

MINUTES OF THE SEVENTH MEETING

ADVISORY COMMITTEE ON THE LAKE PARKWAY EXTENSION STUDY

DATE: March 26, 2012

TIME: 2:00 p.m.

PLACE: City of South Milwaukee Administration Building
Common Council Chambers
2424 15th Avenue
South Milwaukee, WI

Members Present

Patricia Jursik, Chair Supervisor, 8th District, Milwaukee County Board
Allan Foeckler..... Mayor, City of Oak Creek
Frank Busalacchi..... Director of Transportation and Public Works, Milwaukee County
Tony Day Mayor, City of Cudahy
Michael Loughran (representing Ghassan Korban) Coordination Manager,
Department of Public Works, City of Milwaukee
Christopher J. Larson Senator, 7th Senate District,
State of Wisconsin
Al Richards Mayor, City of St. Francis
Christine Sinicki..... State Representative, 20th Assembly District,
State of Wisconsin
Thomas Zepecki Mayor, City of South Milwaukee

Members Absent

Paul Cesarz Supervisor, 9th District, Milwaukee County Board
Marina Dimitrijevic Supervisor, 4th District, Milwaukee County Board
Mark Honadel State Representative, 21st Assembly District,
State of Wisconsin
Jon Richards..... State Representative, 19th Assembly District,
State of Wisconsin

Staff Present

Kenneth R. Yunker Executive Director, SEWRPC
Ryan W. Hoel..... Principal Engineer, SEWRPC
Eric Lynde..... Senior Planner/Engineer, SEWRPC
David Massey..... Engineer, SEWRPC

Guests Present

Samer Abulughod Airport Gateway Business Improvement District #40,
Airport Gateway Business Association
Donald Bulley Treasurer, Friends of the Mill Pond and Oak Creek Watercourse, Inc.
Mary Jo Lange Director of Public Works, City of Cudahy
Mark Nicholson Broker/Owner, Nicholson Realty
Gerald Peterson..... City Administrator, City of Oak Creek
Tom Rave..... Executive Director, The Gateway to Milwaukee
Kyle Vandercar City Engineer, City of South Milwaukee

ROLL CALL

Chair Jursik called the meeting to order at 2:00 p.m. She asked the Committee members and Committee member representatives to introduce themselves, and she declared a quorum of the Committee present.

REVIEW AND APPROVAL OF MINUTES OF NOVEMBER 14, 2011, MEETING

A motion to approve the minutes of the November 14, 2011, meeting as presented was made by Mr. Busalacchi, seconded by Mayor Zepecki, and carried unanimously by the Committee.

REVIEW OF COMMISSION DOCUMENT, “RECORD OF PUBLIC COMMENTS, PRELIMINARY RECOMMENDATIONS OF LAKE PARKWAY (STH 794) EXTENSION STUDY”

Chair Jursik asked Mr. Yunker to briefly present the Commission document, “*Record of Public Comments, Preliminary Recommendations of Lake Parkway (STH 794) Extension Study*”. Mr. Yunker noted that this document contains the oral and written comments received on the Committee’s preliminary recommendations for a Lake Parkway extension, responses to comments prepared by the Commission staff, the proceedings of the public meeting held on February 29, 2012, materials announcing the public meeting, summary materials distributed at the public meeting, and newspaper articles concerning the preliminary recommendations. Chair Jursik thanked the Commission staff for preparing the record of comments, and recognized the efforts of Mr. Harold Mester, Public Information Manager for the Milwaukee County Board of Supervisors, who assisted in the proceedings of the public meeting. She noted that of the comments received, the persons expressing support for a Lake Parkway extension outnumbered the persons expressing opposition by a ratio of more than two-to-one, with 44 persons expressing support and 19 persons expressing opposition.

REVIEW OF PRELIMINARY DRAFT OF STUDY REPORT

Chair Jursik asked Mr. Yunker to review with the Committee the preliminary draft of the report for the Lake Parkway extension study. Mr. Yunker noted that the report documents the findings of the Lake Parkway extension study, which has been conducted by the Commission staff at the request of the Milwaukee County Board of Supervisors and County Executive and the Cities of Cudahy, Oak Creek, St. Francis, and South Milwaukee. He noted that the study report includes the development of possible alternative designs for a Lake Parkway extension, the Committee’s selection of an initially preferred design, the Commission staff’s evaluation of the initially preferred design, the Committee’s preliminary recommendations, and a summary of the public comment received on the Committee’s preliminary recommendations. He noted that the last section of the report would include the Committee’s final recommendations for a Lake Parkway extension, including the Committee’s action on eight possible refinements to the preliminary recommendations developed based on the public comment received on the preliminary recommendations (a list of the eight possible refinements to the preliminary recommendations is included as Attachment 1 to these minutes). The following discussion took place regarding the possible refinements to the preliminary recommendations:

1. Mr. Loughran suggested that it may be appropriate for the Committee to consider the first two possible refinements to the preliminary recommendations, but that the remaining six refinements are unrelated to the Lake Parkway extension design or are issues that the Wisconsin Department of Transportation (WisDOT) would typically consider during preliminary engineering and environmental impact studies. Mr. Yunker indicated that the possible refinements would address some of the suggested changes and concerns expressed in the public comments received on the

preliminary recommendations, and would emphasize specific issues that should be given particular consideration in preliminary engineering.

2. Mr. Busalacchi expressed support for the third and fourth possible refinements, suggesting that it is important for the Committee to consider public transit as part of the final study recommendations, particularly given that transit service may be provided over a Lake Parkway extension should the roadway ultimately be constructed.

Mayor Zepecki made a motion to approve the addition of the list of eight possible refinements to the preliminary recommendations for a Lake Parkway extension, as presented. Mr. Busalacchi seconded the motion, and the motion was carried unanimously by the Committee (see Attachment 2 to these minutes for a copy of the adopted motion).

