Pennsylvania
Avenue has become a traffic jam three or four hours
out of the day, and this would certainly relieve
that traffic.

But beyond that, it's been a passion and
a goal of mine to see this development continue as
it was originally designed back in the '60s, to go
through Milwaukee County to Racine. And I envision
creating a boulevard all the way to northern
Illinois. It could hook up with Highway 31.

This can't be anything but good for the

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PUBLIC HEARING, 02/29/2012

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business and industry, and also good for the
culture of Milwaukee County, and also for Racine
and Kenosha, going in both directions, for the
people of Racine and Kenosha coming this way, and
for Milwaukee residents to go south.

So I am excited about this. I never
thought we'd get to this point. But I'm delighted
to have the cooperation of my colleagues, Pat
Jursik, Al Richards, our former mayor from Oak
Creek, Bolender, and Tony Day from Cudahy, and
we're just -- it's exciting to be part of this
because there's a lot of pluses, very few minuses
involved in this whole project.

So I hope you have a lot of questions,
and we'll be happy to answer them.

CHAIRPERSON JURSIK: Thank you, Mayor
Zepecki. Thank you for hosting this in this
beautiful facility, the South Milwaukee Performing
Arts Center. I think this is a great venue for us.

This is a formal public hearing. We do
take a roll call. And rather than just do it
formally by roll call, I'm going to ask just to go
down the table, ask my colleagues to introduce
themselves and to indicate their position.

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.

06:37 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
 06:50 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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06:55 1 So between intersections you'd be
06:55 2 expected -- Lake Parkway Extension would be
06:55 3 expected to get half the crash rate of otherwise
06:55 4 carrying the traffic on Pennsylvania Avenue,
06:55 5 Howell, Packard Avenue, et cetera.

06:55 6 And also at intersections you'd be
06:55 7 expected to have a significant reduction in traffic
06:55 8 because you'd have grade-separated interchanges by
06:55 9 and large, so most of the traffic would not be
06:55 10 stopping at the intersection, having conflicts with
06:55 11 crossing traffic, but would be traveling through
06:55 12 the interchange without any interference. So you'd
06:55 13 have a substantial improvement in traffic safety.

06:55 14 Now, with regard to right-of-way impacts,
06:55 15 the estimates at this planning level, and, again,
06:55 16 should the project go to preliminary engineering,
06:55 17 WisDOT would be looking at additional alternatives,
06:55 18 you could expect that depending on the
06:55 19 alternatives, these could change, but it may be
06:55 20 that only one residence would need to be acquired
06:55 21 to build the roadway.

06:55 22 Within about 200 feet of the roadway
06:55 23 there would be some residences -- about 56
06:55 24 residences that would be located within 200 feet,
06:55 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
06:59 17 next step, into preliminary engineering. As we
06:59 18 looked at those concerns, and trying to address
06:59 19 them, certainly being able to relocate their
06:59 20 secured access, which is now at Grange Avenue -- to
06:59 21 locate that potentially at Layton Avenue and/or
06:59 22 College Avenue would address many of those security
06:59 23 concerns, if not all.

06:59 24 And, in fact, it was viewed as being an
06:59 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

07:06 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

07:09 3 and then to SEWRPC.

07:09 4 And then from there, Ken, if you want to

07:09 5 give us an estimate of time frames.

07:09 6 EXECUTIVE DIRECTOR YUNKER: Yeah, I

07:09 7 think -- I'm going to answer the question, and

07:09 8 people are going to groan. But if you look at how

07:09 9 long it takes for a project from this kind of

07:09 10 planning or feasibility study stage, and then move

07:09 11 through construction and be open for traffic, it's

07:09 12 probably a minimum of ten years.

07:09 13 I got the groaning. So -- And that's

07:09 14 because the next step, as I noted, would be

07:09 15 preliminary engineering and environmental impact

07:09 16 studies by the Wisconsin Department of

07:09 17 Transportation. There probably would be a lag

07:09 18 before they would get to that. And even the

07:09 19 studies would probably take in the range of two

07:09 20 years, you know, or more.

07:09 21 Then, should the project be determined --

07:10 22 It's at the end of the preliminary engineering that

07:10 23 the decision is made how the roadway would be built

07:10 24 and whether it would be built. That's where that

07:10 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
 07:20 20 you, if you just go to the Milwaukee County
 07:20 21 Board -- you'll go to the home page of the board,
 07:20 22 click on District 8, which is my picture, there are
 07:20 23 pictures -- just click on that picture. You'll see
 07:20 24 a link. It's called the South Shore Option, which
 07:20 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
 07:21 13 the way up to really Ozaukee County now, and there
 07:21 14 is a huge metropolitan area. It's a 12 million
 07:21 15 person corridor.

