RECORD OF PUBLIC COMMENTS

REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY FOR SOUTHEASTERN WISCONSIN

volume one

FEBRUARY 1 – AUGUST 31, 2001
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

KENOSHA COUNTY
Leon T. Dreger
Thomas J. Gorlinski
Sheila M. Siegler

RACINE COUNTY
Richard A. Hansen
Jean M. Jacobson
James E. Moyer

MILWAUKEE COUNTY
Daniel J. Diliberti
William R. Drew
Vice Chairman
David A. Novak

WALWORTH COUNTY
Anthony F. Balestrieri
Allen L. Morrison
Treasurer
Robert J. Voss

OZAUKEE COUNTY
Daniel S. Schmidt
Patricia J. Strachota
Peter D. Ziegler

WASHINGTON COUNTY
Leonard J. Hynes
Thomas H. Buestrin
Chairman
Gus W. Wirth, Jr.

WAUKESHA COUNTY
Duane H. Bluemkehr
Kenneth C. Herro
Paul G. Vrakas

SOUTHEASTERN WISCONSIN FREEWAY SYSTEM ADVISORY COMMITTEE

William R. Drew .................................Vice-Chairman, SEWRPC Chairman
F. Thomas Ament .................................Milwaukee County Executive
Kathryn C. Bloomberg .............................Mayor, City of Brookfield
Frank Busalacchi .................................Secretary/Treasurer, Teamsters Local 200
Roger Caron .................................Executive Director, Racine Area Manufacturers and Commerce
James T. Dwyer .................................Chairperson, Waukesha County Board of Supervisors
Theresa Estness .................................Mayor, City of Wauwatosa

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION STAFF

Philip C. Evenson, AICP ..........................Executive Director
Kenneth R. Yunker, PE ............................Assistant Director
Nancy M. Anderson, AICP ........................Chief Community Assistance Planner
Robert E. Beglinger ..............................Chief Transportation Engineer
Robert P. Biebel, PE, PH ........................Chief Environmental Engineer
Leland H. Kreblin, RLS ..........................Chief Planning Illustrator
Elizabeth A. Larsen ..............................Business Manager
John G. McDougall ..............................Geographic Information Systems Manager
John R. Meland .................................Chief Economic Development Planner
Donald M. Reed .................................Chief Biologist
William J. Stauber, AICP ........................Chief Land Use Planner

Gloria L. McCutcheon .............................Southeast Regional Director, Wisconsin Department of Natural Resources

Kenneth F. Miller .................................Chairperson, Washington County Board of Supervisors
Allen L. Morrison .................................Chairperson, Walworth County Board of Supervisors
John O. Norquist .................................Mayor, City of Milwaukee
Karen Ordinans .................................Chairman, Milwaukee County Board of Supervisors

Betty Pearson .................................Executive Vice-President, West Bend Chamber of Commerce

Marvin E. Pratt .................................President, City of Milwaukee Common Council
Dale J. Richards .................................Mayor, City of Oak Creek

Tim Sheehy .................................President, Metropolitan Milwaukee Association of Commerce

Katherine L. Smith .................................Chairperson, Ozaukee County Board of Supervisors
James G. White .................................1st District Supervisor, Milwaukee County Board of Supervisors

Thomas H. Buestrin (Ex-officio) ..........................Chairman, SEWRPC
### TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>INTRODUCTION</td>
<td>1</td>
</tr>
<tr>
<td>SUMMARY OF PUBLIC COMMENTS</td>
<td>1</td>
</tr>
<tr>
<td>Exhibit A Comments Received at Public Informational Meetings</td>
<td>A-1</td>
</tr>
<tr>
<td>Exhibit B Comments Received Via E-Mail, Web Site, and Telephone</td>
<td>B-1</td>
</tr>
<tr>
<td>Exhibit C Comments Received by Letter</td>
<td>C-1</td>
</tr>
</tbody>
</table>
INTRODUCTION

This report documents the public comments received by Commission staff from the initiation of the regional freeway reconstruction study in February 2001 to September 1, 2001, following a series of public informational meetings conducted under the study. This report is primarily a compilation of all comments received by Commission staff and a brief summary of those comments.