CONSIDERATION OF FINAL RECOMMENDATIONS FOR A LAKE PARKWAY EXTENSION

Chair Jursik stated that the Committee should consider at this meeting whether to make final recommendations for a Lake Parkway extension, which would include the preferred design—an alignment, cross-section, and roadway crossing treatments—and the eight additional refinements to the preliminary recommendations. She noted that the Committee should also determine whether to recommend to the Commission that a Lake Parkway extension be added to the regional transportation system plan, and whether to recommend that upon addition of a Lake Parkway extension to the regional transportation system plan, Milwaukee County and each of the concerned and affected local governments request that WisDOT conduct the necessary preliminary engineering and environmental impact studies for a Lake Parkway extension. Mayor Zepecki made a motion to approve the final recommendations for a Lake Parkway extension, including the initially preferred design included in the preliminary recommendations, the eight refinements added to the preliminary recommendations, a recommendation to the Commission that a Lake Parkway extension be added to the regional transportation system plan, and a recommendation that upon addition of a Lake Parkway extension to the regional transportation system plan, Milwaukee County and each of the concerned and affected local governments request that WisDOT conduct the necessary preliminary engineering and environmental impact studies for a Lake Parkway extension. Mayor Day seconded the motion. The following discussion took place regarding the final recommendations for a Lake Parkway extension:

1. Rep. Sinicki asked whether the issues identified by the 128th Air Refueling Wing of the Wisconsin National Guard would be addressed. Chair Jursik indicated that she had sponsored, and the Milwaukee County Board of Supervisors had unanimously adopted, a resolution to support the 128th Air Refueling Wing (see Attachment 3 to these minutes for the formal resolution by the Milwaukee County Board of Supervisors). She noted that the resolution also directed that planning be undertaken for a land exchange between General Mitchell International Airport (GMIA) and the 128th Air Refueling Wing, which would allow the secured access to the 128th Air Refueling Wing facilities to be relocated. She also noted that the 128th Air Refueling Wing is currently preparing a long-range plan to demonstrate its continued viability at GMIA.
2. Mayor Foeckler indicated that City of Oak Creek Common Council members have expressed general support for a Lake Parkway extension, but have also discussed some potential concerns related to implementing a Lake Parkway extension, including which roadways would provide access to the Lake Parkway extension in the City of Oak Creek, potential traffic impacts to local roads in the City of Oak Creek, and whether the City of Oak Creek would be required to provide a local cost share for constructing the extension. Mr. Yunker noted that should the City of Oak Creek Common Council determine to adopt a resolution requesting that WisDOT conduct the necessary preliminary engineering and environmental impact studies for a Lake Parkway

extension, the Common Council could cite in the resolution specific concerns related to an extension of the Lake Parkway. He also noted that WisDOT has an established procedure for determining whether a local cost share would be required when constructing a new road, which requires a local cost share when there is or will be 40 percent or more local traffic—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—utilizing the new road. He added that the Commission staff has estimated that the forecast local traffic in each of the local communities would likely be substantially less than 40 percent of the traffic utilizing a Lake Parkway extension, indicating that a local cost share may not be required.

There being no further comments or discussion regarding the final recommendations for a Lake Parkway extension, Chair Jursik asked for the motion to be put to a vote. The motion to make final recommendations for a Lake Parkway extension was carried unanimously by the Committee (see Attachment 4 to these minutes for a copy of the adopted motion).

[Secretary’s Note: Following the meeting, the Commission staff distributed the adopted motion to the Advisory Committee, providing an opportunity for Committee members not present at the meeting to indicate whether they support or oppose the actions taken by the Committee in adopting the motion. State Representative Mark Honadel indicated that he supported the Committee’s adoption of the motion and requested that the minutes for the meeting reflect his support.

Based on the Committee’s adopted motion, the Commission staff revised the preliminary draft of the study report to include the Committee’s final recommendations for a Lake Parkway extension (see Attachment 5 to these minutes for the revised sections of the study report).]

Mr. Peterson inquired about a conceptual timeline for the implementation of a Lake Parkway extension, suggesting that the project should move forward as soon as possible. Mr. Yunker responded that if the project went ahead, it would likely take 10 or more years to implement a Lake Parkway extension, including time for WisDOT to conduct preliminary engineering, right-of-way acquisition, final engineering and design, and construction. He noted that some time should also be expected to elapse before WisDOT would initiate preliminary engineering, and to secure funding for final engineering and construction. Mr. Busalacchi noted that, should the Lake Parkway extension proceed to implementation, it would likely be funded under the State’s Major Highway Development Program, which provides funding to larger-sized highway projects. He noted that potential projects seeking funds under this program would need to be reviewed and approved by the State’s Transportation Projects Commission (TPC), and then be enumerated by the Governor and State Legislature. Chair Jursik indicated that she would attempt to move a Lake Parkway extension forward as quickly as possible.

ADJOURNMENT

Mayor Zepecki asked if the Committee should dissolve given that the Committee has made final study recommendations for a Lake Parkway extension. Chair Jursik suggested that the Committee not dissolve until the Commission adds the Lake Parkway extension to the regional transportation system plan.

There being no further business to come before the Committee, the meeting was adjourned at 2:55 p.m.

Respectfully submitted,

Kenneth R. Yunker
Recording Secretary

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Attachment 1

POSSIBLE REFINEMENTS TO PRELIMINARY RECOMMENDATIONS FOR A LAKE PARKWAY EXTENSION

The following list of possible refinements to the Lake Parkway (STH 794) extension study preliminary recommendations was compiled by the Commission staff based on the public comment received on the study preliminary recommendations, and presented to the study Advisory Committee for consideration:

- 1) A recommendation that WisDOT consider a grade-separated interchange as an alternative roadway crossing treatment at College Avenue, in addition to the Committee's recommended overpass with jughandle ramp access.
- 2) A recommendation that WisDOT consider an alternative location for a Lake Parkway extension west of the UPR rail right-of-way between the College Avenue and Drexel Avenue crossing treatments—in addition to the Committee's recommended location east of the UPR rail right-of-way—to minimize the impact to residences along that segment.
- 3) A recommendation that the Southeastern Wisconsin Regional Planning Commission 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.
- 4) A recommendation that the State of Wisconsin work with Milwaukee County and other transit operators in southeastern Wisconsin to resolve the existing transit funding crisis. A lack of adequate transit funding, particularly State funding, has resulted in transit service reductions and significant fare increases. In an advisory referendum in 2008, residents of Milwaukee County approved a one-percent sales tax for parks, public transit, and emergency medical services. To improve, expand, and even to preserve the Milwaukee County Transit System, the State will need to implement local dedicated transit funding or restore the provision of stable, adequate State transit funding.

