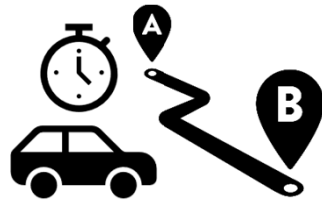




PURPOSE AND NEED



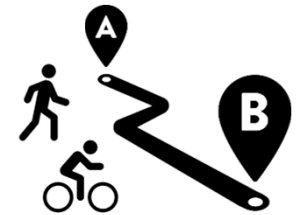
Safety



Capacity



Operations



Connectivity

The purpose of the project is to:

Improve safety of Cedar Lake Road between Nippersink Road and Hart Road

Improve capacity by reducing travel times between Nippersink Road and Hart Road

Improve operations at Cedar Lake Road and the crossing of the Metra Milwaukee District North Line

Improve bicycle and pedestrian connectivity within the study area



PURPOSE AND NEED STATEMENT

The purpose of the project is to improve the safety and capacity between Nippersink Road and Hart Road, improve operations at Cedar Lake Road and the crossing of the Metra Milwaukee District North Line, and to improve bicycle and pedestrian connectivity within the study area.

The need for the project is based upon crash rates, level of service, complex operations and poor bicycle and pedestrian connectivity. Crash rates are higher than average between Nippersink Road and Lakewood Terrace. The corridor is operating at the minimum acceptable capacity level of service and it is expected to fail in the future based upon traffic projections. The nexus of Cedar Lake Road, the Milwaukee District North Line railroad, multiple Metra parking facilities, a Metra Parking entrance, and pedestrians creates many operational issues. Bicycle and pedestrian features do not connect within the study area. Furthermore, significant bicycle and pedestrian generating land uses lack bicycle and pedestrian connectivity.



Purpose & Need



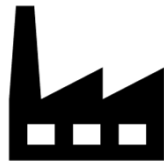


OTHER ISSUES AND CONCERNS

- Issues and Concerns identified that are not part of the Purpose and Need could be used in the process as part of the alternative development and evaluation.

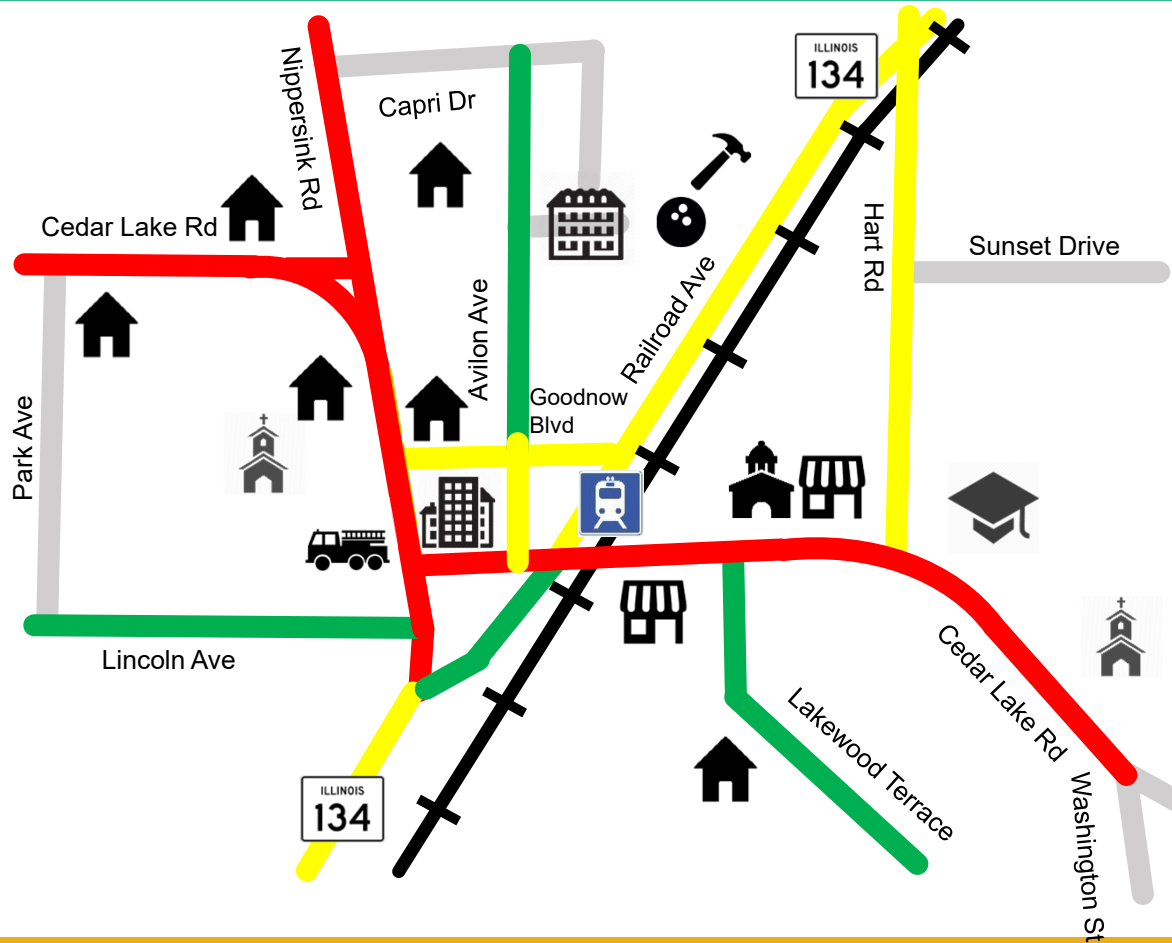
This could include:

- Economic Development Compatibility
- Accessibility of Downtown
- Property Impacts
- Displacements
- Environmental Impacts
- Emergency Vehicle Response and Transport





TRAFFIC PROJECTIONS – From Year 2017 to 2050





CAPACITY ANALYSIS – NO BUILD 2050 AM PEAK HOUR



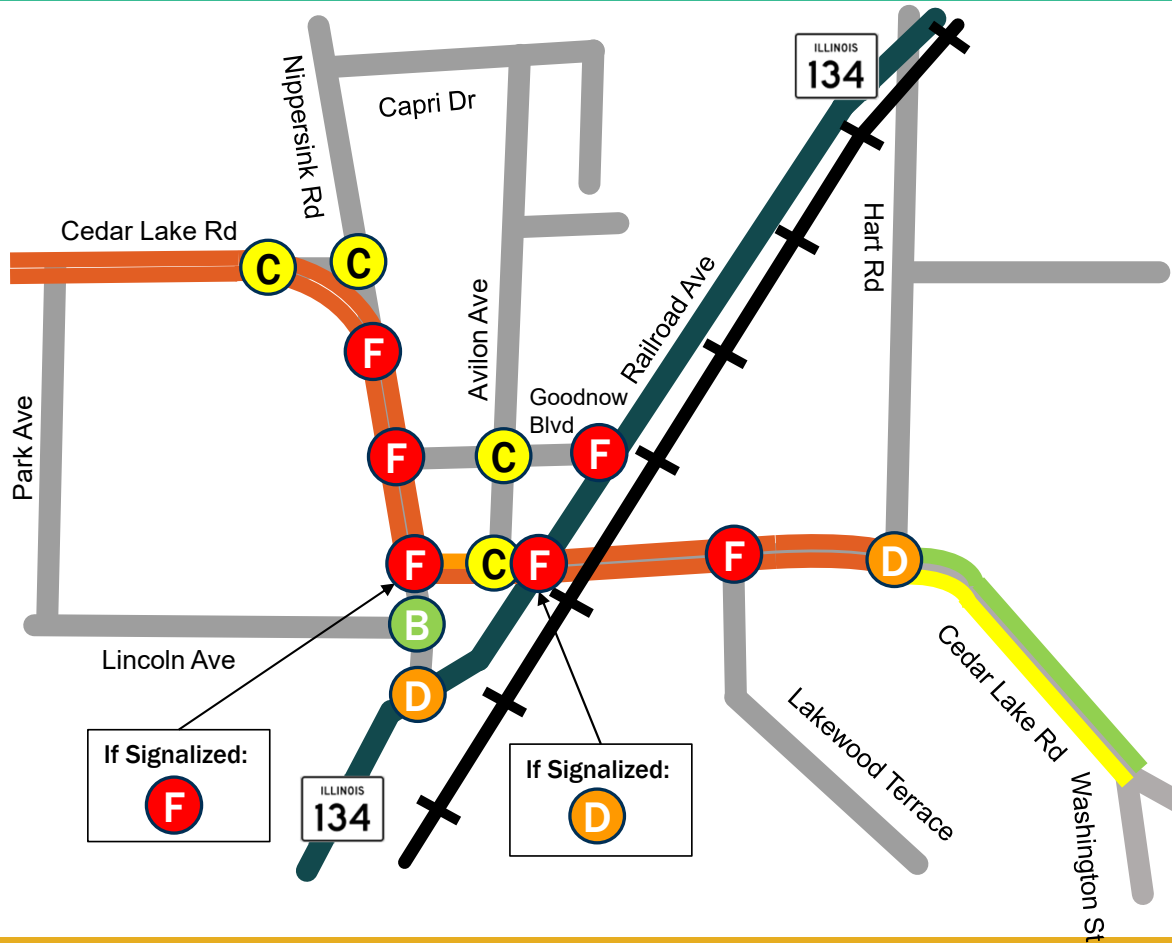
