

June 21, 2023



LAKE INTERCHANGE STUDY

STAKEHOLDER ADVISORY
COMMITTEE (SAC)



June 22, 2023



LAKE INTERCHANGE STUDY

BUSINESS ADVISORY
COMMITTEE (BAC)



TODAY'S MEETING

AGENDA

- Study Overview Presentation
- Design Concept Review
- Breakout Groups and Report Out

STAKEHOLDER ADVISORY COMMITTEE (SAC)

- Gives feedback to WisDOT throughout the study process
- Provides guidance on engaging your neighborhood, community, or constituents
- Shares information about the project with your colleagues and/or constituents

Stakeholders Include:

- City of Milwaukee
- Milwaukee County
- Business Improvement Districts (BID)
- Neighborhood Associations, Community Centers, Nonprofits
- Regional Agencies
- Tourism & Entertainment
- Education



Stakeholder Advisory Committee, August 2022



BUSINESS ADVISORY COMMITTEE (BAC)

- Gives feedback to WisDOT throughout the study process
- Provides guidance on engaging your neighborhood, community, or constituents
- Shares information about the project with your colleagues and/or constituents

Stakeholders Include:

- Business Improvement Districts (BID)
- Large employers
- Multi-tenant office buildings
- Hospitality
- Chambers of Commerce



Business Advisory Committee, August 2022

STUDY OVERVIEW

The Lake Interchange Study is evaluating alternatives to reconstruct the I-794 freeway corridor, generally from the Milwaukee River and Hoan Bridge.

STUDY ACTIVITIES

- Public involvement and outreach
- Alternatives analysis
- Environmental documentation (NEPA)
- Preliminary design



DRAFT PURPOSE AND NEED

Purpose

The purpose of the project is to address deteriorating infrastructure in a manner that improves safety and operations without adding capacity on I-794, while also striving to enhance community connectivity and compatibility with local plans and development.

PROJECT NEEDS

AGING INFRASTRUCTURE
originally built in 1974-1975



**COMMUNITY
CONNECTIVITY**

**SYSTEM
LINKAGES**

**ROADWAY
DEFICIENCIES**

**BICYCLE and
PEDESTRIAN
SAFETY**

**TRAFFIC
SAFETY**





LEGEND

 Not Reconstructed

2nd St.

Plankinton Ave.

Water St.

Wisconsin Ave.

Van Buren St.

Lincoln Memorial Dr.

Michigan St.

Jefferson St.

Jackson St.

Clybourn St.



St. Paul Ave.

Broadway

Milwaukee St.

Buffalo St.

Chicago St.

Water St.

Menomonee St.

Jackson St.



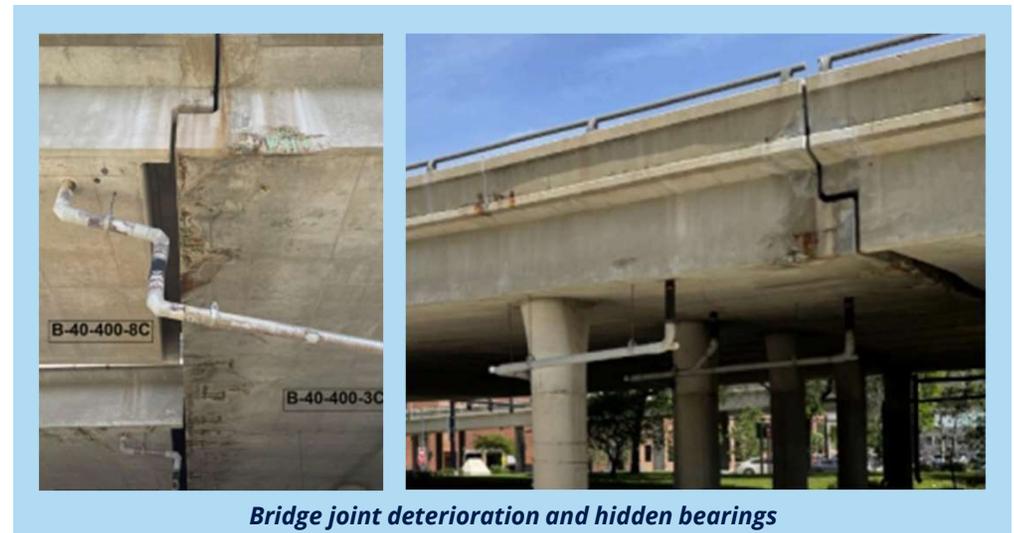
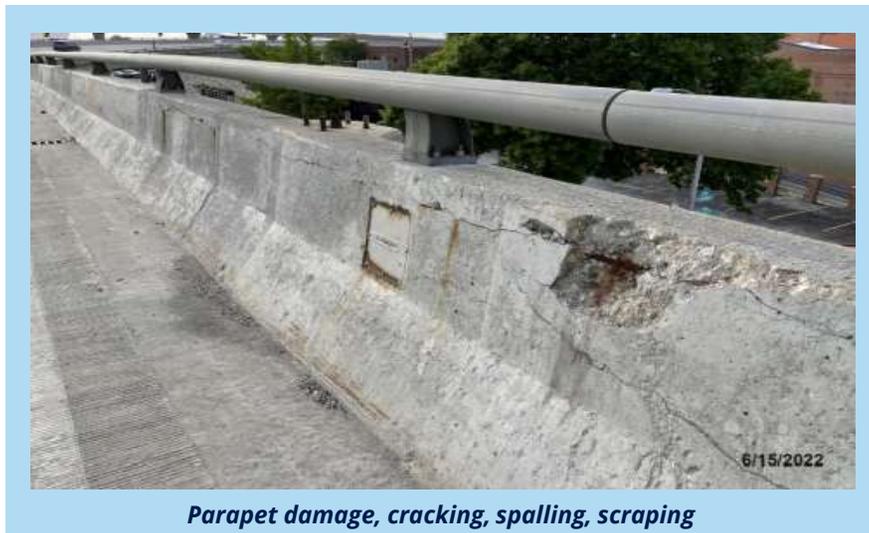
Seeboth St.