SUMMARY OF PUBLIC COMMENTS

Public comments were received in three formats, including comments made via:

- Public informational meetings (written comments or comments requested to be taken verbally by staff)—59 comments
- E-mail, study website, or telephone—32 comments
- Letter—7 comments

The comments received addressed the following topics:

- Expansion of the existing freeway system (35 comments)
- Expansion of specific freeway segments (20 comments)
- Alternatives for the STH 145 and USH 41 freeway spurs (37 comments)
- Park East Freeway (STH 145)—(7 comments)
- Northern east-west freeway connection between IH 43 and USH 45 (67 comments)
- Regional or metropolitan area freeway bypass (23 comments)
- Other new freeways (6 comments)
- Freeway interchanges (10 comments)
- Surface arterial street improvements (18 comments)
- Highway and transit alternatives (41 comments)
- Highway condition and maintenance (9 comments)
- Traffic management (9 comments)
- Freeway design (7 comments)
- Freeway reconstruction costs and funding (6 comments)
- Environmental impacts (7 comments)
- General comments (32 comments)
Exhibit A

Comments Received
at Public Informational Meetings

Kenosha County  July 5, 2001
Milwaukee County  July 12 and August 16, 2001
Ozaukee County  August 1, 2001
Racine County  July 11, 2001
Walworth County  July 25, 2001
Washington County  August 2, 2001
Waukesha County  July 26, 2001
Written comments may be recorded on this sheet, on any attached pages as may be necessary, and left at the registration table or given directly to a SEWRPC staff member. Additional comments will be accepted through August 17, 2001, and may be sent to the SEWRPC offices, 915 N. East Avenue, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via telephone (262) 547-6721, fax (262) 547-1105, or e-mail at freewaysudy@sewprpc.org.

Thank you.

A-1
Date: July 12, 2001
To: Southeastern Regional Planning Commission
Public Information Session 7/12/2001
From: Kaye Cullen, 7259 W. Wabash Ave., Milwaukee 53223
Sue Long, 7245 W. Wabash Ave., Milwaukee 53223
Re: Northern Freeway I-43 - Hwy 45 link proposal

We have been residents of Whispering Hills, located at 72nd and Brown Deer Rd for 24 and 18 years respectively. This is a 207-unit, owner occupied condominium complex, developed in the early 1970’s. State Representative John LaFave is also an owner here.

We wish to state we are unalterably opposed to building a new freeway across the northern part of Milwaukee County that takes land in Milwaukee County communities to link I-43 with Hwy 45. This would mostly benefit communities north of Milwaukee County. The northern Milwaukee communities need to remain intact as both socially and commercially vibrant neighborhoods. The northern freeway link proposal will significantly disrupt the atmosphere of this area.

It appears that planners who suggested this are taking the easy way, rather than coming up with truly creative, non-disruptive routes. Why not use existing I-43 and Hwy 45/41 right of ways and add more lanes to accommodate future growth? Another, very logical idea from Germantown village president Harman, suggests using land in the vicinity of Pioneer Rd (Hwy C) which contains a high density of wetlands and beecrack, limiting its potential for residential/commercial development. Any solution should certainly take into account the traffic environment.

In looking to the future of expanding/updating expressways, we need to make sure that when we attempt to solve problems, we are not creating different, more difficult problems. We have a history of that in Milwaukee County with vacant land and displaced residents. Those social and financial costs still reverberate today.

cc. Torn Barrett, U.S. House of Representatives
Alberta Darling, Wisconsin State Senator
John LaFave, Wisconsin State Representative
Shirley Krug, Wisconsin State Representative
Don Richards, Alderman, City of Milwaukee
James McGuigan, Milwaukee County Supervisor

Written Comments:

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL FREeways SYSTEM RECONSTRUCTION STUDY
July 12, 2001
Zoological Conference Center
9715 W. Blue Mound Road
Milwaukee, Wisconsin

Name: T. J. Czerniak
Affiliation: TAXPAYER
Mailing Address: 2358 N. 661ST
MILWAUKEE, WI 53218
Comment: FREEWAYS AT PRESENT ARE VASTLY INADEQUATE. WE NEED A LANG ROAD AND MORE CONNECTIONS TO PRESENT SYSTEM. WE NEED MORE WORK ON CITY STREETS TO GIVE US MORE UNIQUE TRAFFIC PATTERN THROUGH THE AREA AND ESPECIALLY NEW FREEWAYS SUCH AS NORTH AV NORTHERN PIPEWAY IS ALREADY DUEING RUSH HOUR.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SWRPDC staff member. Additional comments will be accepted through August 17, 2001, and may be sent to the SWRPDC office, 916 N. East Avenue, P.O. Box 1697, Waukesha, Wisconsin 53187-1697. Comments may also be submitted via telephone (262) 547-6021, fax (262) 547-1103, or e-mail at freewaysstudy@swrpdc.org.

Thank you.