Attachment 1 (continued)

- 5) A recommendation that WisDOT study a speed limit greater than 40 miles per hour on the Lake Parkway extension, or on a portion of the Lake Parkway extension. The Committee recognizes that it may be desirable for an extension to have a speed limit greater than 40 miles per hour, particularly given that the development along a Lake Parkway extension is generally less dense than along the existing Lake Parkway to the north.
- 6) A recommendation that WisDOT study and implement noise barriers to minimize the noise impact from a Lake Parkway extension. The Committee recognizes that WisDOT has an established procedure for identifying the need, feasibility, and location of potential noise barriers, and encourages WisDOT to work with affected local governments during this identification process.
- 7) A recommendation that WisDOT identify proper stormwater management controls for a Lake Parkway extension to minimize the impact of a Lake Parkway extension on the quality and rate of stormwater runoff. The Committee recognizes that WisDOT has an established procedure for identifying stormwater management controls, and encourages WisDOT to work with the Milwaukee Metropolitan Sewerage District and affected local governments during this identification process.
- 8) A recommendation that WisDOT design a Lake Parkway extension so as to avoid wetland losses where practical, and to minimize adverse impacts to wetlands that may result from an extension. The Committee recognizes that compensatory mitigation will be required for any wetlands impacted by a Lake Parkway extension so that functional replacement of the types of wetlands impacted is provided, resulting in a no net-loss of wetlands.

* * *

Attachment 2

MOTION ADOPTED BY LAKE PARKWAY EXTENSION STUDY ADVISORY COMMITTEE: REFINEMENTS TO PRELIMINARY RECOMMENDATIONS FOR AN EXTENSION OF THE LAKE PARKWAY BASED ON PUBLIC COMMENTS RECEIVED

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

WHEREAS, the Commission created a Lake Parkway (STH 794) Extension Study Advisory Committee composed primarily of elected officials and a Technical Subcommittee, consisting of the technical staff of the elected officials on the study Advisory Committee; and

WHEREAS, the Commission staff, under guidance from the study Advisory Committee and Technical Subcommittee, developed possible alternative designs for a Lake Parkway extension, including alternative alignments, cross-sections, and roadway crossing treatments, intended to assist the Advisory Committee in selecting an initially preferred design for a Lake Parkway extension; and

WHEREAS, the study Advisory Committee selected an initially preferred design identified in Exhibit A, including an alignment, cross-section, and roadway crossing treatments, which was then evaluated by the Commission staff in regards to its potential benefits, estimated construction cost, and anticipated right-of-way acquisition and impacts; and

WHEREAS, the study Advisory Committee considered the Commission staff's evaluation of the initially preferred design and determined to make preliminary recommendations that a Lake Parkway be extended from Edgerton Avenue to State Trunk Highway 100 in Milwaukee County, and to approve presenting the initially preferred design to the public for comment; and

WHEREAS, the study Advisory Committee considered the public comments received regarding the study preliminary recommendations at a public meeting held on February 29, 2012, and via letter, e-mail, or through the study website during a formal public comment period of February 15, 2012, through March 15, as documented in the Commission's *Record of Public Comments, Preliminary Recommendations of Lake Parkway (STH 794) Extension Study*; and

Attachment 2 (continued)

WHEREAS, the study Advisory Committee considered a list of possible refinements to the study preliminary recommendations, which were compiled by the Commission staff based on the public comment received on the study preliminary recommendations. Those refinements are as follows:

- 1) A recommendation that WisDOT consider a grade-separated interchange as an alternative roadway crossing treatment at College Avenue, in addition to the Committee's recommended overpass with jughandle ramp access.
- 2) A recommendation that WisDOT consider an alternative location for a Lake Parkway extension west of the UPR rail right-of-way between the College Avenue and Drexel Avenue crossing treatments—in addition to the Committee's recommended location east of the UPR rail right-of-way—to minimize the impact to residences along that segment.
- 3) A recommendation that the Southeastern Wisconsin Regional Planning Commission 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.
- 4) A recommendation that the State of Wisconsin work with Milwaukee County and other transit operators in southeastern Wisconsin to resolve the existing transit funding crisis. A lack of adequate transit funding, particularly State funding, has resulted in transit service reductions and significant fare increases. In an advisory referendum in 2008, residents of Milwaukee County approved a one-percent sales tax for parks, public transit, and emergency medical services. To improve, expand, and even to preserve the Milwaukee County Transit System, the State will need to implement local dedicated transit funding or restore the provision of stable, adequate State transit funding.
- 5) A recommendation that WisDOT study a speed limit greater than 40 miles per hour on the Lake Parkway extension, or on a portion of the Lake Parkway extension. The Committee recognizes that it may be desirable for an extension to have a speed limit greater than 40 miles per hour, particularly given that the development along a Lake Parkway extension is generally less dense than along the existing Lake Parkway to the north.