Erie St.

Corcoran St.

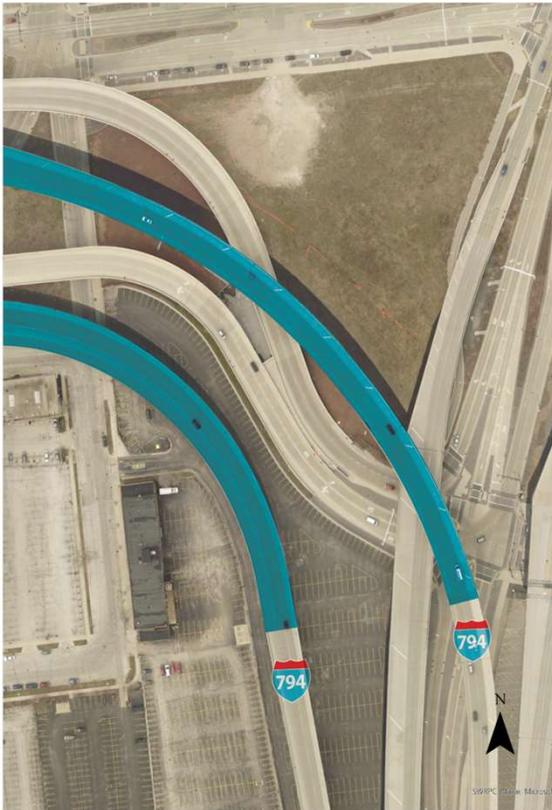
BRIDGE CONDITIONS

- Bridges originally constructed in 1974-1975
- Box girder bridges need full replacement
- Bridge joints are not maintainable
- Bearings are hidden so cannot be inspected nor maintained



EXISTING ROADWAY DEFICIENCIES

SUBSTANDARD CURVES



Substandard design speed limits, cross slopes

LEFT RAMP CONFIGURATIONS



Entrance and exit ramps on left side of mainline

VERTICAL BRIDGE CLEARANCES



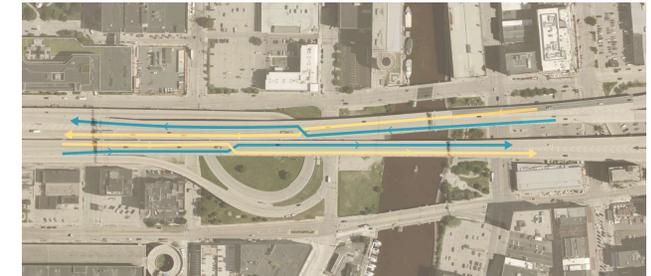
Several locations do not meet minimum standards

SHOULDER WIDTHS



Mainline widths less than standard (12' each side)