A-2
A-3

WRITTEN COMMENT
PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY
July 12, 2001
Zeidler Conference Center
9715 W. Blue Mound Road
Milwaukee, Wisconsin

Name: Gary Kather
Affiliation: Private Citizen
Mailing Address: N17 W4209 S. Country Club Rd.
Hartland, WI 53029

Comment:

- Local outer loop - Port Washington
- West of Oconomowoc - Racine


Thank you.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SEWRPC staff member. Additional comments will be accepted through August 17, 2001, and may be sent to the SEWRPC offices, 916 N. East Avenue, P.O. Box 1007, Waukesha, Wisconsin 53187-1007. Comments may also be submitted via telephone (262) 547-6721, fax (262) 547-1103, or e-mail at freevystudy@sewrpc.org.

Thank you.

A-3

WRITTEN COMMENT
PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY
July 12, 2001
Zeidler Conference Center
9715 W. Blue Mound Road
Milwaukee, Wisconsin

Name: Doug Meyer
Affiliation: (Contacted for him at 262-329-7381 by G. Kast)
Mailing Address: 

Comment:

- Feed connection and alignment of freeway segments should not rely on the freeway system alone.
- The project should be redesigned to accommodate.

We need more pedestrian safety along Wisconsin
Highway 167.

- Pedestrians should be protected by barriers.
- The project should consider more pedestrian safety measures.


Thank you.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SEWRPC staff member. Additional comments will be accepted through August 17, 2001, and may be sent to the SEWRPC offices, 916 N. East Avenue, P.O. Box 1007, Waukesha, Wisconsin 53187-1007. Comments may also be submitted via telephone (262) 547-6721, fax (262) 547-1103, or e-mail at freevystudy@sewrpc.org.

Thank you.

A-3

WRITTEN COMMENT
PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY
July 12, 2001
Zeidler Conference Center
9715 W. Blue Mound Road
Milwaukee, Wisconsin

Name: Gary Ricco
Affiliation: TAXPAYER
Mailing Address: 406 SONYA DR
WAUKESHA, WI

Comment:

- Add lanes to I-94 from I-43 to Waukesha.
- Expand I-94 by way also.
- Re-design I-94 - make new highway.
- Do not connect 43 & 45
- Do not tear down the Ford du lac stadium.


Thank you.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SEWRPC staff member. Additional comments will be accepted through August 17, 2001, and may be sent to the SEWRPC offices, 916 N. East Avenue, P.O. Box 1007, Waukesha, Wisconsin 53187-1007. Comments may also be submitted via telephone (262) 547-6721, fax (262) 547-1103, or e-mail at freevystudy@sewrpc.org.

Thank you.

Two locations may need a Bay View Parkway-type Highway - Mar 167 through Germantown and 164 through Waukesha. These would link I-43 to the I-94 and I-94 to I-43.

A-3
A-4
A-5

WRITTEN COMMENT
PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY
July 25, 2001
Lakeland Complex, Auditorium
W3929 County Highway NN
Elkhorn, Wisconsin

Name: Paul S. Baker
Affiliation: 
Mailing Address: 17850 US Hwy 12
Elkhorn, WI 53121

Comment:

We live and travel on Highway 12 north of Elkhorn within the project area. We have
witnessed a big increase in the traffic volumes each year.

The highly recommended plan is to
freeway the corridor to bypass the highly traveled core area.

We support the proposals of a Freeway from Elkhorn to
Wisconsin 41.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left
at the registration table or given directly to a SEWRPC staff member. Additional comments will be
accepted through August 17, 2001.

Thank you.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY
July 25, 2001
Lakeland Complex, Auditorium
W3929 County Highway NN
Elkhorn, Wisconsin

Name: Russell R. Reitz
Affiliation: 
Mailing Address: 3028 S. 83rd St.
West Allis, WI 53219

Comment:

After reviewing all of your visual aids and
reports, it appears that I am proposing a route should
be shifted to the west of the Milwaukee area.

Access from the 60th ave. to the other
areas should be shifted to H37.

They propose a route through beer and the
parking lot. I am not sure if that is the route or not.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left
at the registration table or given directly to a SEWRPC staff member. Additional comments will be
accepted through August 17, 2001.

Thank you.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY
July 26, 2001
Town of Brookfield Town Hall
645 N. Janesville Rd.
Brookfield, Wisconsin

Name: Stephen Gutschick
Affiliation: Twin Lakes - Randall Comprehensive Plan Co.
Mailing Address: 4040-107th St.
Glendale, WI 53208

Comment:

I would like to be put on your mailing list

- Could you provide a copy of your land use
  plan 2020 and transportation plan 2020
  for use in our smart plan endeavors.