07:21 16 And that's the point I like to make over
 07:21 17 and over again. The main population growth in
 07:21 18 Milwaukee County has been south. Certainly Oak
 07:21 19 Creek has experienced tremendous growth. But even
 07:21 20 into Caledonia.

07:21 21 I was invited to talk to the planning
 07:21 22 officials in Caledonia about what we're doing with
 07:21 23 the 794 extension study, and when I went down
 07:21 24 there, I learned that the Village of Caledonia is
 07:21 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
 07:22 5 matter. We are one large metropolitan area. You
 07:22 6 can think about New York, if you like. That is the
 07:22 7 extent, a 12-million person corridor, of this huge
 07:22 8 metropolitan area that populates itself along Lake
 07:22 9 Michigan.

07:22 10 Now, in addition to that, and what's been
 07:22 11 very important for our south shore, and the mayors
 07:22 12 that are here, and all the members, is The
 07:22 13 Aerotropolis. The Aerotropolis is an economic
 07:22 14 development group that uses the airport for
 07:22 15 economic development.

07:22 16 And if you think of the old days with the
 07:22 17 railroads, the communities fought to get railroads
 07:22 18 to come to their cities because railroads brought
 07:22 19 economic development. And people understood that
 07:22 20 laying down a track would ensure economic
 07:22 21 development to their cities.

07:22 22 Airports are doing the same thing today.
 07:22 23 And I like to talk about the logistics triangle.
 07:22 24 Milwaukee has a port. It's a much more important
 07:22 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
 07:24 15 important manufacturing is.

07:24 16 But if we're going to have continued
 07:24 17 growth and a healthy economy, you have got to build
 07:24 18 the infrastructure, which includes roads like 794,
 07:24 19 along some important population corridors. And if
 07:24 20 we start thinking in those terms, much bigger terms
 07:24 21 than most of us are used to thinking, we will
 07:24 22 understand the importance of 794 for economic
 07:24 23 development.

07:24 24 MR. MESTER: Representative Honadel.
 07:24 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

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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

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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

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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

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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
 07:35 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

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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
07:38 17 is a benefit to us, to bring more people to the
07:38 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

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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
07:38 11 relocated to? I'm guessing it might be easier to
07:38 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

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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

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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.)

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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 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.

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Lake Parkway (STH 794) Extension Study: Preliminary Recommendations



#201903

Public Meeting – February 29, 2012



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.**

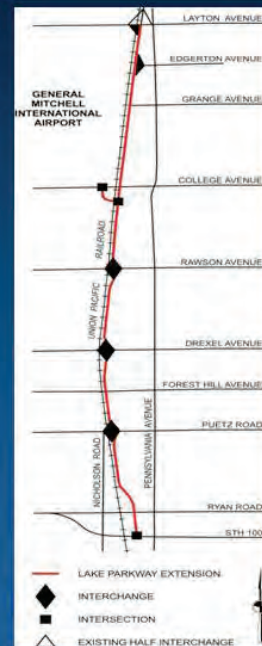
4



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

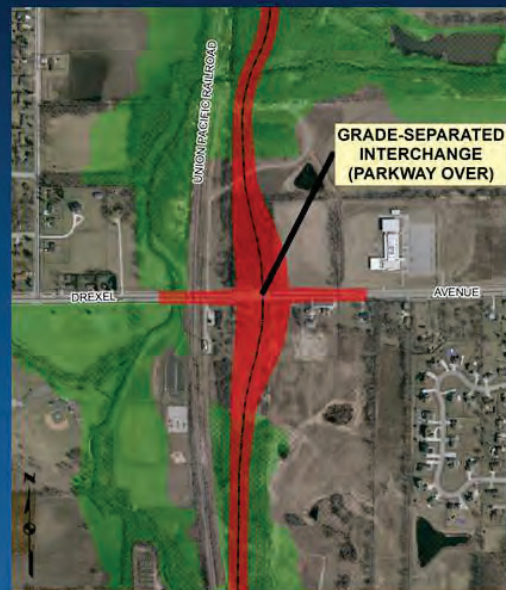


Typical Interchange – Drexel Ave.