WEAVE LENGTH



Insufficient spacing on mainline between entrance and exit ramps

COMPLETE STREETS ACCOMMODATIONS

PEDESTRIAN & BICYCLE SAFETY

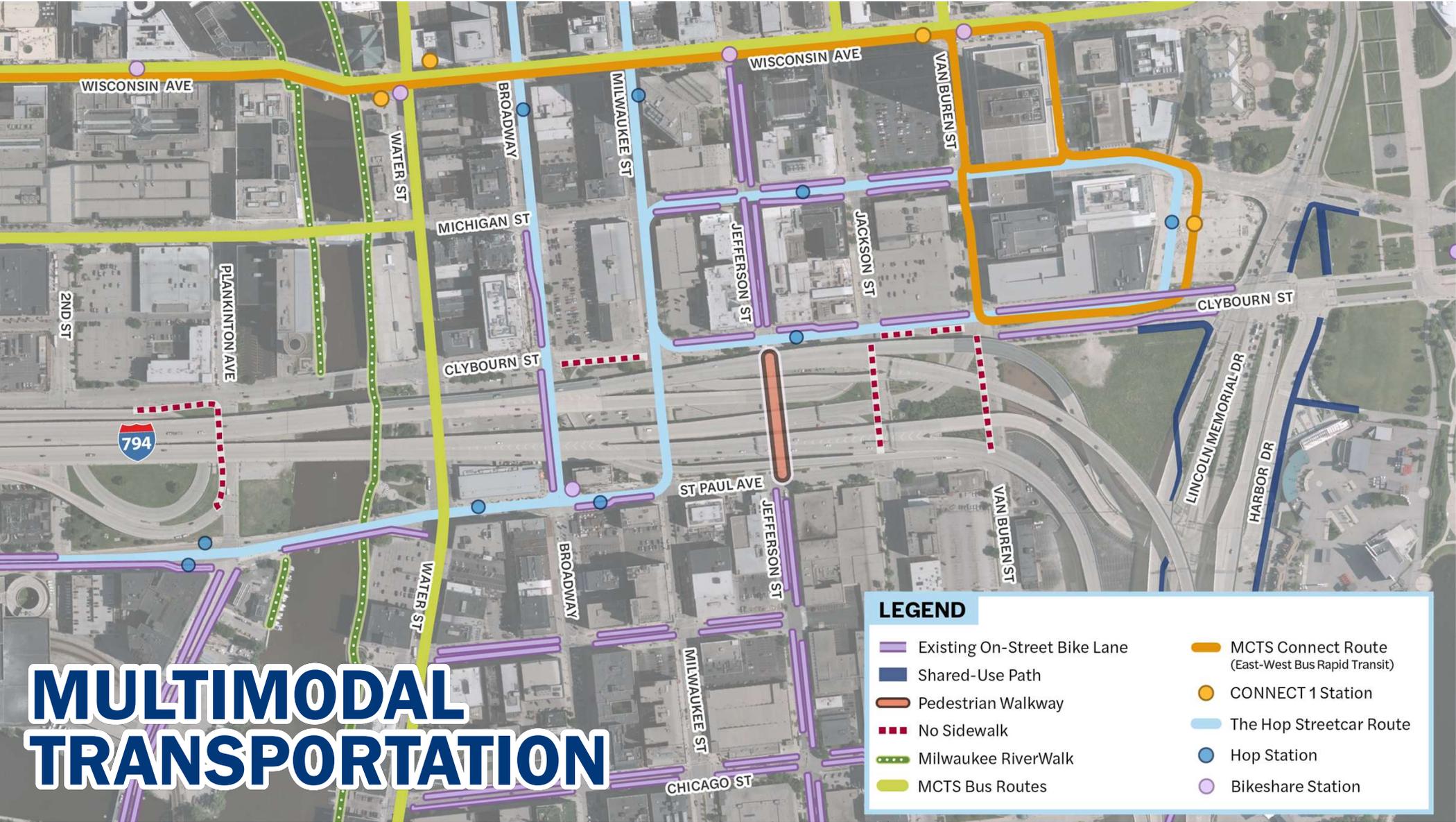


Five-Legged Intersections and One-Way Streets



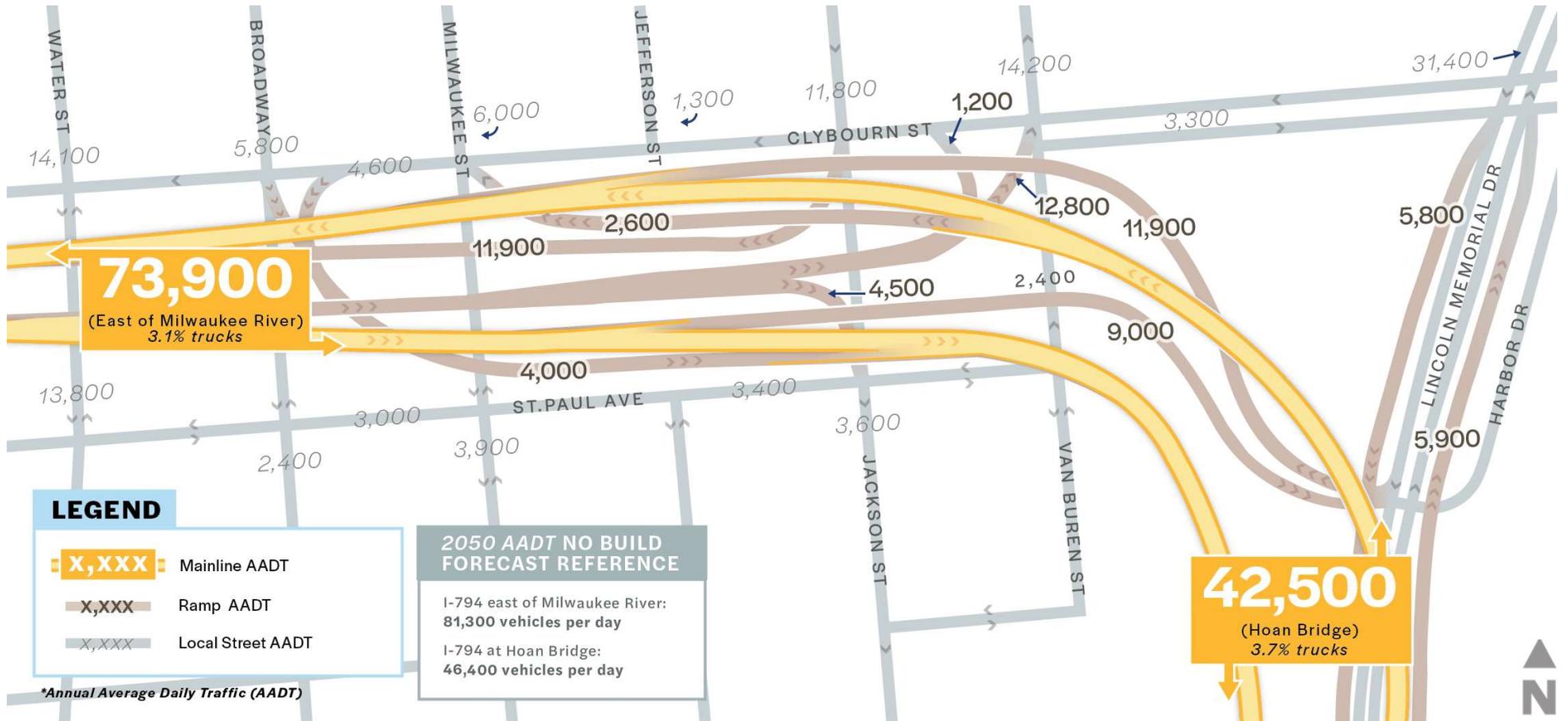
Discontinuous Sidewalk

MULTIMODAL TRANSPORTATION



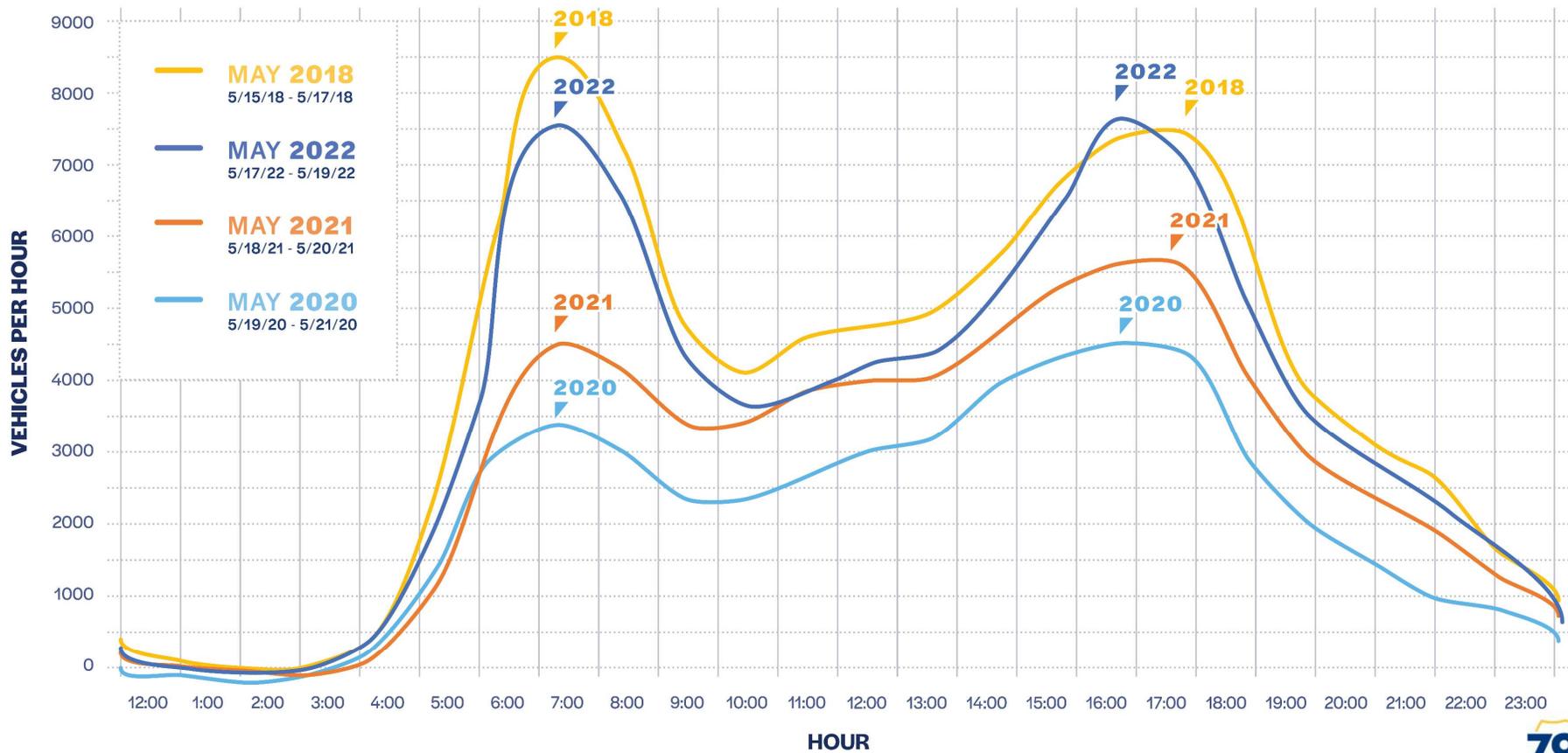