- Land use plan 2020 highly needs revision
to accommodate development plans in
  southeastern Wisconsin and extreme
  southeastern Racine County (Eg: N. Hol, Div. 12, ex.
  Lodi/State Railway development area, etc.)

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left
at the registration table or given directly to a SEWRPC staff member. Additional comments will be
accepted through August 17, 2001.

Thank you.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY
July 26, 2001
Town of Brookfield Town Hall
645 N. Janesville Rd.
Brookfield, Wisconsin

Name: Barbara Ronck
Affiliation: Concerned Culver Community
Mailing Address: 17095 Ruby Lane
Brookfield, WI 53005

Comment:

The 294 corridor in eastern Waukesha County
needs additional lanes. Can this corridor (I
believe) support the weight of any

For safety reasons and to influence the
eastern corridor, I propose and plan to encourage
an economic plan for

Waukesha-Pleasant - should be a major A1

Free State - future phase. I would like to have

Concerns of 4 miles per hour on our roadways.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left
at the registration table or given directly to a SEWRPC staff member. Additional comments will be
accepted through August 17, 2001.

Thank you.
WRITTEN COMMENT
PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY
August 2, 2001
Washington County Fair Park, Pavilion
Town of Pelham, Wisconsin

Name: John Gunderson
Affiliation: Resident
Mailing Address: 1007 Terrace Dr.
West Bend, WI 53095

Comment: In adding another freeway system to the city of Milwaukee, we need to include some form of relief around the city of Milwaukee, servicing the area north of I-43.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SeWERPC staff member. Additional comments may be submitted through August 17, 2001, and may be sent to the SeWERPC offices, 916 N. East Avenue, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via telephone (262) 547-6721, fax (262) 547-1103, or e-mail at info@wprcco.org.

Thank you.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY

Name: Mary Reeser
Affiliation: Resident
Mailing Address: 966 W. Rawson Rd.
Waukesha, WI

Comment: Oppose the planned widening of 5TH 164 in Washington and Waukesha Co.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SeWERPC staff member. Additional comments will be accepted through August 17, 2001, and may be sent to the SeWERPC offices, 916 N. East Avenue, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via telephone (262) 547-6721, fax (262) 547-1103, or e-mail at info@wprcco.org.

Thank you.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY

Name: Thomas A. Thaler
Affiliation: Resident
Mailing Address: 2271 W. Greenfield St.

Comment: Before the Marquette Interchange costs re- built, one needs to go in the freeway volumes off this interchange. If not, there will be large freeway backups which will create a large queue impact on the downtown businesses.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SeWERPC staff member. Additional comments will be accepted through August 17, 2001, and may be sent to the SeWERPC offices, 916 N. East Avenue, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via telephone (262) 547-6721, fax (262) 547-1103, or e-mail at info@wprcco.org.

Thank you.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY

Name: Eileen Beed
Affiliation: Neighborhood President
Mailing Address: 7085 W. N. 15th
Wauwatosa, WI 53226

Comment: I am against freeway connection using Brown Deer or Good Hope because of the displacement of homes and businesses. I believe it will divide the community and affect the quality of life the main in existence.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SeWERPC staff member. Additional comments will be accepted through August 17, 2001, and may be sent to the SeWERPC offices, 916 N. East Avenue, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via telephone (262) 547-6721, fax (262) 547-1103, or e-mail at info@wprcco.org.

Thank you.
A-7

WRITTEN COMMENT
PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY
August 31, 2001
Northtown Senior Center
7711 W. Good Hope Road
Milwaukee, Wisconsin

Name: Meriel Christian
Affiliation: Block Watch - Parkview Hills
Mailing Address: 9716 W. Shingledecker St
Milwaukee, WI 53225

Comment:

WHO is responsible for odd
Foxdale Ave, from Silver Spring Drive
to 107th Street? Will it ever
be rebuilt?

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SWERPC staff member. Additional comments will be accepted through August 31, 2001, and may be sent to the SWERPC offices, 916 N. East Avenue, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via telephone (262) 547-6272, fax (262) 547-1103, or e-mail at freeways1@swerpc.org.

Thank you.

A-7

WRITTEN COMMENT
PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY
August 31, 2001
Northtown Senior Center
7711 W. Good Hope Road
Milwaukee, Wisconsin

Name: TEE CLEWICK
Affiliation:
Mailing Address: 5367 N. 66th St
Milwaukee, WI 53228

Comment:

We have all the present freeways as they are.
Also build a ring road around Milwaukee
maybe a few miles to Oconomowoc and go
west with a road or county. It's a part of the
city of Milwaukee. Not only would it
reduce congestion, but would create a
building boom and it will give the city the
cash from a few more million
and property tax revenue.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SWERPC staff member. Additional comments will be accepted through August 31, 2001, and may be sent to the SWERPC offices, 916 N. East Avenue, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via telephone (262) 547-6272, fax (262) 547-1103, or e-mail at freeways1@swerpc.org.