Attachment 2 (continued)

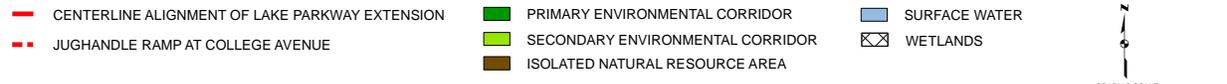
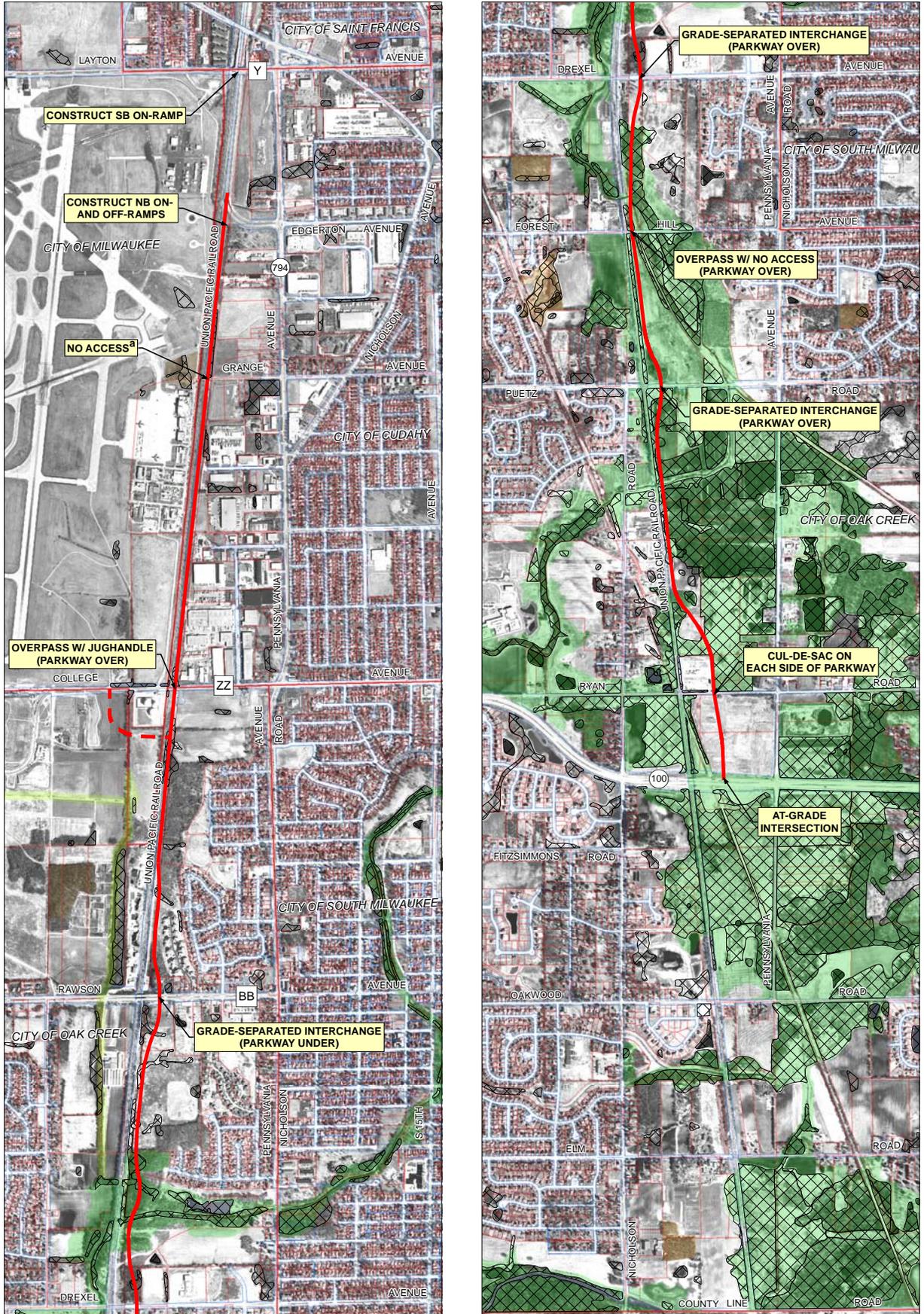
- 6) A recommendation that WisDOT study and implement noise barriers to minimize the noise impact from a Lake Parkway extension. The Committee recognizes that WisDOT has an established procedure for identifying the need, feasibility, and location of potential noise barriers, and encourages WisDOT to work with affected local governments during this identification process.
- 7) A recommendation that WisDOT identify proper stormwater management controls for a Lake Parkway extension to minimize the impact of a Lake Parkway extension on the quality and rate of stormwater runoff. The Committee recognizes that WisDOT has an established procedure for identifying stormwater management controls, and encourages WisDOT to work with the Milwaukee Metropolitan Sewerage District and affected local governments during this identification process.
- 8) A recommendation that WisDOT design a Lake Parkway extension so as to avoid wetland losses where practical, and to minimize adverse impacts to wetlands that may result from an extension. The Committee recognizes that compensatory mitigation will be required for any wetlands impacted by a Lake Parkway extension so that functional replacement of the types of wetlands impacted is provided, resulting in a no net-loss of wetlands.

NOW, THEREFORE, BE IT HEREBY RESOLVED: That the study Advisory Committee determines to add the aforementioned refinements to the study preliminary recommendations.

* * *

Attachment 2 (continued) - Exhibit A

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



^a WisDOT should work with 128th Air Refueling Wing and General Mitchell International Airport during preliminary engineering and environmental impact study to accomplish appropriate exchange of land to allow secured access to 128th Air Refueling Wing facilities to be relocated to College Avenue and Layton Avenue and secured access at Grange Avenue to be closed. This would allow Lake Parkway extension to be constructed at-grade with cul-de-sacs provided on Grange Avenue on each side of extension.