ANNUAL AVERAGE DAILY TRAFFIC 2022

Estimated daily through traffic at the Lake Interchange is 26,600 vehicles



AVERAGE WEEKDAY HOURLY VOLUME

I-794 at Milwaukee River (Pre and Post Pandemic Levels)



ORIGIN TO DESTINATION PATTERNS

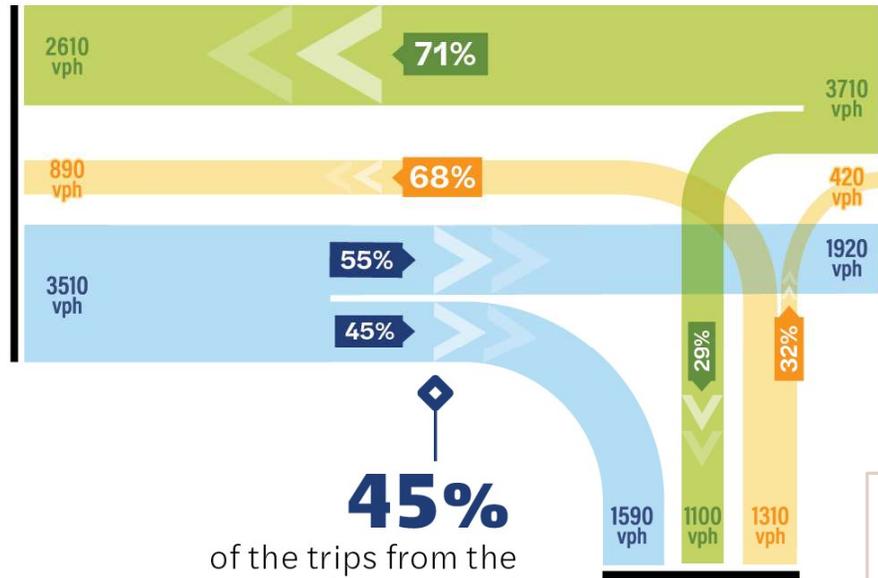
Existing (2022) Freeway Trip Pattern – PM Peak Period

PM PEAK PERIOD 3-6 P.M.

