

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 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



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:

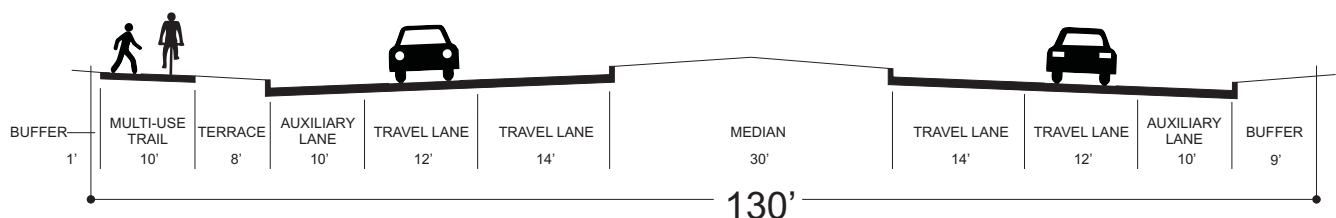
Recommended Alignment

- 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.

POTENTIAL TYPICAL CROSS-SECTION FOR LAKE PARKWAY EXTENSION



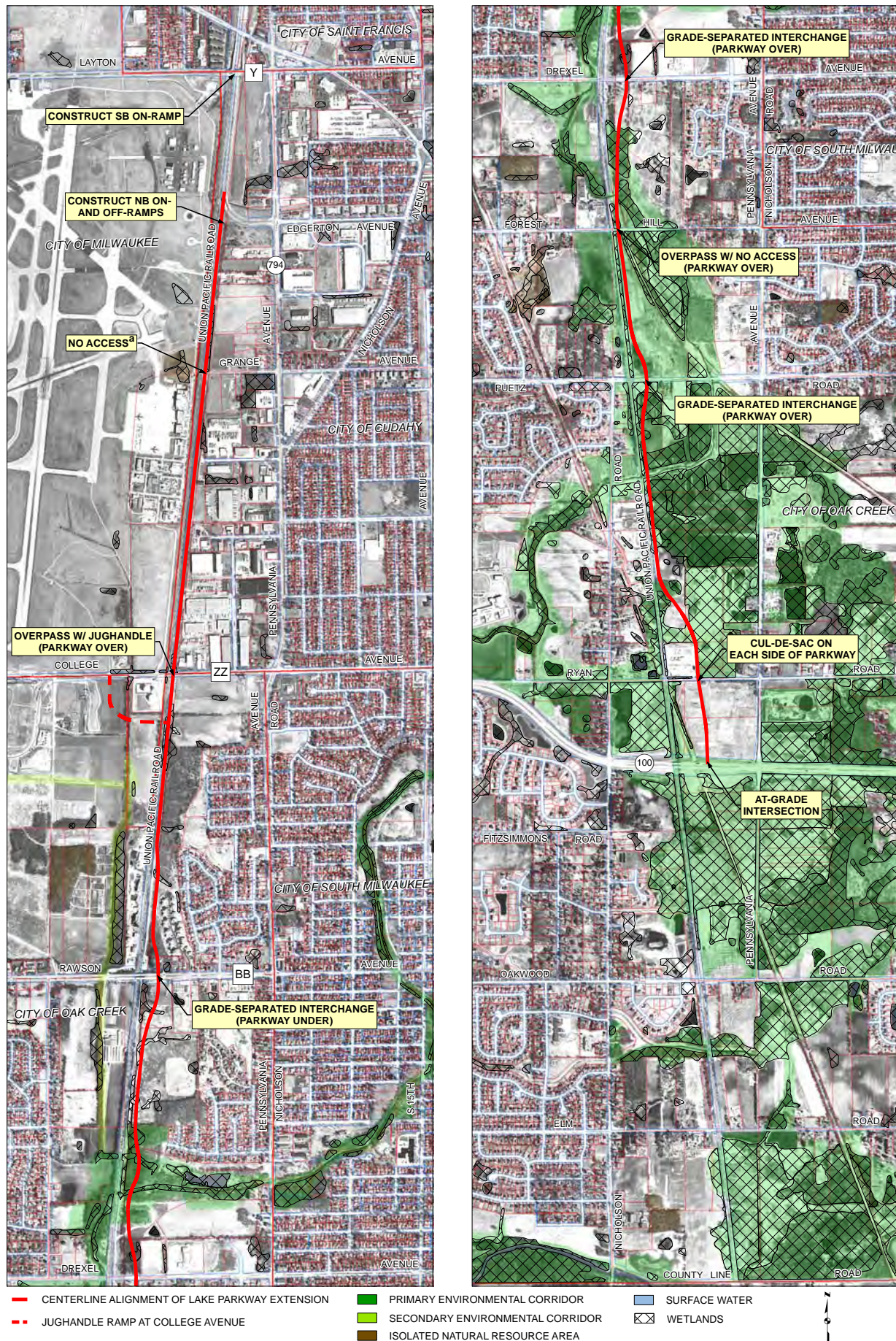
Preliminary Recommendations

- Roadway Crossing Treatments

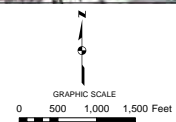
The Advisory Committee made the following preliminary recommendations for Lake Parkway extension roadway crossings:

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



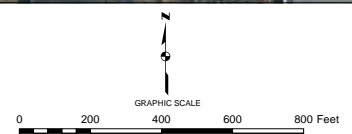
^a WisDOT should work with 128th Air Refueling Wing and General Mitchell International Airport during preliminary engineering and environmental impact study to accomplish appropriate exchange of land to allow secured access to 128th Air Refueling Wing facilities to be relocated to College Avenue and 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.



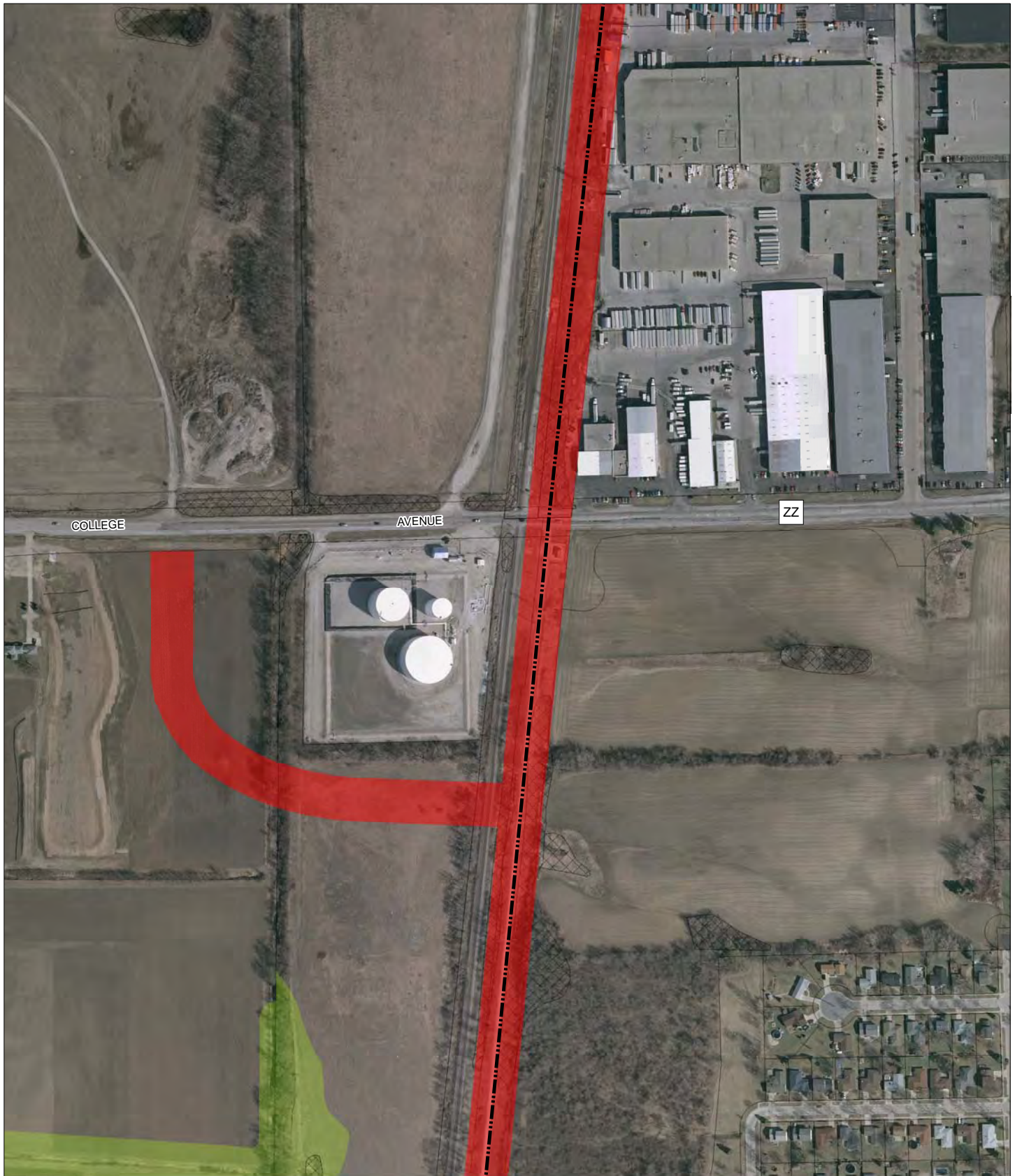
PREFERRED CROSSING TREATMENT FOR LAKE PARKWAY EXTENSION AT LAYTON AVENUE (CTH Y) AND EDGERTON AVENUE



