

# LAKE PARKWAY EXTENSION STUDY: PRELIMINARY RECOMMENDATIONS



SUMMARY BROCHURE 1

FEBRUARY 2012

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) is studying an extension of the Lake Parkway (STH 794) from its current terminus at Edgerton Avenue to STH 100. The study was requested by Milwaukee County and the Cities of Cudahy, Oak Creek, St. Francis, and South Milwaukee.

The study will ultimately recommend whether an extension of the Lake Parkway should be added to the regional transportation plan and a request be made that the Wisconsin Department of Transportation (WisDOT) subsequently conduct the necessary preliminary engineering and environmental impact study for the Lake Parkway extension.

## PLANNING PROCESS

As part of the study effort, SEWRPC staff first developed alternative designs for a Lake Parkway extension, including alternative alignments, cross-sections, and roadway crossing treatments. These alternatives were developed under guidance from the Advisory Committee, and attempted to minimize impact on existing and planned land uses. The Advisory Committee reviewed the alternative designs and selected a recommended design for a Lake Parkway extension. SEWRPC staff then evaluated the recommended design's benefits, estimated construction cost, and right-of-way acquisition and impacts.

Based upon the evaluation, the Advisory Committee made a preliminary recommendation for the extension of the Lake Parkway, including an alignment, cross-section, and roadway crossing treatments. The preliminary recommendations to be presented to the public for comment are summarized in this brochure.

## NEXT STEPS

Following the public meeting and public comment period, SEWRPC staff will prepare a record of the public comments received and present it to the Lake Parkway Extension Study Advisory Committee. The Advisory Committee will then consider whether additional alternatives and/or analyses need to be considered, and will make a final recommendation to SEWRPC and SEWRPC's Advisory Committee on Regional Transportation System Planning as to whether a Lake Parkway extension should be added to the regional transportation plan and a request be made that WisDOT subsequently conduct the necessary preliminary engineering and environmental impact study for the Lake Parkway extension.

### LAKE PARKWAY EXTENSION STUDY ADVISORY COMMITTEE

The study is guided by an Advisory Committee composed primarily of elected officials. The Advisory Committee is responsible for making the preliminary and final study recommendations.

Patricia Jursik, Chair ..... Supervisor, 8th District,  
Milwaukee County Board  
Frank Busalacchi ..... Director of Transportation and  
Public Works, Milwaukee County  
Paul Cesarz ..... Supervisor, 9th District,  
Milwaukee County Board  
Tony Day ..... Mayor, City of Cudahy  
Marina Dimitrijevic ..... Supervisor, 4th District,  
Milwaukee County Board  
Allan Foeckler ..... Mayor, City of Oak Creek  
Mark Honadel ..... State Representative,  
21st Assembly District,  
State of Wisconsin  
Ghassan Korban ..... Commissioner of Public Works,  
City of Milwaukee  
Christopher J. Larson ..... Senator, 7th Senate District,  
State of Wisconsin  
Al Richards ..... Mayor, City of St. Francis  
Jon Richards ..... State Representative,  
19th Assembly District,  
State of Wisconsin  
Christine Sinicki ..... State Representative,  
20th Assembly District,  
State of Wisconsin  
Thomas Zepecki ..... Mayor, City of South Milwaukee

### PUBLIC MEETING

The public meeting on the preliminary recommendations for a Lake Parkway extension will be held on Wednesday, February 29, 2012. Staff will be available in an "open house" format starting at 6:00 pm to individually answer questions and provide information. A brief presentation will be made by staff at 6:30 pm followed by a question and answer period. At any time during the meeting, oral comment may be given to a court reporter, or written comment may be submitted. The public meeting will be held:

**Wednesday, February 29, 2012, 6:00-8:00 pm**  
South Milwaukee Performing Arts Center  
901 15th Avenue, South Milwaukee

Comments will be accepted through **March 15, 2012**, and can be provided in written or oral form at the meeting, electronically via email or through the Lake Parkway extension webpage, or via letter:

Mail: Southeastern Wisconsin Regional Planning Commission  
PO Box 1607, Waukesha, WI 53187-1607  
Website: [www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway)  
E-mail: [LakeParkway@sewrpc.org](mailto:LakeParkway@sewrpc.org)  
Fax: (262) 547-1103

*Persons with special needs are asked to contact the SEWRPC offices at (262) 547-6721 a minimum of 48 hours prior to the meeting date so that appropriate arrangements can be made regarding site access, mobility, materials review or interpretation, questions or comments, or other needs.*

**PRELIMINARY RECOMMENDED  
LAKE PARKWAY EXTENSION DESIGN**

**Alignment**

Map 1 shows the potential alignment of the preliminary recommended Lake Parkway extension. Between Edgerton Avenue and Rawson Avenue, the Lake Parkway extension would be routed adjacent to the Union Pacific Railroad (UPR) rail line, partly within the UPR rail right-of-way and the We Energies right-of-way, requiring relocation of We Energies electric and gas facilities and American Transmission Company electric transmission lines along the alignment. The extension would be outside but adjacent to the We Energies right-of-way between Rawson Avenue and Forest Hill Avenue. The extension would continue adjacent to the UPR rail right-of-way between Forest Hill Avenue and STH 100.

