Lake Parkway (STH 794) Extension Study: Preliminary Recommendations

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.
Study is guided by an Advisory Committee charged with making preliminary and final study recommendations:

<table>
<thead>
<tr>
<th>Name</th>
<th>Position and District</th>
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<tbody>
<tr>
<td>Patricia Jursik, Chair</td>
<td>Supervisor, 8th District, Milwaukee County Board</td>
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<tr>
<td>Frank Busalacchi</td>
<td>Director, Department of Transportation and Public Works, Milwaukee County</td>
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<tr>
<td>Paul Cesarz</td>
<td>Supervisor, 9th District, Milwaukee County Board</td>
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<tr>
<td>Tony Day</td>
<td>Mayor, City of Cudahy</td>
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<tr>
<td>Marina Dimitrijevic</td>
<td>Supervisor, 4th District, Milwaukee County Board</td>
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<tr>
<td>Allan M. Foeckler</td>
<td>Mayor, City of Oak Creek</td>
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<tr>
<td>Mark Honadel</td>
<td>State Representative, 21st Assembly District, State of Wisconsin</td>
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<tr>
<td>Ghassan Korban</td>
<td>Commissioner, Department of Public Works, City of Milwaukee</td>
</tr>
<tr>
<td>Christopher J. Larson</td>
<td>State Senator, District 7</td>
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<tr>
<td>Al Richards</td>
<td>Mayor, City of St. Francis</td>
</tr>
<tr>
<td>Jon Richards</td>
<td>State Representative, 19th Assembly District, State of Wisconsin</td>
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<tr>
<td>Christine Sinicki</td>
<td>State Representative, 20th Assembly District, State of Wisconsin</td>
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<tr>
<td>Thomas Zepecki</td>
<td>Mayor, City of South Milwaukee</td>
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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.
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.
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.
Preliminary Recommendations (continued)

Roadway Crossing Treatments

- Access restricted to main arterial roadways.

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

Access provided by:

- **Constructing southbound on-ramp at Layton Ave.**
- **Constructing northbound on- and off-ramps at Edgerton Ave.**
College Ave. Jughandle Ramp Access

Access provided by:

- Jughandle ramp access to College Ave.
- Lake Parkway extension on structure over College Ave.

Legend:
- POTENTIAL CENTERLINE FOR LAKE PARKWAY EXTENSION
- POTENTIAL LAKE PARKWAY EXTENSION WITH JUGHANDLE RAMP ACCESS AT COLLEGE AVENUE
- SECONDARY ENVIRONMENTAL CORRIDOR
- WETLANDS
**Typical Interchange – Drexel Ave.**

Access provided by:

- **Grade-separated Interchange**
- **Lake Parkway extension** on structure over Drexel Ave.

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**Legend:**

- **POTENTIAL CENTERLINE FOR LAKE PARKWAY EXTENSION**
- **POTENTIAL LAKE PARKWAY EXTENSION**
- **PRIMARY ENVIRONMENTAL CORRIDOR**
- **ISOLATED NATURAL RESOURCE AREA**
- **WETLANDS**
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.
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.
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

<table>
<thead>
<tr>
<th>Evaluation Measure</th>
<th>Lake Parkway Extension</th>
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<tbody>
<tr>
<td>Residential structure acquisition/relocation</td>
<td>1</td>
</tr>
<tr>
<td>Right-of-way acquisition (acres)</td>
<td>118</td>
</tr>
<tr>
<td>Primary environmental corridors impacted (acres)</td>
<td>41</td>
</tr>
<tr>
<td>Wetlands impacted (acres)</td>
<td>27</td>
</tr>
<tr>
<td>Park/recreational land impacted—Oak Creek Parkway (acres)</td>
<td>20</td>
</tr>
</tbody>
</table>
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.
Capital Costs (year 2010 dollars):

- SEWRPC staff worked with WisDOT and utility company staffs to develop cost estimates.

<table>
<thead>
<tr>
<th>Item</th>
<th>Capital Costs</th>
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<tbody>
<tr>
<td>Construction</td>
<td>$192.8 million</td>
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<tr>
<td>Right-of-Way</td>
<td>5.7 million</td>
</tr>
<tr>
<td>Utility Relocation</td>
<td>8.7 million</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$207.2 million</strong></td>
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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.
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
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.