- 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

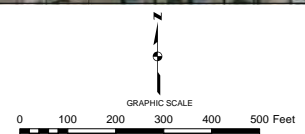


PREFERRED CROSSING TREATMENT FOR
LAKE PARKWAY EXTENSION AT COLLEGE AVENUE

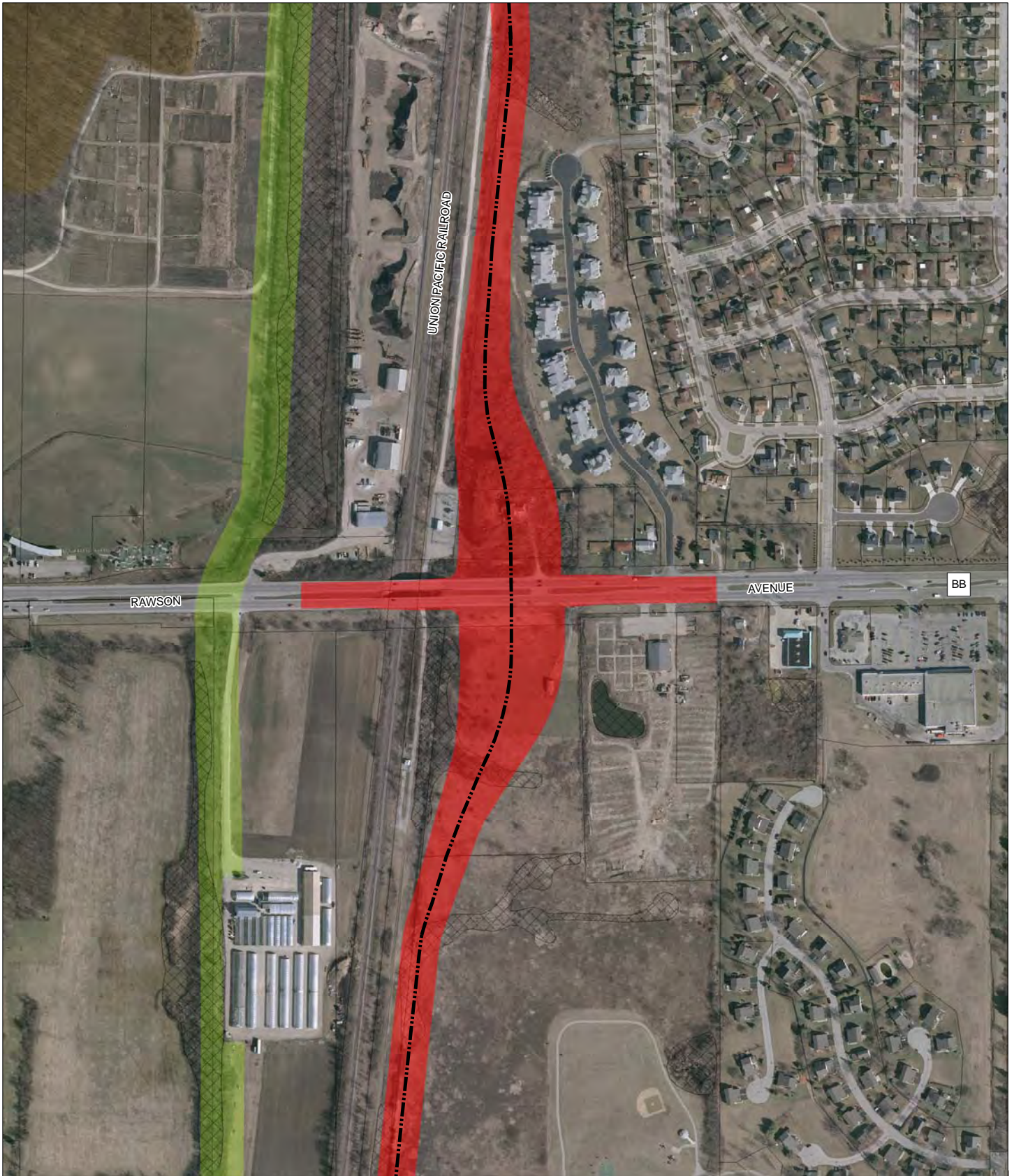


- POTENTIAL CENTERLINE FOR LAKE PARKWAY EXTENSION
- POTENTIAL LAKE PARKWAY EXTENSION WITH JUGHANDLE RAMP ACCESS AT COLLEGE AVENUE