**Cross-section**

The cross-section for the preliminary recommended Lake Parkway extension is proposed as an urban divided roadway with four travel lanes, two auxiliary lanes, and a multi-use trail. The cross-section is designed for a speed limit of 40 miles per hour, similar to the existing Lake Parkway, and would require an overall right-of-way width of about 130 feet. Reductions to the right-of-way width may be possible between major arterial roadways.

**Roadway Crossing Treatments**

Access to the Lake Parkway extension is proposed to be restricted to main arterial roadways, and would be provided at Layton Avenue, Edgerton Avenue, College Avenue (CTH ZZ), Rawson Avenue (CTH BB), Drexel Avenue, Puetz Road, and STH 100. Table 1 provides the preferred crossing treatment for each roadway crossing along the Lake Parkway extension.

**Table 1**

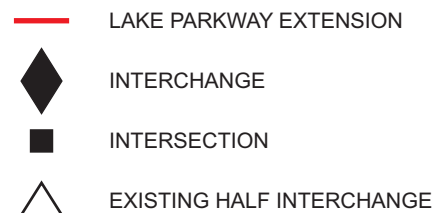
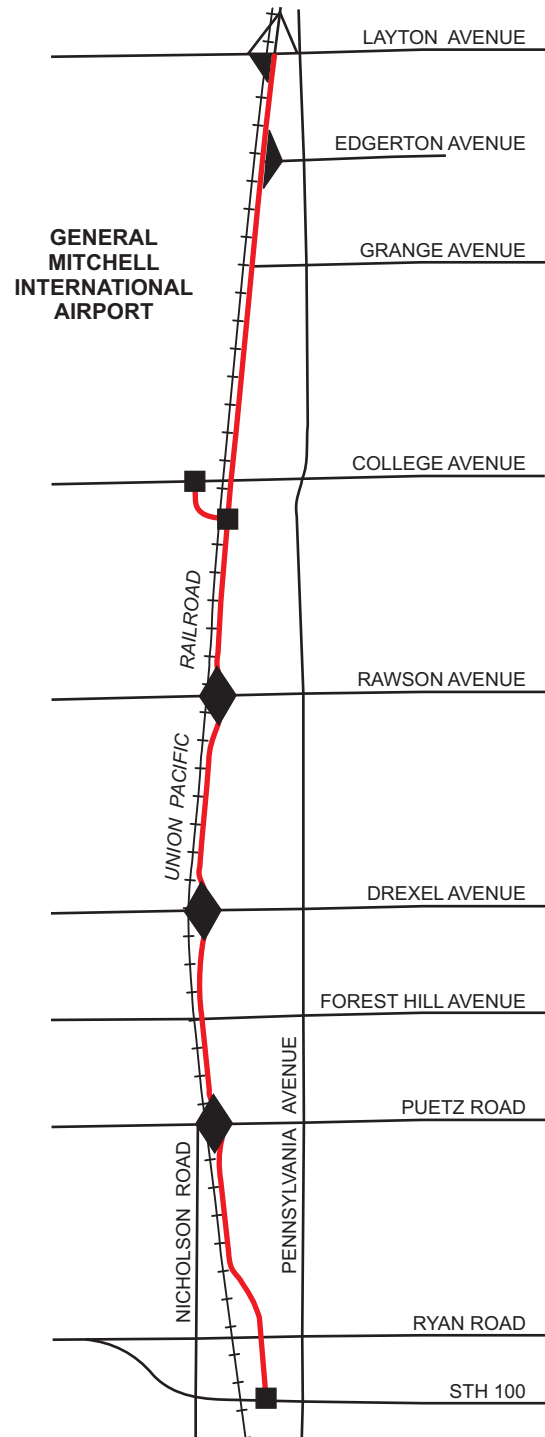
**PREFERRED ROADWAY CROSSING TREATMENTS ALONG THE LAKE PARKWAY EXTENSION**

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

Source: SEWRPC.

**Map 1**

**GENERAL ALIGNMENT OF THE LAKE PARKWAY EXTENSION**



Source: SEWRPC.

## POTENTIAL BENEFITS, IMPACTS, AND COSTS OF LAKE PARKWAY EXTENSION

### Anticipated Benefits

#### *Improvement in Traffic Congestion (Comparing Year 2035 Forecast Traffic Volumes)*

The preliminary recommended Lake Parkway extension is forecast to carry 24,000 to 29,000 vehicles per average weekday between Edgerton Avenue and Puetz Road, and about 9,000 vehicles per average weekday between Puetz Road and STH 100.