MARQUETTE INTERCHANGE

68%

of the trips from the Hoan Bridge travel through the Lake Interchange to the Marquette Interchange.



45%

of the trips from the Marquette Interchange travel through the Lake Interchange to the Hoan Bridge.

71%

of the trips that begin at the Lake Interchange travel to the Marquette Interchange.

LAKE INTERCHANGE

55%

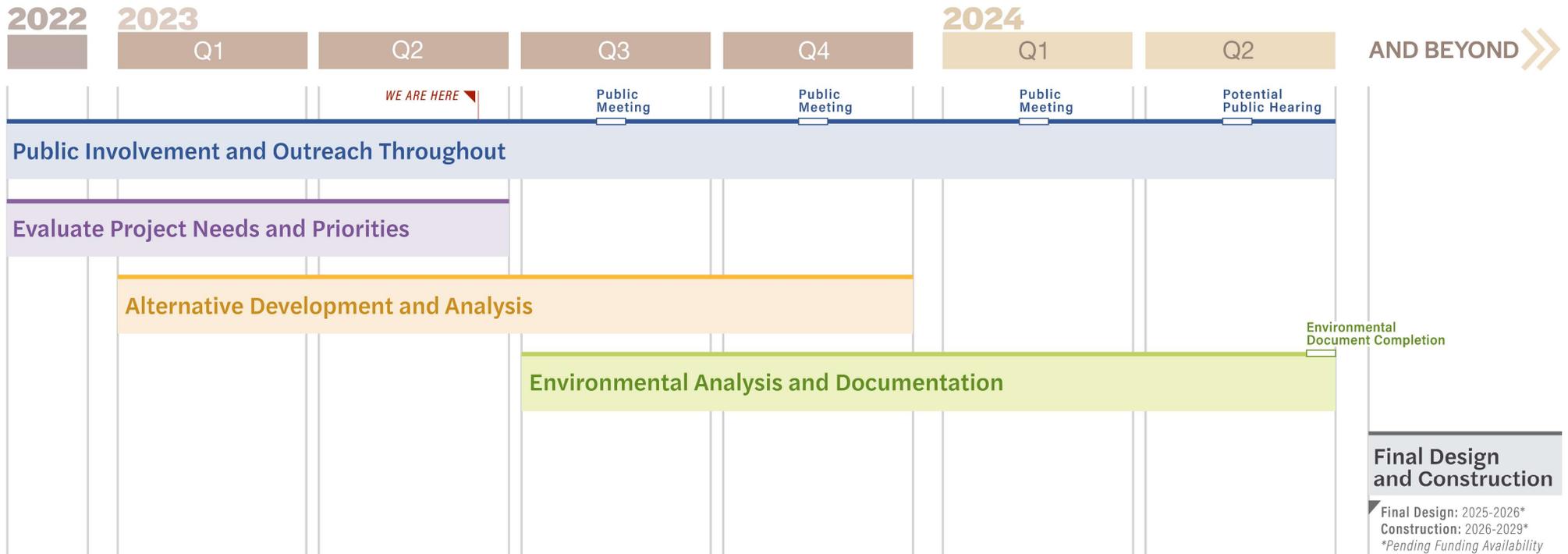
of the trips from the Marquette Interchange travel to the Lake Interchange.

HOAN BRIDGE

HOW TO READ THESE GRAPHS:

- Outbound trips from Lake Interchange
- Inbound trips from Hoan Bridge
- Inbound trips from Marquette Interchange
- VPH Average Hourly Volume (Vehicles Per Hour)