Legend

- A** Free Flow
Little Delay
- B** Preferred Performance
for Design
- C** Minimum Acceptable
Performance
- D** Congestion
- E** Congestion
- F** Gridlock





CAPACITY ANALYSIS – NO BUILD 2050 PM PEAK HOUR



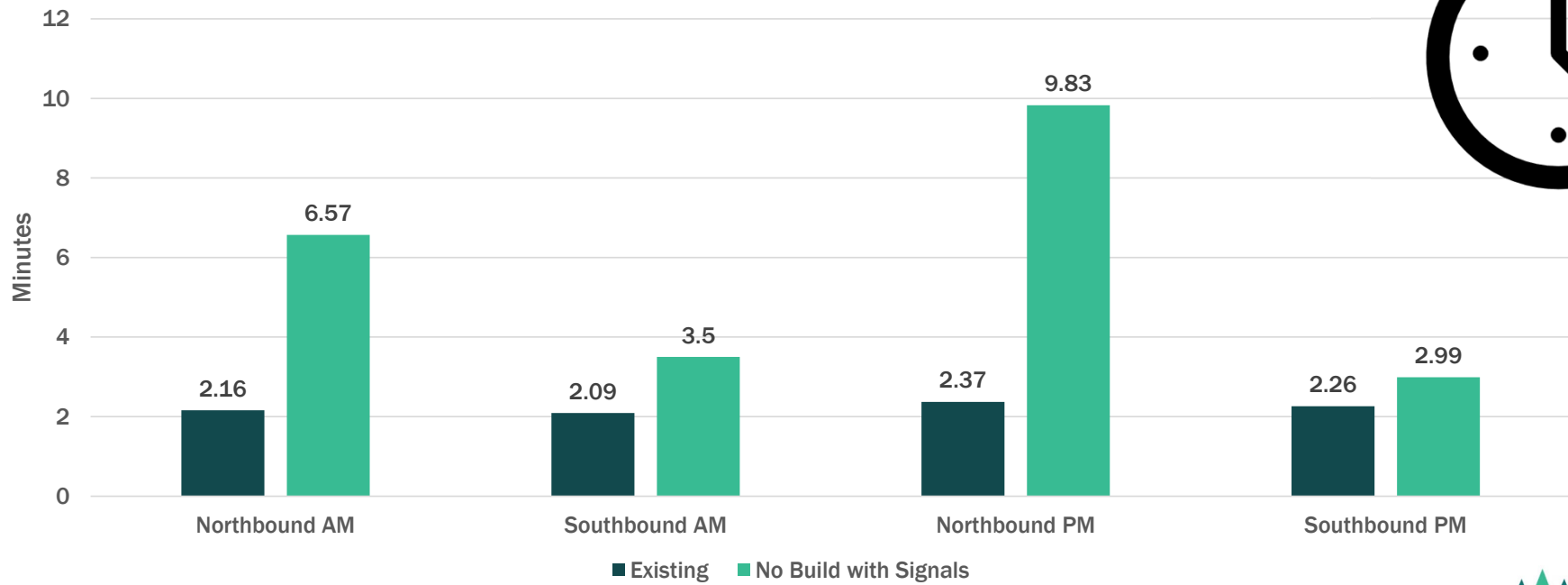
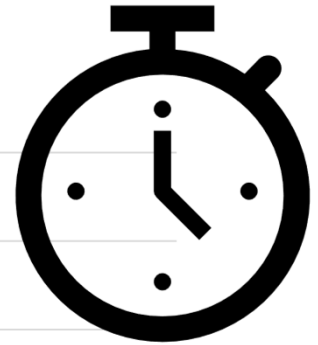
Legend