On north-south arterial roadways adjacent to the Lake Parkway extension—including Pennsylvania Avenue, Howell Avenue, 13th Street, Puetz Road, and STH 32 (Chicago Avenue)—traffic volumes would be reduced with the Lake Parkway extension. Projected future congestion would be expected to be eliminated on Pennsylvania Avenue between College Avenue and Edgerton Avenue, and on Howell Avenue between Puetz Road and Drexel Avenue. One exception would be on the segment of Pennsylvania Avenue between Edgerton Avenue and Layton Avenue, where traffic volumes would increase, resulting in modest congestion, due to northbound traffic exiting the Lake Parkway extension at Edgerton Avenue to get to Layton Avenue.

On east-west arterial roadways that would be used to access the Lake Parkway extension—including Rawson Avenue, Drexel Avenue, Puetz Road, and STH 100—traffic volumes on some segments would be increased with the Lake Parkway extension. These increases would not result in congestion, with the exception of modest congestion on STH 100 between Pennsylvania Avenue and 15th Avenue.

With a Lake Parkway extension, planned widening from two to four travel lanes on Pennsylvania Avenue between Rawson Avenue and Milwaukee Avenue and on 13th Street between Rawson Avenue and Puetz Road may no longer be needed.

#### *Improvement in Accessibility*

Implementation of a Lake Parkway extension would be expected to reduce by five minutes the estimated travel time between STH 100 and Layton Avenue (10 minutes on a Lake Parkway extension compared to 15 minutes on Pennsylvania Avenue without a Lake Parkway extension).

#### *Improvement in Safety*

Based on an analysis of estimated crash rates, an overall reduction of vehicular crashes with the implementation of a Lake Parkway extension would be expected. Between intersections, the crash rate on the Lake Parkway extension would be about half that of Pennsylvania Avenue—the primary arterial which would carry traffic in the absence of a Lake Parkway extension. At crossing roadways, through traffic on the Lake Parkway extension would generally flow freely and avoid conflicts with crossing traffic given that grade-separated interchanges are recommended at most crossings where access would be provided.

### Potential Impacts

#### *Right-of-way Impacts*

Table 2 provides a summary of the principal right-of-way impacts estimated to result from a Lake Parkway extension. The Lake Parkway extension is estimated to require the acquisition or relocation of one residential structure, but no commercial, industrial, or institutional structures would need to be acquired or relocated. Implementation of the Lake Parkway extension is estimated to disrupt 56 residential units and 12 commercial/industrial structures located along or adjacent to the extension. A unit or structure was considered as being disrupted if it was located within about 200 feet of the right-of-way required for the Lake Parkway extension.

The Lake Parkway extension would impact environmentally sensitive areas, specifically an estimated 41 acres of primary environmental corridor, 27 acres of wetlands, and 20 acres of park or recreational land. No secondary environmental corridors, isolated natural resource areas, or prime agricultural land would be impacted. It was also determined that where the Lake Parkway extension alignment is located within the We Energies right-of-way, We Energies electric and gas facilities and American Transmission Company electric transmission lines would need to be relocated.

#### *Other Potential Issues*

In addition to right-of-way impacts, two primary issues have been identified that WisDOT would need to address should the Lake Parkway extension be advanced to preliminary engineering and environmental impact study. First, the Lake Parkway extension would need to be constructed to follow Federal Aviation Administration (FAA) and Milwaukee County height restrictions for new structures along and near General Mitchell International Airport. Second, potential security concerns relating to existing and planned 128th Air Refueling Wing facilities would need to be addressed.

### Estimated Cost

The estimated capital costs for a Lake Parkway extension are provided in Table 3.

Table 2

#### POTENTIAL RIGHT-OF-WAY IMPACTS OF A LAKE PARKWAY EXTENSION

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

Source: SEWRPC.

Table 3

#### ESTIMATED CAPITAL COSTS (YEAR 2010 DOLLARS) FOR THE LAKE PARKWAY EXTENSION

Item	Capital Costs
Construction	\$192.8 million
Right-of-way	5.7 million
Utility Relocation	8.7 million
Total	\$207.2 million

Source: SEWRPC.

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## Public Meeting

You are invited to attend an upcoming public meeting on the Lake Parkway extension study. At the meeting, you can learn more about the study, discuss it with Southeastern Wisconsin Regional Planning Commission staff, and comment on the work performed to date.

If you cannot attend the meeting, please visit the study website to view the information presented, request a briefing by study staff, or comment on the study. You can submit written comments via mail, e-mail, or fax through March 15, 2012.

### Contacts:

Website: [www.sewrpc.org/LakeParkway](http://www.sewrpc.org/LakeParkway)  
E-mail: [LakeParkway@sewrpc.org](mailto:LakeParkway@sewrpc.org)  
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