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.**
- **128th 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
Total	\$207.2 million

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**
- **Online comment form: www.sewrpc.org/LakeParkway**
- **Mail:**
Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607, Waukesha, WI 53187-1607
- **Fax: (262) 547-1103**

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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.**

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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 Horn 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 ROTH 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 GLE 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 K-12, 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 roads? What can you do to minimize the pollution. We live near the air port, so this would be a huge double problem of air pollution on our subdivision plus the additional noise pollution. Please return question card to SEWRPC staff member. Thank you. 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 RICK PHAMENSTILL Mailing Address _____

Question: IN FAVOR of the Parkway Extension to Hwy 100. However, what if the long range plan to extend the Parkway south of Hwy 100 & into Oak Creek Glendale & 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 area 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 Nicholson/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 53123Question: (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 Tasqueine Moore Mailing Address 2606 East Menomonee Drive
Belle GroveQuestion: 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. GRIFFIN
OAK CREEK, WI 53154Question: 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
RELATIVE TO 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 53122Question: Is there a plan to still widen road between
college + Rawson Ave?
It is a great idea and should be done

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. Wake Forest Dr
Oak Creek, WI 53154Question: How will this project be funded?
Will it raise taxes (homeowners) 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 GP BIRD Mailing Address 2230 S. WOODWARD 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 LAYTON?

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 Darryl A. SEPT Mailing Address 404 MARSHALL
SOUTH MILWAUKEE 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 Bridge.
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
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
QC

Question:

How are you handling water runoff
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. Puch Rd
Oak Creek, WI 53154Question: 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 WIQuestion: 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 project. 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 SABOLIK Mailing Address 1404 17th Ave
S. MILWAUKEE 53122Question: 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. Rollingwood
Ogk CreekQuestion: 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 DANNA MORSE Mailing Address 1808 MACKINAC AVE
30 MILWAU 53122Question: 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. MilwaukeeQuestion: 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 tunnel the traffic past new town center down Howell as to new off ramps?
2. Overall plan for Forest Hill overpass height?
3. How do you plan to address the flooding issue between Forest & 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 Cory MAASS Mailing Address 117 Brookdale Drive
South Milwaukee, 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 1675 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 GOSKE Mailing Address 6020 S. CLAIN AVENUE
Cudahy WI 53110

Question:

The way you leave 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, 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), 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

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, 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), 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

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More information on the Lake Parkway extension study may be obtained from the SEWRPC website: 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), 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

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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
 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.

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 (UPRR) rail

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 128th 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

- More -



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
E-mail: 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

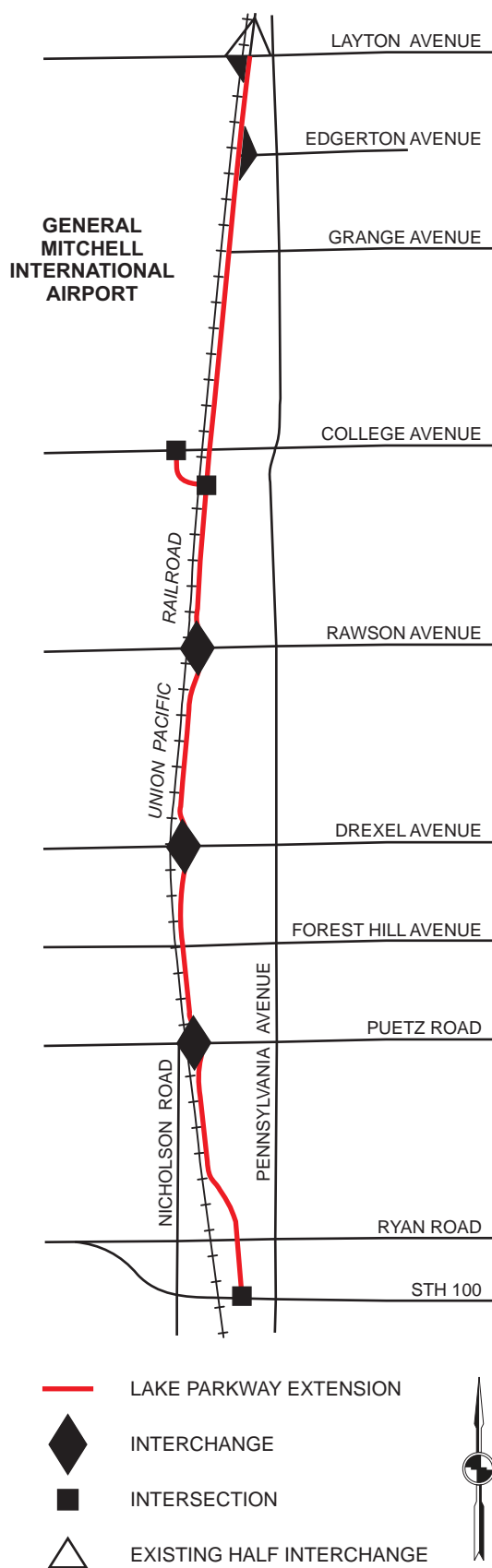
**PREFERRED ROADWAY CROSSING
TREATMENTS ALONG THE LAKE PARKWAY EXTENSION**

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**



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.