ANTICIPATED SCHEDULE

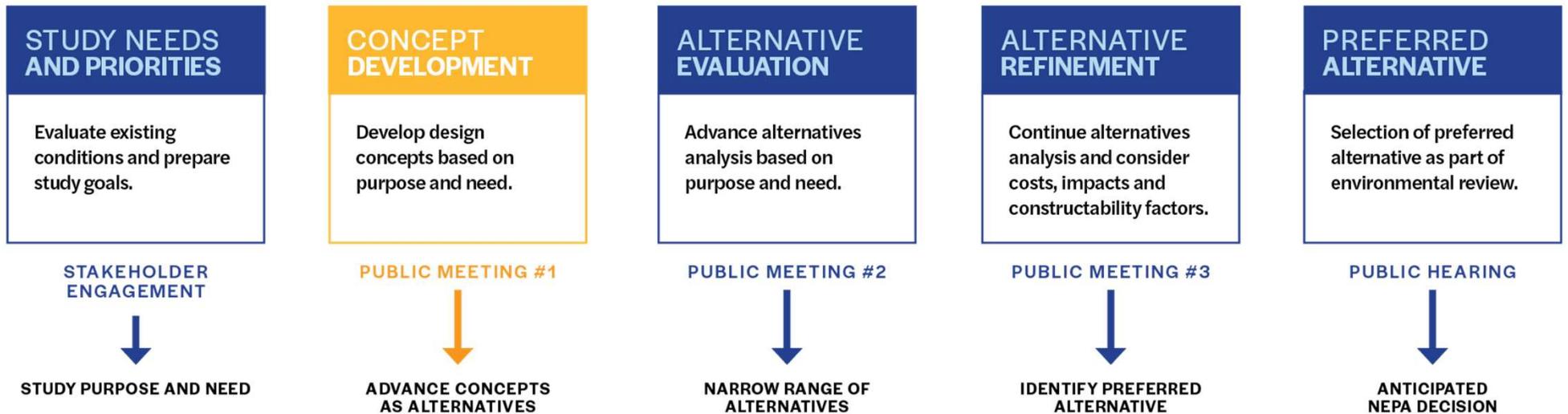


STUDY PROCESS

2022

WE ARE HERE

2024



EARLY ENGAGEMENT (2022)



Downtown Employee Appreciation Week, August 2022

- **20+ early stakeholder meetings**
(June – September 2022)
- **Downtown Employee Appreciation Week**
(August 2022)
- **Stakeholder Advisory Committee Meeting #1**
(8/29/22)
- **Business Advisory Committee Meeting #1**
(8/31/22)
- **Elected official briefings**
(September-October 2022)
- **300+ public comments submitted**



EARLY ENGAGEMENT (2022)

Frequently heard comments:

- Lake Interchange provides convenient access to the regional freeway system
- Support to consolidate access while maintaining access at Van Buren Street and Jackson Street ramps
- Confusing operations at certain ramps, especially Clybourn and Lincoln Memorial Drive intersection
- Pedestrian and bicycle safety is a major concern on the street network under the freeway
- I-794 acts as a barrier between Downtown, Third Ward and lakefront
- Some interest in seeing what freeway removal could look like



Downtown Employee Appreciation Week,
August 2022

2023 ENGAGEMENT ACTIVITIES

- **WisDOT Secretary Thompson Meeting with City of Milwaukee and Milwaukee County (2/20/23)**
- **Concept review meetings with local governments and related entities**
 - **City of Milwaukee (3/17/23, 4/13/23 and 5/19/23)**
 - **Summerfest (4/21/23)**
 - **Milwaukee County (4/24/23 and 5/25/23)**
 - **Third Ward Business Improvement District (4/26/23)**
 - **Port Milwaukee (5/1/23)**
 - **Milwaukee Downtown Business Improvement District (5/3/23)**
- **Advisory Committees (6/21/23 and 6/22/23)**



Field visit with WisDOT Secretary Thompson, Milwaukee Mayor Johnson and Milwaukee County representatives, February 2023.



NEXT STEPS

- Review SAC/BAC feedback
- Update concepts as needed
- Prepare for summer public meeting

DRAFT CONCEPTS

CONCEPT GROUPS

No Build

- Bridges and ramps would not be replaced and would continue to deteriorate.

Replace In Kind

- Reconstruct existing structure and match existing alignment to the extent possible
- Maintain all existing access points

Freeway Improvement

- Reconstruct elevated freeway without capacity expansion
- Improve design features to meet current standards and improve safety
- Consolidate freeway access ramps
- Improve local street connectivity where feasible

Freeway Removal

- Remove the freeway and utilize at-grade street network

CONCEPT ELEMENTS

Mainline Freeway: Eastbound and westbound I-794

- Maintain space/separation between the EB and WB mainline
- Tighten the space between EB and WB mainline
- Shift the freeway mainline north or south
- Remove freeway mainline and utilize surface street network

Access Points: Entrance and exit ramps provide access to/from downtown

- Maintain existing freeway access points
- Consolidate/reduce freeway access points
- Eliminate direct freeway access in study area

Local Streets: Local street grid underneath/adjacent to the freeway

- Maintain existing street network
- Add new local street connections
- Provide complete street accommodations (bicycle, pedestrian and transit)



LEGEND

-  Elevated Structure
-  Potential Surface Street Extension
-  Planned City Street Extension
-  Pedestrian Walkway