- SECONDARY ENVIRONMENTAL CORRIDOR
- ⊠ WETLANDS

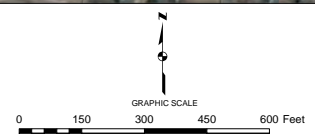


PREFERRED CROSSING TREATMENT FOR LAKE PARKWAY EXTENSION AT RAWSON AVENUE

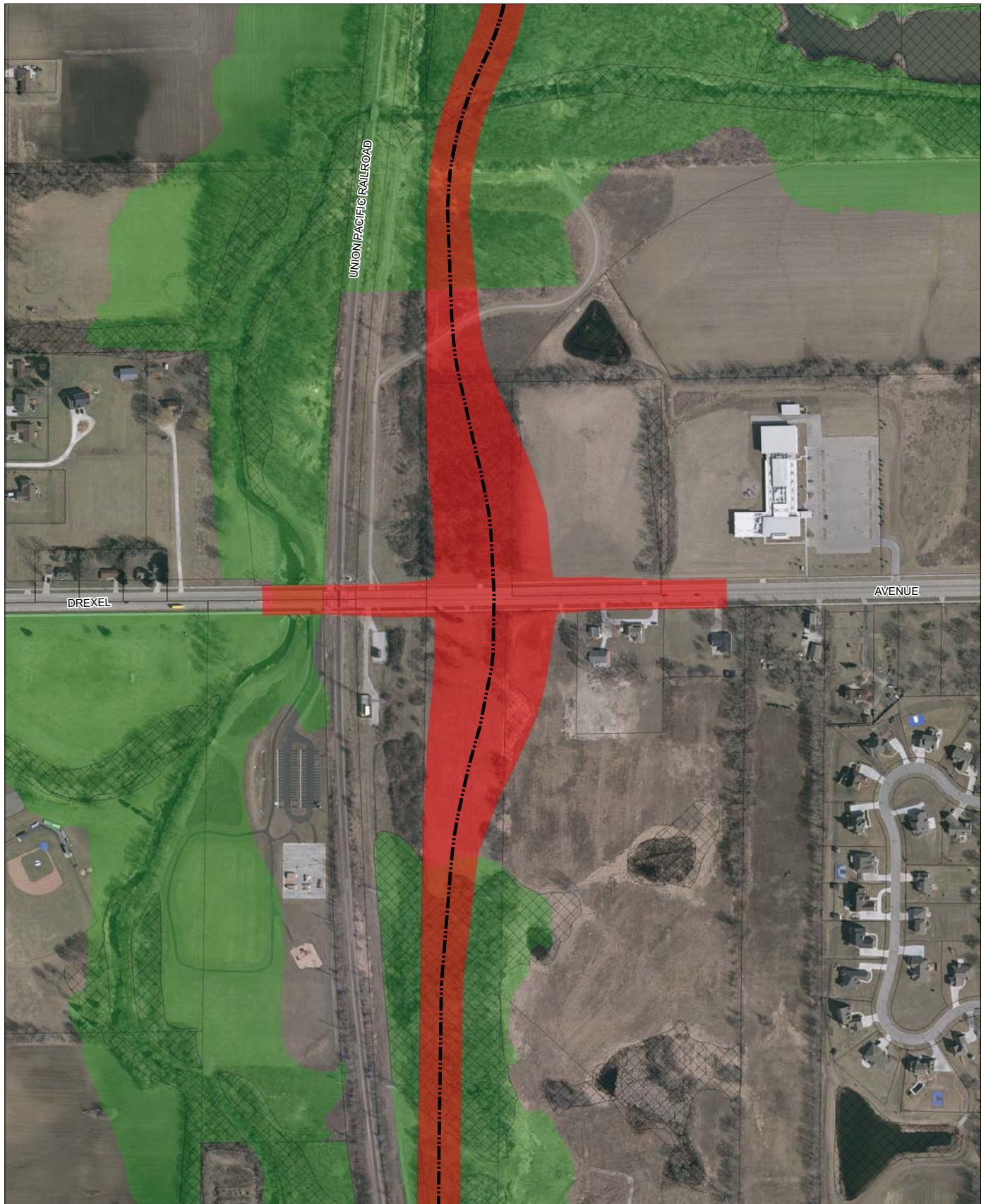


- POTENTIAL CENTERLINE FOR LAKE PARKWAY EXTENSION
- POTENTIAL LAKE PARKWAY EXTENSION

- SECONDARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA
- ▨ WETLANDS

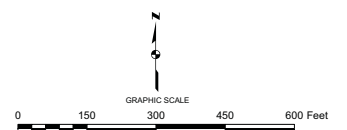


PREFERRED CROSSING TREATMENT FOR LAKE PARKWAY EXTENSION AT DREXEL AVENUE

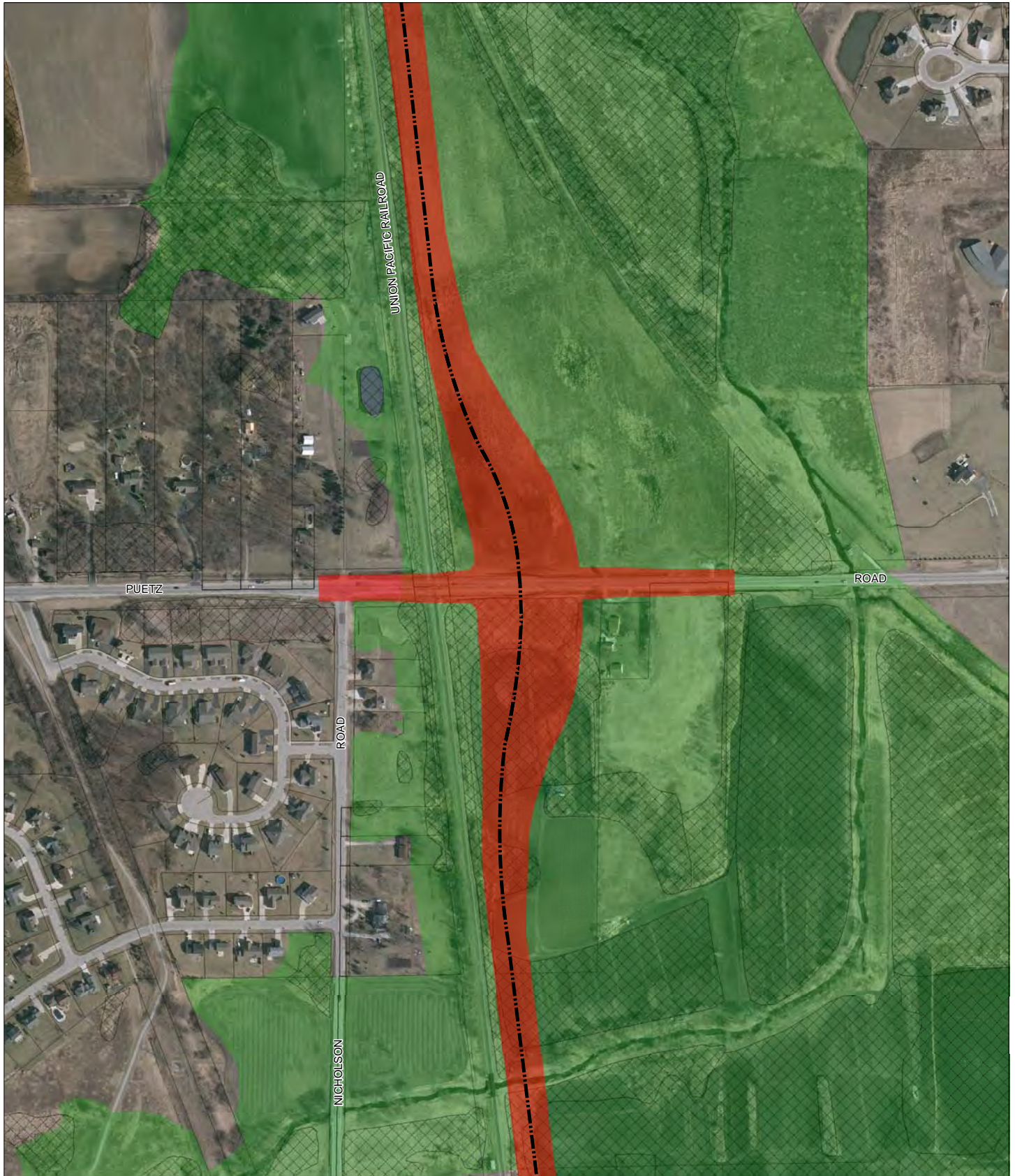


- POTENTIAL CENTERLINE FOR LAKE PARKWAY EXTENSION
- POTENTIAL LAKE PARKWAY EXTENSION

- PRIMARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA
- ⊠ WETLANDS

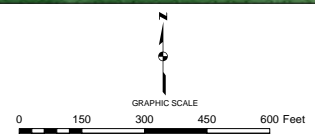


PREFERRED CROSSING TREATMENT FOR LAKE PARKWAY EXTENSION AT PUETZ ROAD

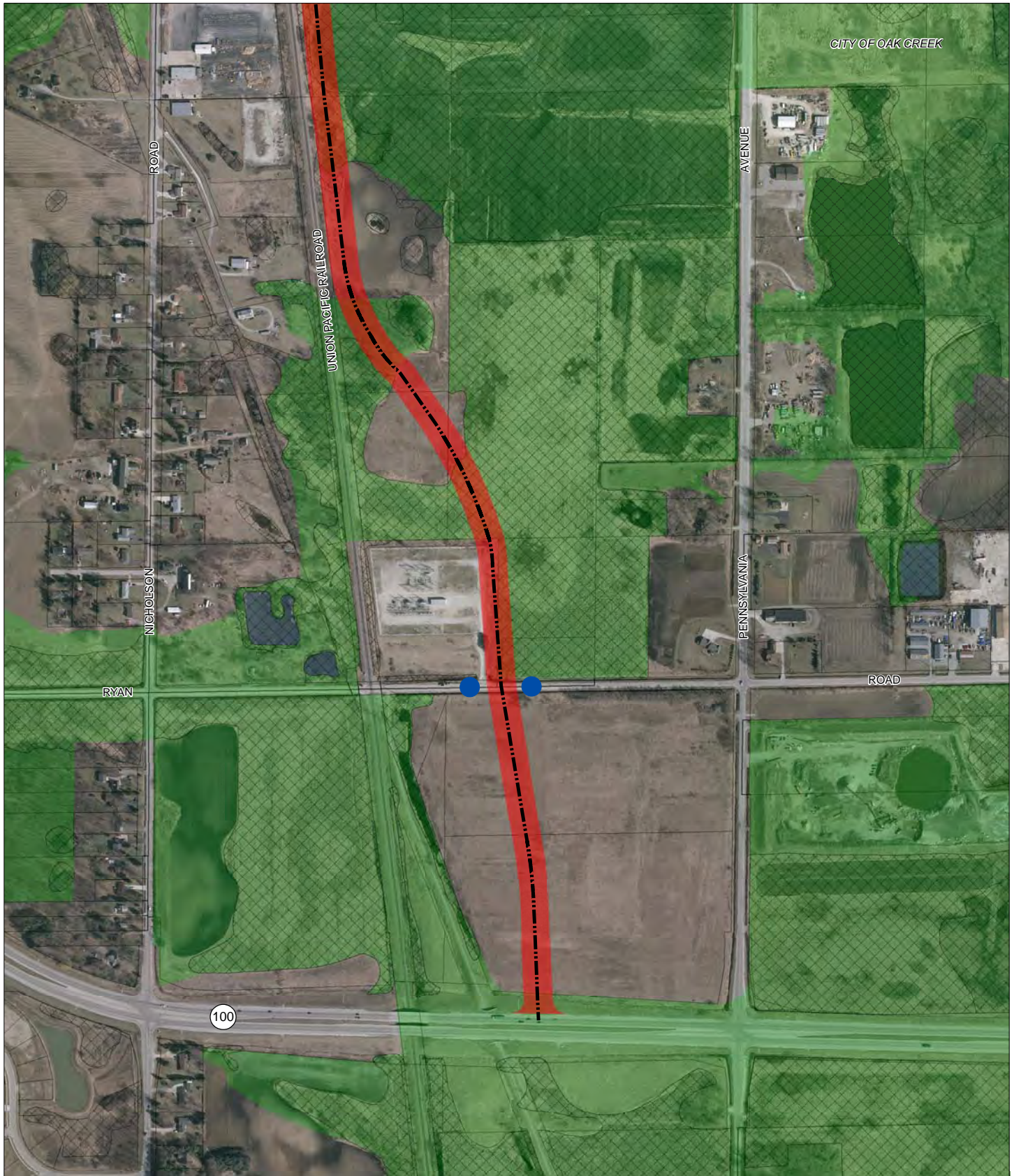


- POTENTIAL CENTERLINE FOR LAKE PARKWAY EXTENSION
- POTENTIAL LAKE PARKWAY EXTENSION

- PRIMARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA
- ▨ WETLANDS

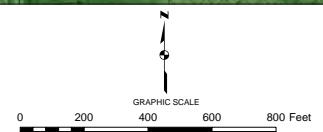


PREFERRED CONNECTION OF LAKE PARKWAY EXTENSION AT STH 100



- POTENTIAL CENTERLINE FOR LAKE PARKWAY EXTENSION
- POTENTIAL LAKE PARKWAY EXTENSION
- POTENTIAL CUL-DE-SAC OF RYAN ROAD

- PRIMARY ENVIRONMENTAL CORRIDOR
- SURFACE WATER
- ▨ WETLANDS



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.