- A** Free Flow
Little Delay
- B** Preferred Performance for Design
- C** Minimum Acceptable Performance
- D** Congestion
- E** Gridlock
- F** Gridlock





TRAVEL TIMES – CEDAR LAKE ROAD

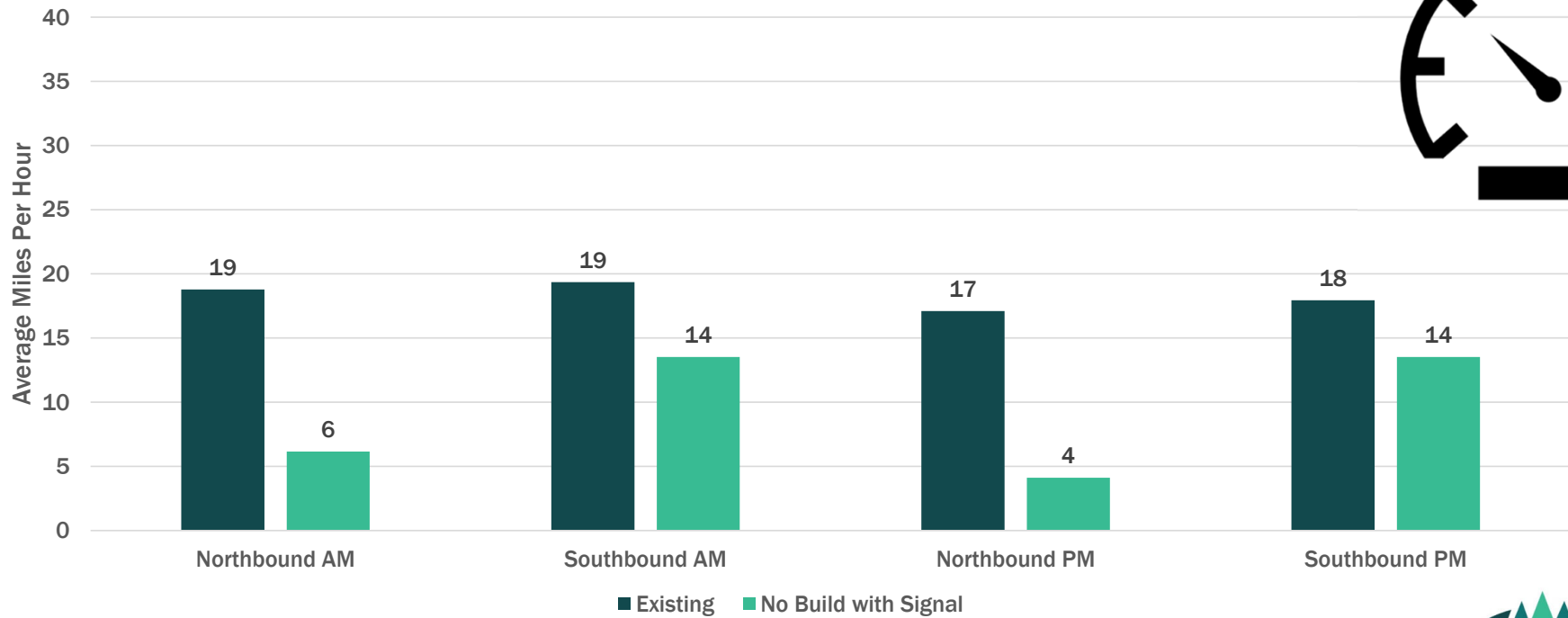


Park Avenue to Hart Road





AVERAGE TRAVEL SPEED – CEDAR LAKE ROAD



Park Avenue to Hart Road