Thank you.
Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SEWPRC staff member. Additional comments will be accepted through August 31, 2001, and may be sent to the SEWPRC office, 916 E. Fair Avenue, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via telephone (262) 547-6721, fax (262) 547-4103, or email at freeways@sewprc.org.

Thank you.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SEWPRC staff member. Additional comments will be accepted through August 31, 2001, and may be sent to the SEWPRC office, 916 E. Fair Avenue, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via telephone (262) 547-6721, fax (262) 547-4103, or email at freeways@sewprc.org.

Thank you.
We Need to build more Freeways on the Northwest Side of Milwaukee. We Should not be taking down freeways, but building more as east permit.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SEWRPC staff member. Additional comments will be accepted through August 31, 2001, and may be sent to the SEWRPC offices, 916 N. East Avenue, P.O. Box 1907, Waukesha, Wisconsin 53187-1907. Comments may also be submitted via telephone (262) 547-6721, fax (262) 547-1103, or e-mail at freeways@sewrpc.org.

Thank you.
Joe Local  
Affiliation:  
Mailing Address:  

Comment:  
In favor of new northern I-43 connection between US 45 and I-893. Thanks for your connection, I would like to support development of the new facility in southern Wisconsin. Co-incidental, rumored construction of Frensham & Saukville. 
Experts state this to be primary route of travel from west and likely out of the life of a reconstructed ferry system.

Joe Local  
Affiliation:  
Mailing Address:  

Comment:  
The near-near/neighbor side of Milwaukee was rearranged in the development of freeways 30-40 years ago. We now have severe traffic problems on the freeways & streets. To alleviate our situation, we need additional freeways. If more lanes are needed. We have been playing this game too long. Freeways are congested causing more congestion. The movement at 25-20 minutes to go 30 miles.

Robert G. Malick  
Affiliation:  
Mailing Address:  

Comment:  
I-45. Ford dollar ferry should not remain a 6 lane ferry. Said he also submitted written comment.

Robert G. Malick  
Affiliation:  
Mailing Address:  

Comment:  
We do not need a beltway. Remove & expand what we have.

Concerning the Hwy 145/65 Freeway Boulevard on weekdays is unacceptable. All lane should be Freeway Sounds like a good alternative based on traffic volumes.
Comment:

Name: Harold Norton
Affiliation: 
Mailing Address: 638 N 97 st

Comment:

What is going to be done to protect you, a car, but if it is considered a Yancersh street might be closed, no sidewalks.

It's an embarrassment to visitors & residents of many neighborhood to go in streets in this condition.

It also increases crime because there are no sidewalks for people (pedestrians) to walk and they are right next to the garage spots, so there are increased "crime gay." We must have sidewalks also.

Thank you.

Comment:

Name: Martin L. Roper
Mailing Address: 7702 W. Carmen Ave.

Comment:

1. You have the plans of a home owner?
2. What input do you approve will be reviewed?
3. You must have the input of an expert in what plans are correctable, do you have?

Comment:

Name: Lowell Schmidt
Mailing Address: 

Comment: In favor of a northern fix connection between USH 45 and USH 149.
When the possibility of downgrading the Stadium North 41 and Fond du Lac 145 freeways was first mentioned in the press, there was a flurry of letters to the editor protesting and suggesting that what was needed was to connect the two or at least make them more accessible and attractive as alternatives to the perpetually over-used I-94 and 45 as routes between downtown and the northwest. On June 7 I wrote to SEWRPC to similar effect.

I was therefore shocked to see that in your Newsletter #4, downgrading these two freeways remains in your "Vision" and that improving access to and from them so as to relieve 45 is not even considered an alternative, nor is connecting them or at least extending either or both toward the other. Most disturbing, there is no explanation for this failure to consider, or rejection of, public comments and no reference to any publicly available document which explains why.

If there is any such document, how may I obtain it? Is there anyone on your staff able and willing to engage in a dialogue on this topic? What name and phone? I asked these questions when I wrote to Mr. Yunker on July 2, but have never received a response.

You have no duty to agree with public suggestions, but when you disagree the essence of due process is to give a reasoned and particularized explanation of why.