Attachment 2 (continued) - Exhibit A (continued)

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PREFERRED ROADWAY CROSSING TREATMENTS AND ACCESS AT EACH ROADWAY CROSSING ALONG THE POTENTIAL LAKE PARKWAY EXTENSION BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

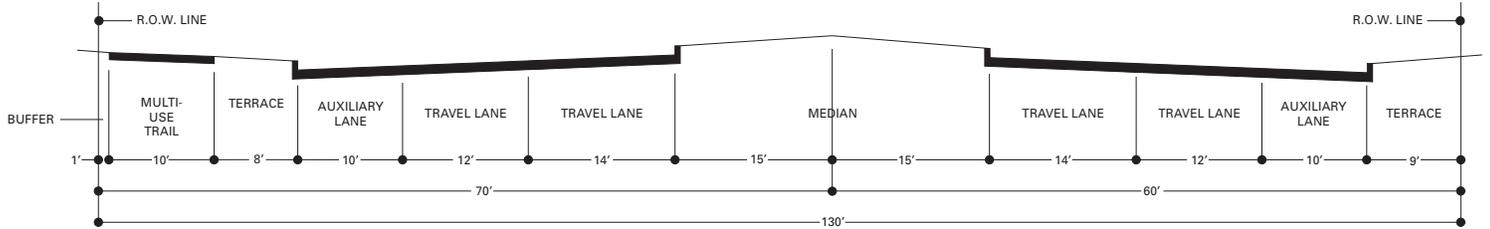
Roadway Crossing	Potential Crossing Treatment	Access Provided
Layton Avenue	Add southbound on-ramp to existing half interchange	Yes
Edgerton Avenue	Replace current connection with northbound on-and off-ramps	Yes
Grange Avenue	No access ^a	No
College Avenue (CTH ZZ)	Overpass with "jughandle" ramp access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

^a WisDOT should work with the 128th Air Refueling Wing and General Mitchell International Airport during preliminary engineering and environmental impact study to accomplish the appropriate exchange of land to allow the secured access to the 128th Air Refueling Wing facilities to be relocated to College Avenue and Layton Avenue and the secured access at Grange Avenue to be closed. This would allow the Lake Parkway extension to be constructed at-grade with cul-de-sacs provided on Grange Avenue on each side of the extension.

Attachment 2 (continued) - Exhibit A (continued)

TYPICAL CROSS-SECTION FOR LAKE PARKWAY EXTENSION

DIVIDED FOUR-LANE URBAN ARTERIAL WITH AUXILIARY LANES AND MULTI-USE TRAIL



NOTE: BETWEEN INTERSECTIONS WITH MAJOR ARTERIALS, THERE MAY BE THE POTENTIAL TO REDUCE THE WIDTH OF THE MEDIAN AND RIGHT-OF-WAY BY ABOUT 25 FEET.

54 12-226

A resolution in support of the 128th Air Refueling Wing (ARW) at Milwaukee County's General Mitchell International Airport (GMIA) and to direct the planning for a land swap between General Mitchell International Airport and the 128th ARW and the relocation of the 128 ARW's guard post to the northeast part of GMIA off Layton Avenue.

Sponsors: Jursik, Borkowski, Haas and Dimitrijevic

A motion was made by Supervisor Mayo Sr. that this Resolution be ADOPTED. The motion PREVAILED by the following vote:

Aye: 18 - Biddle Sr., Borkowski, Broderick, Cesarz, De Bruin, Dimitrijevic, Haas, Harris, Holloway, Johnson Jr., Jursik, Lipscomb Sr., Mayo Sr., Rice, Romo West, Sanfelippo, Schmitt and Weishan

Excused: 1 - Thomas

55 12-202

From the Director of Economic Development, Department of Administrative Services, requesting authorization to execute the second flight phase of a six-year license agreement and enter into a Professional Services Contract providing for the acquisition of a countywide high-resolution digital Orthophotographic and Oblique imagery. **(Referred to the Committees on Transportation, Public Works, and Transit and Economic and Community Development.)**

A motion was made by Supervisor Mayo Sr. that this Action Report be ADOPTED. The motion PREVAILED by the following vote:

Aye: 18 - Biddle Sr., Borkowski, Broderick, Cesarz, De Bruin, Dimitrijevic, Haas, Harris, Holloway, Johnson Jr., Jursik, Lipscomb Sr., Mayo Sr., Rice, Romo West, Sanfelippo, Schmitt and Weishan

Excused: 1 - Thomas

56 12-179

From the Director, Department of Transportation, requesting authorization to amend the cargo lease agreement with Federal Express Corporation at General Mitchell International Airport (GMIA).

A motion was made by Supervisor Mayo Sr. that this Action Report be ADOPTED. The motion PREVAILED by the following vote:

Aye: 18 - Biddle Sr., Borkowski, Broderick, Cesarz, De Bruin, Dimitrijevic, Haas, Harris, Holloway, Johnson Jr., Jursik, Lipscomb Sr., Mayo Sr., Rice, Romo West, Sanfelippo, Schmitt and Weishan

Excused: 1 - Thomas

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Attachment 4

MOTION ADOPTED BY LAKE PARKWAY EXTENSION STUDY ADVISORY COMMITTEE: FINAL RECOMMENDATIONS FOR AN EXTENSION OF THE LAKE PARKWAY (STH 794)

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

WHEREAS, the Commission created a Lake Parkway (STH 794) Extension Study Advisory Committee composed primarily of elected officials and a Technical Subcommittee, consisting of the technical staff of the elected officials on the study Advisory Committee; and

WHEREAS, the Commission staff, under guidance from the study Advisory Committee and Technical Subcommittee, developed possible alternative designs for a Lake Parkway extension, including alternative alignments, cross-sections, and roadway crossing treatments, intended to assist the Advisory Committee in selecting an initially preferred design for a Lake Parkway extension; and

WHEREAS, the study Advisory Committee selected an initially preferred design identified in Exhibit A, including an alignment, cross-section, and roadway crossing treatments, which was then evaluated by the Commission staff in regards to its potential benefits, estimated construction cost, and anticipated right-of-way acquisition and impacts; and

WHEREAS, the study Advisory Committee considered the Commission staff's evaluation of the initially preferred design and determined to make preliminary recommendations that a Lake Parkway be extended from Edgerton Avenue to State Trunk Highway 100 in Milwaukee County, and to approve presenting the initially preferred design to the public for comment; and

WHEREAS, the study Advisory Committee considered the public comments received regarding the study preliminary recommendations at a public meeting held on February 29, 2012, and via letter, e-mail, or through the study website during a formal public comment period of February 15, 2012, through March 15, as documented in the Commission's *Record of Public Comments, Preliminary Recommendations of Lake Parkway (STH 794) Extension Study*; and

Attachment 4 (continued)

WHEREAS, the study Advisory Committee considered a list of possible refinements to the study preliminary recommendations, which were compiled by the Commission staff based on the public comment received on the study preliminary recommendations.