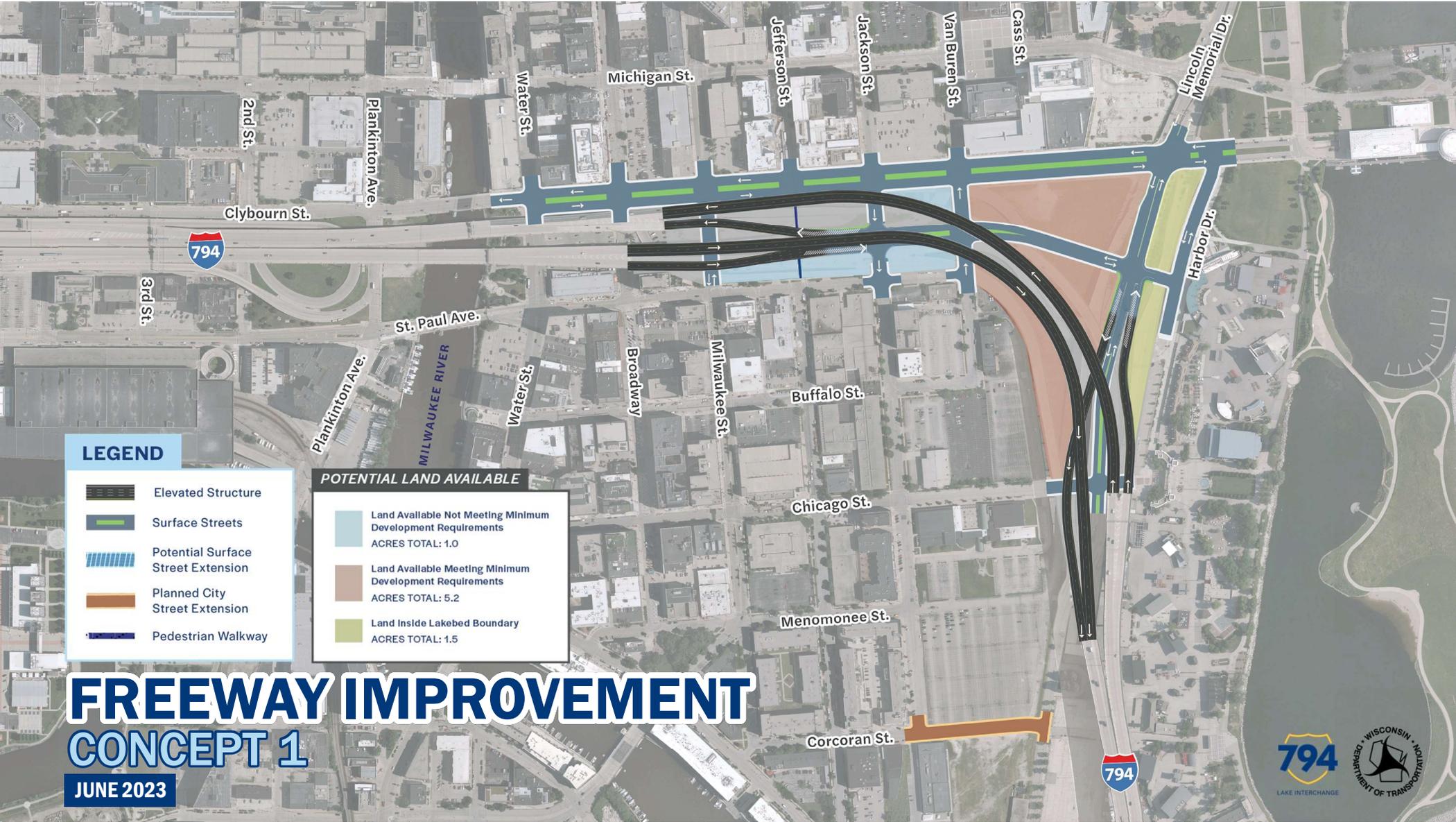
POTENTIAL LAND AVAILABLE

Land Available Meeting Minimum Development Requirements
ACRES TOTAL: 2.7

REPLACE IN KIND CONCEPT

JUNE 2023





LEGEND

-  Elevated Structure
-  Surface Streets
-  Potential Surface Street Extension
-  Planned City Street Extension
-  Pedestrian Walkway

POTENTIAL LAND AVAILABLE

-  Land Available Not Meeting Minimum Development Requirements
ACRES TOTAL: 1.0
-  Land Available Meeting Minimum Development Requirements
ACRES TOTAL: 5.2
-  Land Inside Lakebed Boundary
ACRES TOTAL: 1.5

FREWAY IMPROVEMENT CONCEPT 1

JUNE 2023





LEGEND

-  Elevated Structure
-  Surface Streets
-  Potential Surface Street Extension
-  Planned City Street Extension
-  Pedestrian Walkway

POTENTIAL LAND AVAILABLE

-  Land Available Not Meeting Minimum Development Requirements
ACRES TOTAL: 1.1
-  Land Available Meeting Minimum Development Requirements
ACRES TOTAL: 4.4
-  Land Inside Lakebed Boundary
ACRES TOTAL: 2.8