Different topic: Your newsletter mentions the possibility of an E-W freeway connecting I-43 and 45 somewhere in a corridor three to six miles north and south of the Milwaukee-Ozaukee County line. Such an E-W freeway is obviously much needed and should have been built or at least mapped 30 or 40 years ago. Because 45 proceeds almost exactly 315° NW beginning three miles south of the county line, however, the new E-W freeway would be most useful (and most economical) if placed near Good Hope Road. Placing it anywhere north of the county line would unduly extend its length and do little to relieve the congestion which grows more severe each year on such roads as Good Hope, Brown Deer, 107th and 76th.

On July 26 the SEWRPC staff recommended that this freeway receive no further study despite the fact that they projected that, if sited near Good Hope Road, it would attract 3.5 times the volume of the Lake Parkway and 2.3 times as much as the Airport Spur. The longer that mapping and right of way acquisition for this project is postponed, the harder it will be to acquire suitable right of way. Construction can be postponed; planning and right of way acquisition ought not be.

Third topic: I urge you to give serious study to the circumferential highway suggested by Mr. Avrum Lank in his Journal Sentinel column of July 7. The difficulties of finding a suitable right of way for the connection between I-43 and 45 at this late date illustrate clearly why this outer bypass should be planned, and its right of way reserved or acquired, now, even if it is not to be fully constructed for many years.
PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY
August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name: Vivian Vivas
Affiliation: Citizen
Mailing Address: 1080 N. 45th St.

Comment: Good Hope Road should be repaired, but not turned into a freeway.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SEWRPC staff member. Additional comments will be accepted through August 31, 2001, and may be sent to: SEWRPC, 916 E. East Avenue, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via telephone (262) 547-6721, fax (262) 547-1103, or e-mail at freewaysudy@sewrpc.org.

Thank you.
Comments:

A freeway gap closure between I-43 (Fond du Lac Freeway) and 41 (Stadium Freeway) would relieve problems on or near the Marquette Interchange.

When the freeway system was originally built, it caused much problems for existing neighborhoods – I-43 and Fond du Lac, for example (want study of social aspects for expansion).

MPS is conducting a study regarding neighborhood schools (this should be consulted). Alternate modes should be considered to relieve congestion, such as light rail.

 Widening of lanes is only a temporary solution for congestion.

Thanks for the presentation.

I am concerned with congestion (for Good Hope and other city alternatives); the northwest side never got a bypass anti-want freeway.

Shopping centers would benefit by a (northern) east-west freeway; Capitol Corn is gone, Norbridge is suffering.

The (Park East) spur removal will hurt downtown.

(SEWIDC should probably take) any chance to evaluate what will happen to the auto in 20-30 years.

Could you publish what the preliminary plan is and its impact on local areas (seeking placement at Mill Road, Capitol Drive, and other northwest side public library branches).

*Note: At the conclusion of this public informational meeting, a period of open discussion occurred. Questions were asked/unanswered and comments were offered in the open public hearing of all attendees. While most comments during the evening were written on comment sheets like those contained in all public informational meetings in the series, this is a summary which documents the additional comments given verbally before the August 16 group. As with the discrete comment sheets, the wording reflects that of contributing attendees.
Exhibit B

Comments Received Via
E-mail, Web Site, and Telephone
Freeway Reconstruction Study Comments

Date submitted: 6/7/01
Name: Dave Ritmane
Organization:  
Address:  
Comments: The only one to improve the freeway system is to enhance and add to it. Tearing down partial freeways which were parts of previous plans wastes too dollars only to decrease the systems capabilities. These partially completed portions need to be connected to the rest of the system in a way that relieves the growing pressure of increased traffic and delays.

Freeway Reconstruction Study Comments

Date submitted: 6/7/01
Name: James J. Casey
Organization: Director
Office of Sponsored Programs
Bradley University
Address: 117C Bradley Hall, 1501 W. Bradley Avenue
Peoria, IL 61625
Comments: Hello, Mr. Yunker:
I believe that you and I met in the past out at the SEWRPC offices, when I was writing a couple freeway articles. I saw the Milwaukee JS this morning on line concerning the two Milwaukee freeways.
Can you tell me whether SEWRPC is studying the linkage of 41 and 145 in Milwaukee County? I assume the answer is no, for political reasons. If the answer is no, why?
I see that Tom Buzanowski is now Chair of SEWRPC. What is his mailing address if I want to send him correspondence?
I've bookmarked the site for the SEWRPC work and will look at it another time. This is a fascinating project. I look forward to hearing from you.
Regards, Jim Casey