WHEREAS, the study Advisory Committee determined to add the aforementioned refinements to the study preliminary recommendations as identified in Exhibit B.

NOW, THEREFORE, BE IT HEREBY RESOLVED:

FIRST: That the study Advisory Committee recommends an extension of the Lake Parkway from Edgerton Avenue to State Trunk Highway 100 in Milwaukee County, with the initially preferred design identified in Exhibit A, and the additional refinements identified in Exhibit B.

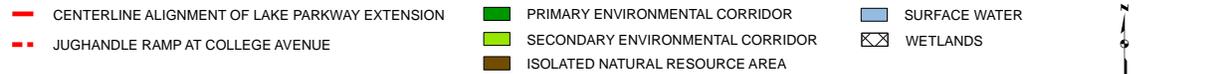
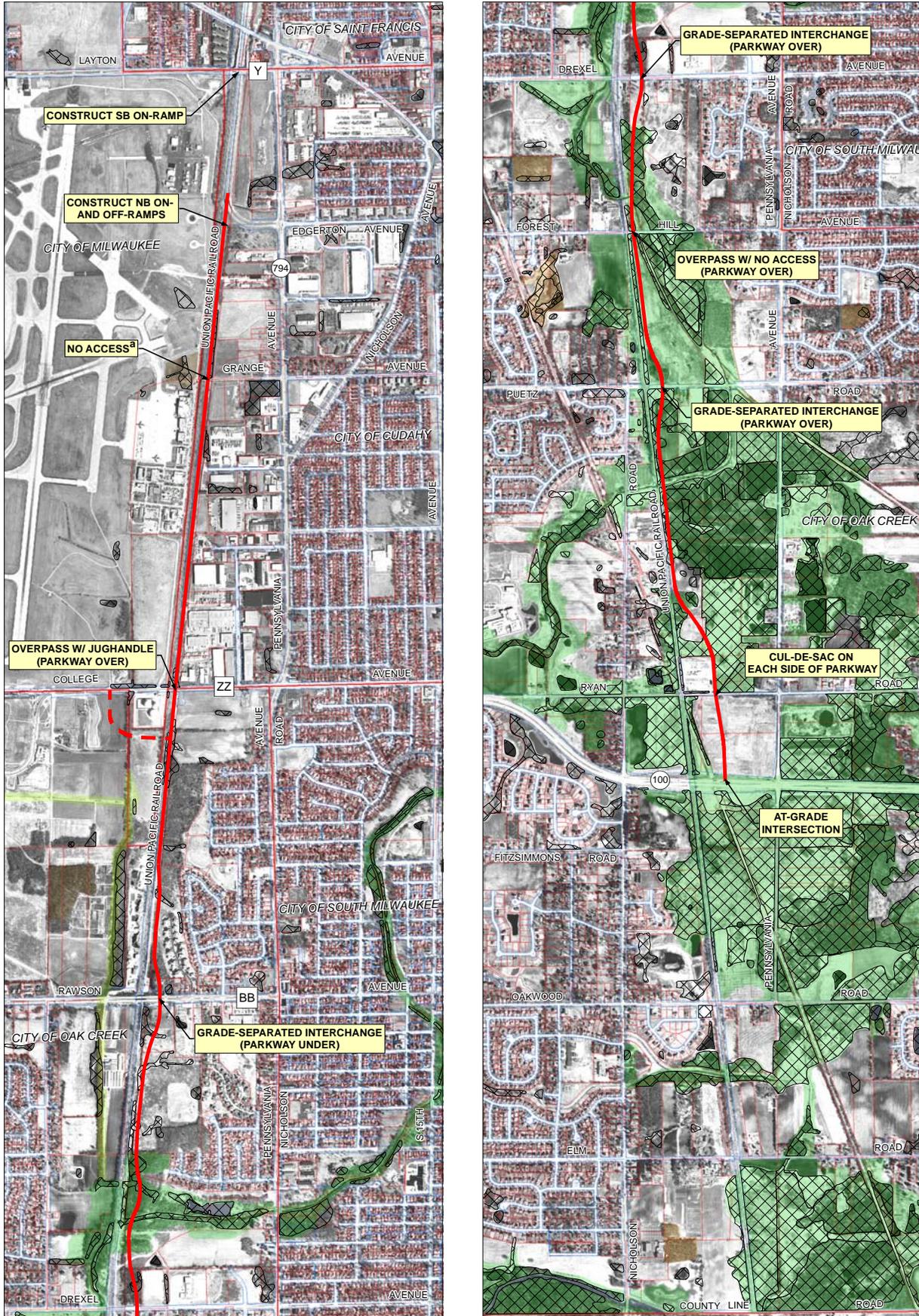
SECOND: That the study Advisory Committee recommends to the Southeastern Wisconsin Regional Planning Commission that the aforementioned Lake Parkway extension be added to the regional transportation system plan.

THIRD: That the study Advisory Committee recommends that upon addition of a Lake Parkway extension to the regional transportation system plan, Milwaukee County and each of the concerned and affected local governments, including the Cities of Cudahy, Milwaukee, Oak Creek, St. Francis, and South Milwaukee, request that the Wisconsin Department of Transportation conduct the necessary preliminary engineering and environmental impact studies for a Lake Parkway extension.

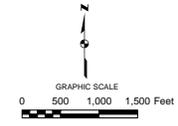
FOURTH: That a true, correct, and exact copy of this resolution, its attachments, and the report documenting the study of the extension of the Lake Parkway from Edgerton Avenue to State Trunk Highway 100 in Milwaukee County, prepared by the Commission staff and approved by the study Advisory Committee, shall be forthwith transmitted to Milwaukee County, each of the concerned and affected local governments, including the Cities of Cudahy, Milwaukee, Oak Creek, St. Francis, and South Milwaukee, and the Wisconsin Department of Transportation.