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
E-mail: 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
E-mail: 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*

8th District Milwaukee County Supervisor Patricia Jursik
901 N. 9th Street, Courthouse RM 201, Milwaukee, WI 53233
Phone: 414-278-4231 Fax: 414-223-1380
E-mail: patricia.jursik@milwcnty.com
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 440th 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 15th 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

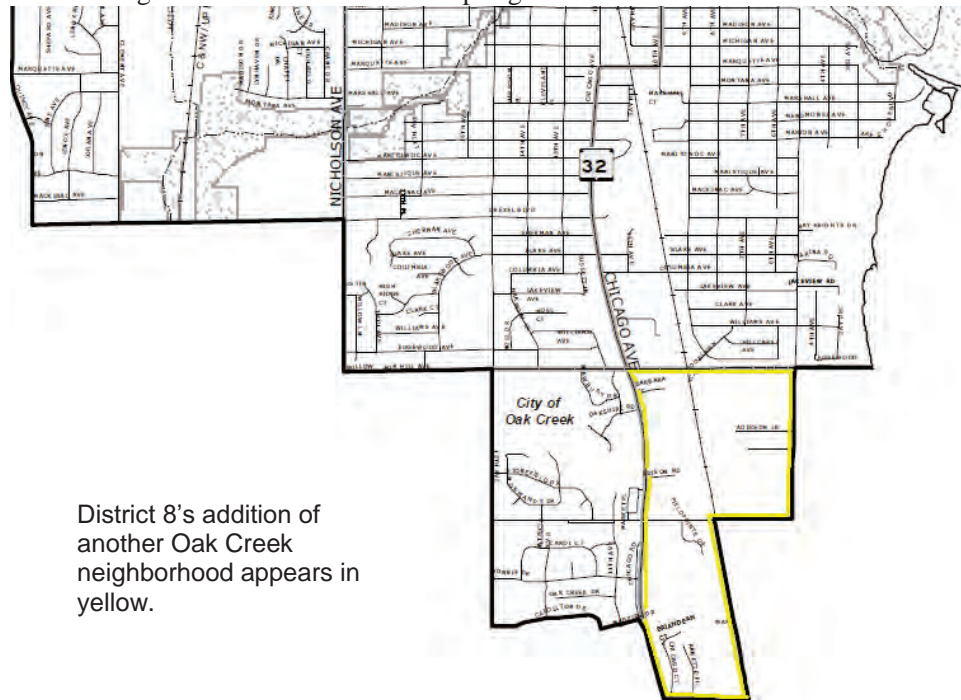
8th District Welcomes Addition of an Oak Creek Neighborhood

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, 5th 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 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

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 15th Av, South Milwaukee. To purchase tickets, please contact 766-5049. www.southmilwaukeekeepac.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 10th Avenue, South Milwaukee. 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 10th Avenue, South Milwaukee. 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 10th 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 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.giftowings.com 277-9121

Ongoing:

THE DOMES

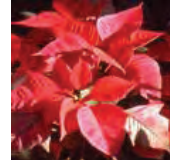
Music Under Glass, Thursdays until March 31, 6:30-8:30pm



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

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)
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*

8th District Milwaukee County Supervisor Patricia Jursik
901 N. 9th Street, Courthouse RM 201, Milwaukee, WI 53233
Phone: 414-278-4231 Fax: 414-223-1380
E-mail: 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

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

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, 5th and Columbia Avenues. Route 15 will continue along Packard and Kinnickinnic Avenues, 1st 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 15th 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 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 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 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 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 15th Avenue, South Milwaukee, 766-5049.

Tuesday, January 10 – Friends of Mill Pond meeting, 6:30pm

At Marquette Manor (2409 10th 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

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

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 15th 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 as soon as January 12.