Freeway Reconstruction Study Comments

Date submitted: 6/7/01
Name: John Peltman
Organization: Hunter Business Group
Address: 4650 N. Port Washington Rd.
Milwaukee, WI 53212
Comments: Where is the bypass system around metro Milwaukee. If you TRULY want to solve the transportation problem in Milwaukee, you need a bypass system around it. Too many people have to go through Milwaukee County to get to Madison (example). You need to develop a bypass freeway around Milwaukee County. Do this, and you'll solve most of your problems through the Marquette Interchange. Also, don't be stupid and tear down the Highway 145 Pond du Lac Ave freeway. You'll put another 10,000 plus cars onto 94, 43 and 45. The Morens that built that freeway all the way downtown will haunt us as ghosts for years to come. Not only does Milwaukee County's freeways need to be expanded (and made with CONCRETE), we need to look SERIOUSLY at long term solutions. One thing the State of Wisconsin does not do is look at the long term. It may be expensive now, but it doubles every five to ten years. Build a bypass first, then add 94 to FOUR lanes all the way to Morand road. Build 94 to Madison as three lanes. I want some answers as to the bypass situation. Does a plan exist? One more thing, build 164 four lanes all the way to Hartford NOW!

Freeway Reconstruction Study Comments

Date submitted: 6/7/01
Name: Dan Forsheller
Organization:  
Address: 2752 N. 80th Street
Milwaukee, WI 53222
Comments: Because of the Sided uniqueness of Milwaukee (Same as Chicago, Cleveland, Seattle and others) it is unwise that we want or need to eliminate ANY of our Freeway System in the Milwaukee area. If anything we should be looking for ways to improve upon expanding the current system by extending in length and widening freeways to allow for additional traffic in the years to come. Highway Engineers of the past should have been more visionary in looking into the future in terms of increased traffic and we should not have the problems we face today. I feel we waste too much taxpayer money with extended "Studies" and not enough money is spent on actual "Concrete" work that actually benefits the average taxpayer.

Freeway Reconstruction Study Comments

Date submitted: 6/7/01
Name: Henry Hofman
Organization: General Business
Address: Calhoun
Brookfield, WI
Comments: They should enhance the Pond du Lac freeway and connect it to downtown. The original plan of the 60s makes a lot of sense and should have been done. As compared to other cities of similar size, Milwaukee is severely lacking in its Freeway system - why is this?

Freeway Reconstruction Study Comments

Date submitted: 6/7/01
Name: Daniel Ingwaldstad
Organization: Nu-Net
Address: 86 Franklin St. 3rd Floor
New York, NY 10013
Comments: Dear Kenneth, I just read the article in the Journal Sentinel about the study to raise the Pond du Lac Freeway and Stadium Freeway. As a former 20+ year resident of the Washington Park neighborhood I would like to express my absolute agreement with the idea of raising the Stadium Freeway. Raising the Stadium Freeway would eliminate a huge perceived division between the socio-economically divided north and south sides of that freeway. It would help the neighborhood economy, people would not be so quick to jump on the freeway and shop somewhere else. It would also encourage people to drive through the city to get downtown, which by the way is the quickest route (north ave, lincoln ave, and therefore be forced not to ignore our central city. North Ave has been through a lot of recent changes to try and improve it's image and increased traffic would actually help. The reason go on and on... BUT on top of it all we all know that freeway systems have major flaws and are NOT infinitely expandable. Freeways are the number one cause of the displacement of middle americans cities and it is about time that we do something about it. I say raise it and use the money saved to put in the proposed light rail system. Sincerely, Daniel Ingwaldstad
Freeway Reconstruction Study Comments

Date submitted: 6/7/01
Name: Dule Soden
Organization:
Address: 411 E. Wisconsin Ave. 2040
Milwaukee, WI 53202-4497
Comments:
E-mail comments received 6/7/01:
I am appallled that you are even considering demolition of the Stadium North or Fond du Lac freeways. Both are invaluable alternates to the overloaded 45/45-94 route between downtowns and the northwest. Particularly when I-94 or US 45 north of the Zoo are jammed, as they all too frequently are, both morning and afternoon and in both directions, these routes are invaluable alternates. Instead of demolishing them, improve their surface connections. Rather simple improvements to traffic flow on US 41 north of Stadium North would encourage use of that route. Direct connections to and from ITH 190 on Good Hope, plus simple improvements to traffic flow on the surface part of ITH 45, would greatly increase usage of the Fond du Lac freeway. The present surface connections for both these freeways seem to have been cleverly designed to discourage their use.