Attachment 4 (continued) - Exhibit A

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



^a WisDOT should work with 128th Air Refueling Wing and General Mitchell International Airport during preliminary engineering and environmental impact study to accomplish appropriate exchange of land to allow secured access to 128th Air Refueling Wing facilities to be relocated to College Avenue and Layton Avenue and secured access at Grange Avenue to be closed. This would allow Lake Parkway extension to be constructed at-grade with cul-de-sacs provided on Grange Avenue on each side of extension.



Attachment 4 (continued) - Exhibit A (continued)

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PREFERRED ROADWAY CROSSING TREATMENTS AND ACCESS AT EACH ROADWAY CROSSING ALONG THE POTENTIAL LAKE PARKWAY EXTENSION BETWEEN EDGERTON AVENUE AND STH 100 IN MILWAUKEE COUNTY

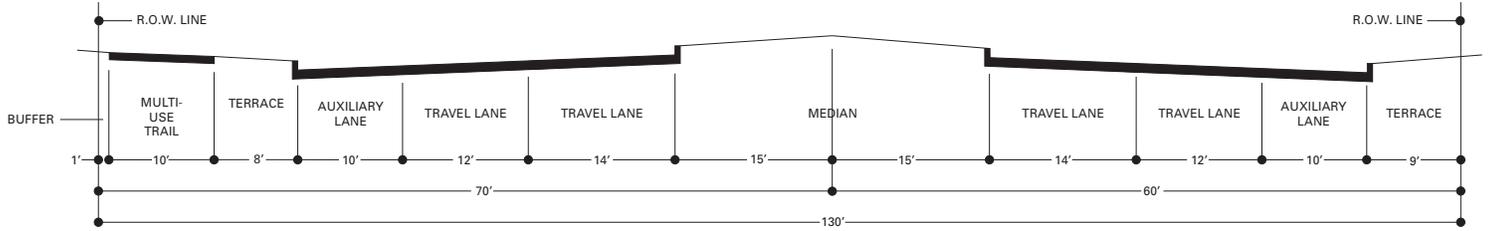
Roadway Crossing	Potential Crossing Treatment	Access Provided
Layton Avenue	Add southbound on-ramp to existing half interchange	Yes
Edgerton Avenue	Replace current connection with northbound on-and off-ramps	Yes
Grange Avenue	No access ^a	No
College Avenue (CTH ZZ)	Overpass with "jughandle" ramp access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

^a WisDOT should work with the 128th Air Refueling Wing and General Mitchell International Airport during preliminary engineering and environmental impact study to accomplish the appropriate exchange of land to allow the secured access to the 128th Air Refueling Wing facilities to be relocated to College Avenue and Layton Avenue and the secured access at Grange Avenue to be closed. This would allow the Lake Parkway extension to be constructed at-grade with cul-de-sacs provided on Grange Avenue on each side of the extension.

Attachment 4 (continued) - Exhibit A (continued)

TYPICAL CROSS-SECTION FOR LAKE PARKWAY EXTENSION

DIVIDED FOUR-LANE URBAN ARTERIAL WITH AUXILIARY LANES AND MULTI-USE TRAIL



NOTE: BETWEEN INTERSECTIONS WITH MAJOR ARTERIALS, THERE MAY BE THE POTENTIAL TO REDUCE THE WIDTH OF THE MEDIAN AND RIGHT-OF-WAY BY ABOUT 25 FEET.

**REFINEMENTS TO PRELIMINARY RECOMMENDATIONS
FOR A LAKE PARKWAY EXTENSION**

The following list of refinements to the Lake Parkway (STH 794) extension study preliminary recommendations was compiled by the Commission staff based on the public comment received on the study preliminary recommendations, and presented to the study Advisory Committee for consideration:

- 1) A recommendation that WisDOT consider a grade-separated interchange as an alternative roadway crossing treatment at College Avenue, in addition to the Committee's recommended overpass with jughandle ramp access.
- 2) A recommendation that WisDOT consider an alternative location for a Lake Parkway extension west of the UPR rail right-of-way between the College Avenue and Drexel Avenue crossing treatments—in addition to the Committee's recommended location east of the UPR rail right-of-way—to minimize the impact to residences along that segment.
- 3) A recommendation that the Southeastern Wisconsin Regional Planning Commission 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.
- 4) A recommendation that the State of Wisconsin work with Milwaukee County and other transit operators in southeastern Wisconsin to resolve the existing transit funding crisis. A lack of adequate transit funding, particularly State funding, has resulted in transit service reductions and significant fare increases. In an advisory referendum in 2008, residents of Milwaukee County approved a one-percent sales tax for parks, public transit, and emergency medical services. To improve, expand, and even to preserve the Milwaukee County Transit System, the State will need to implement local dedicated transit funding or restore the provision of stable, adequate State transit funding.

Attachment 4 (continued) - Exhibit B (continued)

- 5) A recommendation that WisDOT study a speed limit greater than 40 miles per hour on the Lake Parkway extension, or on a portion of the Lake Parkway extension. The Committee recognizes that it may be desirable for an extension to have a speed limit greater than 40 miles per hour, particularly given that the development along a Lake Parkway extension is generally less dense than along the existing Lake Parkway to the north.
- 6) A recommendation that WisDOT study and implement noise barriers to minimize the noise impact from a Lake Parkway extension. The Committee recognizes that WisDOT has an established procedure for identifying the need, feasibility, and location of potential noise barriers, and encourages WisDOT to work with affected local governments during this identification process.
- 7) A recommendation that WisDOT identify proper stormwater management controls for a Lake Parkway extension to minimize the impact of a Lake Parkway extension on the quality and rate of stormwater runoff. The Committee recognizes that WisDOT has an established procedure for identifying stormwater management controls, and encourages WisDOT to work with the Milwaukee Metropolitan Sewerage District and affected local governments during this identification process.
- 8) A recommendation that WisDOT design a Lake Parkway extension so as to avoid wetland losses where practical, and to minimize adverse impacts to wetlands that may result from an extension. The Committee recognizes that compensatory mitigation will be required for any wetlands impacted by a Lake Parkway extension so that functional replacement of the types of wetlands impacted is provided, resulting in a no net-loss of wetlands.