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 15th 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)
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*

8th District Milwaukee County Supervisor Patricia Jursik
901 N. 9th Street, Courthouse RM 201, Milwaukee, WI 53233
Phone: 414-278-4231 Fax: 414-223-1380
E-mail: 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
Aerotropolis
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 15th 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
- 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-15th 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. 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 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 15th 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

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

Tuesday, February 14 – Friends of Mill Pond meeting, 6:30pm

At Marquette Manor (2409 10th 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. 103rd 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

5pm meeting

5:30pm program "Remembering the Stories of Your Life"

At Benny's Caf3, 1234 S. 27th 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 15th 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

Ongoing:

THE DOMES

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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.

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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

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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*

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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. 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 15th Avenue, South Milwaukee, WI.

Through March 15, public comments can be made:

- on the website 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 128th 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 440th 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 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

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

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 15th 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 10th 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 15th Avenue, South Milwaukee, 766-5049.

www.southmilwaukeekeepac.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

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.



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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.

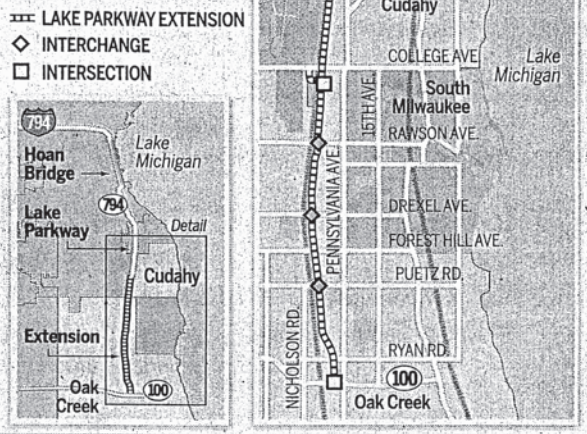
Area residents will get a chance to comment on that concept at a public information meeting Wednesday at the South Milwaukee Performing Arts Center, 901 15th Ave. The session will run from 6 to 8 p.m., mainly in open-house format, with a presentation and question-and-answer session starting at 6:30 p.m.

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; emailed to 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 has been 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.

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.

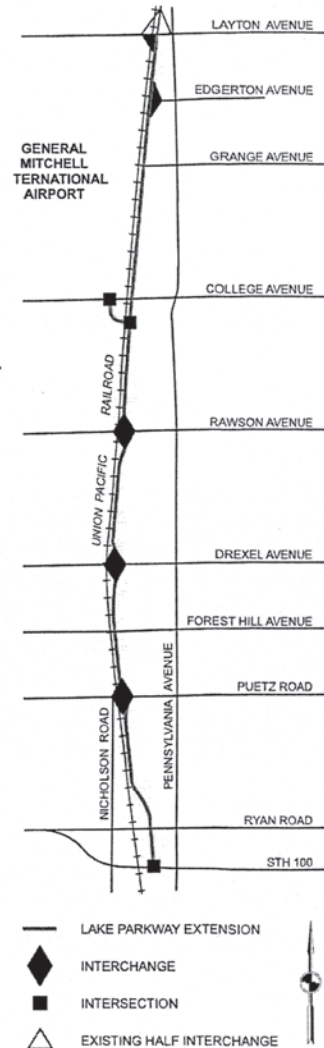
The advisory committee recently made a preliminary recommendation that the Lake Parkway be extended to Highway 100. The committee will make the final study recommendations following public comments at the meeting.

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, 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), 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

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 Groseknick, 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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 13 Comments



Related Topics: [Interstate 794](#), [Lake Parkway](#), [Pat Jursik](#), and [Racine County](#)
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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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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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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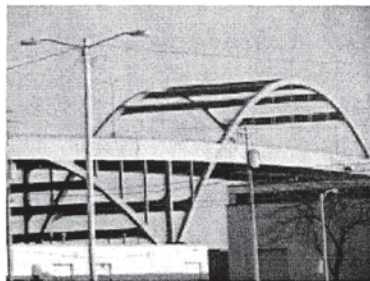


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Related Topics: [I-794 extension](#) and [Interstate 794](#)



A potential footprint, crossings, ramps and other elements for extending Interstate 794 through Oak Creek will be presented at a public hearing Wednesday evening.

I-794, also known as the Lake Parkway, would be extended to Highway 100 in Oak Creek under a proposal.

Residents can get more information about a possible extension and weigh in with their thoughts at the meeting, which 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.

[Read more about the I-794 proposal here.](#)



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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](#).

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

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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 Bolerender](#).

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 [Bon 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

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.