FREWAY IMPROVEMENT CONCEPT 2

JUNE 2023

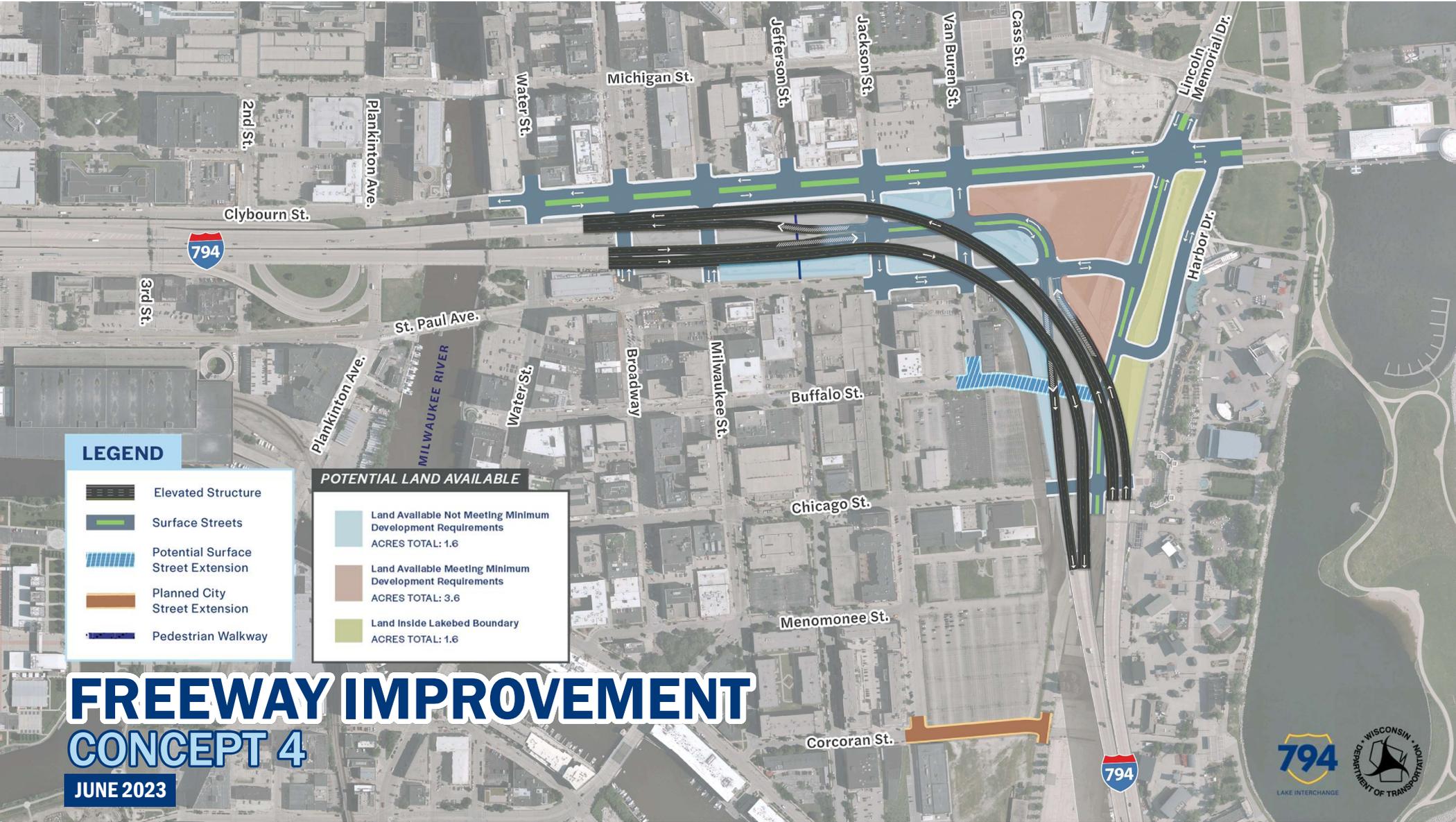




FREWAY IMPROVEMENT CONCEPT 3

JUNE 2023





LEGEND

-  Elevated Structure
-  Surface Streets
-  Potential Surface Street Extension
-  Planned City Street Extension
-  Pedestrian Walkway

POTENTIAL LAND AVAILABLE

	Land Available Not Meeting Minimum Development Requirements ACRES TOTAL: 1.6
	Land Available Meeting Minimum Development Requirements ACRES TOTAL: 3.6
	Land Inside Lakebed Boundary ACRES TOTAL: 1.6

FREWAY IMPROVEMENT CONCEPT 4

JUNE 2023





LEGEND

- Elevated Structure
- Surface Streets
- Potential Surface Street Extension
- Planned City Street Extension
- Pedestrian Walkway

POTENTIAL LAND AVAILABLE

- Land Available Not Meeting Minimum Development Requirements
ACRES TOTAL: 1.5
- Land Available Meeting Minimum Development Requirements
ACRES TOTAL: 6.3
- Land Inside Lakebed Boundary
ACRES TOTAL: 1.7

FREWAY IMPROVEMENT CONCEPT 5

JUNE 2023





LEGEND

-  Elevated Structure
-  Surface Streets
-  Potential Surface Street Extension
-  Planned City Street Extension
-  Pedestrian Walkway

POTENTIAL LAND AVAILABLE

-  Land Available Not Meeting Minimum Development Requirements
ACRES TOTAL: 1.3
-  Land Available Meeting Minimum Development Requirements
ACRES TOTAL: 6.0
-  Land Inside Lakebed Boundary
ACRES TOTAL: 2.7

FREWAY IMPROVEMENT CONCEPT 6

JUNE 2023





LEGEND

-  Elevated Structure
-  Surface Streets
-  Potential Surface Street Extension
-  Planned City Street Extension
-  Movable Bridge

POTENTIAL LAND AVAILABLE

-  Land Available Not Meeting Minimum Development Requirements
ACRES TOTAL: 0.8
-  Land Available Meeting Minimum Development Requirements
ACRES TOTAL: 18.3
-  Land Inside Lakebed Boundary
ACRES TOTAL: 1.4

FREWAY REMOVAL CONCEPT 1

JUNE 2023





LEGEND

-  Elevated Structure
-  Surface Streets
-  Potential Surface Street Extension
-  Planned City Street Extension
-  Movable Bridge

POTENTIAL LAND AVAILABLE

	Land Available Not Meeting Minimum Development Requirements ACRES TOTAL: 1.9
	Land Available Meeting Minimum Development Requirements ACRES TOTAL: 15.4
	Land Inside Lakebed Boundary ACRES TOTAL: 2.9

FREWAY REMOVAL CONCEPT 2

JUNE 2023



BREAKOUT GROUPS

BREAKOUT GROUPS

- Roles and responsibilities
 - Project team facilitator
 - Project team notetaker
 - Group speaker (report out)
- Everyone is encouraged to participate and share your feedback
- Listen to and respect all perspectives





EXISTING CONDITIONS



REPORT OUT

QUESTIONS