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Attachment 5

Revised Sections of

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

MEMORANDUM REPORT NO. 201

STUDY OF A LAKE PARKWAY (STH 794) EXTENSION FROM EDGERTON AVENUE TO STH 100 IN MILWAUKEE COUNTY

INTRODUCTION

The following text is proposed to be inserted following the last paragraph of the section titled “Introduction” on page 2 of SEWRPC Memorandum Report No. 201, “Study of a Lake Parkway (STH 794) Extension from Edgerton Avenue to STH 100 in Milwaukee County”. The inserted text summarizes the study Advisory Committee’s final recommendations for a Lake Parkway extension.

The fourth and final section of the study report summarizes the Advisory Committee’s final recommendations. Based on the public comment received on the preliminary recommendations, the Advisory Committee determined to make a final recommendation that the Lake Parkway be extended from Edgerton Avenue to STH 100 in Milwaukee County, with the initially preferred design included in the preliminary recommendations, including an alignment, cross-section, and roadway crossing treatments, and eight refinements to the preliminary recommendations added in response to the public comments received on the preliminary plan. The Advisory Committee further recommended that the Commission add a Lake Parkway extension to the regional transportation system plan, and recommended that upon addition of a Lake Parkway extension to the regional transportation system plan, Milwaukee County and each of the concerned and affected local governments request that the Wisconsin Department of Transportation conduct the necessary preliminary engineering and environmental impact studies for a Lake Parkway extension.

FINAL RECOMMENDATIONS FOR LAKE PARKWAY EXTENSION

The following text is proposed to replace the entire text under the section titled “Final Recommendations for Lake Parkway Extension” on pages 37 and 38 of SEWRPC Memorandum Report No. 201, “Study of a Lake Parkway (STH 794) Extension from Edgerton Avenue to STH 100 in Milwaukee County”. The inserted text documents the study Advisory Committee’s final recommendations for a Lake Parkway extension, including eight refinements to the preliminary recommendations. (Note: Appendix D to the study report, which is referenced below, was included in the preliminary draft of the study report and is not repeated in these minutes. Appendix E to the study report, which is referenced below, includes the text and exhibits from Attachment 4 to these minutes.)

This section documents the Advisory Committee’s final recommendations for a Lake Parkway extension. Based on the public comment received on the Advisory Committee’s preliminary recommendations, the Advisory Committee determined to make a final recommendation that the Lake Parkway be extended from Edgerton Avenue to STH 100 in Milwaukee County. As part of the final recommendations, the Advisory Committee determined to continue to recommend the initially preferred design, including the preferred alignment, cross-section, and roadway crossing treatments, and determined to recommend the following eight refinements to the preliminary recommendations:

- 1) A recommendation that WisDOT consider a grade-separated interchange as an alternative roadway crossing treatment at College Avenue, in addition to the Committee’s recommended overpass with jughandle ramp access. A conceptual design for a possible alternative grade-separated interchange at College Avenue is presented as Appendix D to this study report.
- 2) A recommendation that WisDOT consider an alternative location for a Lake Parkway extension west of the UPR rail right-of-way between the College Avenue and Drexel Avenue crossing treatments—in addition to the Committee’s recommended location

Attachment 5 (continued)

east of the UPR rail right-of-way—to minimize the impact to residences along that segment.

- 3) A recommendation that the Southeastern Wisconsin Regional Planning Commission 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.
- 4) A recommendation that the State of Wisconsin work with Milwaukee County and other transit operators in southeastern Wisconsin to resolve the existing transit funding crisis. A lack of adequate transit funding, particularly State funding, has resulted in transit service reductions and significant fare increases. In an advisory referendum in 2008, residents of Milwaukee County approved a one-percent sales tax for parks, public transit, and emergency medical services. To improve, expand, and even to preserve the Milwaukee County Transit System, the State will need to implement local dedicated transit funding or restore the provision of stable, adequate State transit funding.
- 5) A recommendation that WisDOT study a speed limit greater than 40 miles per hour on the Lake Parkway extension, or on a portion of the Lake Parkway extension. The Committee recognizes that it may be desirable for an extension to have a speed limit greater than 40 miles per hour, particularly given that the development along a Lake Parkway extension is generally less dense than along the existing Lake Parkway to the north.
- 6) A recommendation that WisDOT study and implement noise barriers to minimize the noise impact from a Lake Parkway extension. The Committee recognizes that WisDOT has an established procedure for identifying the need, feasibility, and location of potential noise barriers, and encourages WisDOT to work with affected local governments during this identification process.
- 7) A recommendation that WisDOT identify proper stormwater management controls for a Lake Parkway extension to minimize the impact of a Lake Parkway extension on the

Attachment 5 (continued)

quality and rate of stormwater runoff. The Committee recognizes that WisDOT has an established procedure for identifying stormwater management controls, and encourages WisDOT to work with the Milwaukee Metropolitan Sewerage District and affected local governments during this identification process.

- 8) A recommendation that WisDOT design a Lake Parkway extension so as to avoid wetland losses where practical, and to minimize adverse impacts to wetlands that may result from an extension. The Committee recognizes that compensatory mitigation will be required for any wetlands impacted by a Lake Parkway extension so that functional replacement of the types of wetlands impacted is provided, resulting in a no net-loss of wetlands.

The Advisory Committee further recommended that the Southeastern Wisconsin Regional Planning Commission add the Lake Parkway extension to the regional transportation system plan, and recommended that upon addition of a Lake Parkway extension to the regional transportation system plan, Milwaukee County and each of the concerned and affected local governments, including the Cities of Cudahy, Milwaukee, Oak Creek, St. Francis, and South Milwaukee, request that the Wisconsin Department of Transportation conduct the necessary preliminary engineering and environmental impact studies for a Lake Parkway extension. The adopted motion through which the Advisory Committee unanimously approved making these final recommendations is presented as Appendix E to this study report.

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