E-mail comments received 7/2/01:
When the possibility of downgrading the Stadium North & Fond du Lac freeways was first mentioned in the press, there was a flurry of letters to the editor protesting and suggesting that what was needed was to connect the two or at least make them more accessible and attractive as an alternative to the perpetually over-used I-94 and 45 routes between downtowns and the northwest. I wrote to you to similar effect.
I was therefore surprised to see that in your Newsletter #4, downgrading these two freeways remains in your “Vision” and that improving access to and from them so as to relieve 45 is not even considered an alternative, nor is connecting them at least extending either or both toward the other. Most disturbing, there is no explanation for this failure to consider, or rejection of, public comments and no reference to any politically available document which explains why.
If there is any such document, how may I obtain it? Is there anyone on your staff able and willing to engage in a dialogue on this topic? What station and phone?
You have no duty to agree with public suggestions. When you disagree, however, the essence of that process is to have a reasoned and particularized explanation of why.

Different topic: Your newsletter mentions the possibility of an E-W freeway connecting I-43 and 45 somewhere in a corridor three to six miles north and south of the Milwaukee-Ozaukee County line. Such an E-W freeway is obviously much needed and should have been built or at least mapped 30 years ago. Because 45 proceeds almost exactly 315° NW beginning three miles south of the county line, however, the new E-W freeway would be much more useful if placed as far south in your study corridor as possible. Placing it anywhere north of the county line would unduly extend its length and do little to relieve the congestion which grows more severe each year on such roads as Good Hope, Brown Deer, 107th and 106th.

Phone comments received 6/10/01:
1. Asserted that the membership of the Study Advisory Committee favored, because, by definition, a local elected official has no interest in any issue transcending the boundaries of his/her constituency. Thus, the makeup of the Committee ensures that there will be no advocacy for a regional issue.
2. Asserted that the staff recommendation to drop the northern freeway connection as proposed by the City of Milwaukee from further consideration as a referral to plan for any other freeway(s) in Southeastern WI. Further stated that the ability to divert traffic from parallel surface arterial was sufficient justification to construct new freeway segments. Noted traffic volume growth on Good Hope Road in recent years.

Freeway Reconstruction Study Comments

Date submitted: 6/7/01
Name: Dave Dahms
Organization: various
Address: 5754 N. Crossroads Blvd.
Glenlake, WI 53209
Comments:
I strongly oppose tearing down the Fond du Lac freeway spur. My family and I use this freeway on a regular basis to get to and from the Renaissance Falls and Germantown area. Removal of the freeway spur will not leave us with any viable transportation route. Removal of the freeway will result in increased travel times and more pollution. The freeway was just re-surfaced in the early '90s and is also part of the 41-45 renovation project by Park Plaza. All this was done at the cost of taxpayer money. Now we want to tear the freeway down?

Freeway Reconstruction Study Comments

Date submitted: 6/23/01
Name: Eric Paulsen
Organization: various
Address: 234 N. Broadway #607
Milwaukee, WI 53202
Comments:
I know some people in SEWRPC think it's opening a Pandora's box, but why not look at adding new freeways in the system, especially completion of the Stadium North Park West Fond du Lac freeway link? If done right, perhaps even incorporating future needs in the right-of-way, it could serve as a catalyst for development on the north side of Milwaukee. This definitely should be looked into, regardless of the reaction of AARON and Marquette.

Freeway Reconstruction Study Comments

Date submitted: 6/25/01
Name: Todd Broaddie
Organization: various
Address: 8841 W. Holt Ave.
Milwaukee, WI 53227
Comments:
I know you guys had to consider this, but why hasn't there been any discussion of connecting the 41 and 45 spurs, plus a connection east to 43? I know that highway construction was stopped before and that there might be racial overtones, but you could take a big chunk out of the traffic going through the Marquette interchange, particularly if the connection to 43 was fairly close to the interchange and traffic to 45 could skip it entirely.

Todd Broaddie
372-5368

Freeway Reconstruction Study Comments

Date submitted: 7/2/01
Name: David A. Kuenzelm
Organization: various
Address: 8841 W. Holt Ave.
Milwaukee, WI 53227
Comments:
I will send comments as an individual when I have had a chance to review the information that is on the web site. I am very much interested, as a transportation professional who has had much to do with the current regional transportation network.

E-mail comment received 7-2-01:
Dear Ken, I have been following with interest the progress on the above study and the newsletters you are sending me. I appreciate the information. I have some concerns that the study is going to be reinvented in that it will not look at adding capacity to the freeway system. I was encouraged by some of the bold ideas, like adding a belt freeway back to the north side. It is too bad the NRDBY syndrome will prevent that. I believe you should also study the completion of the Fond du Lac freeway rather than its redesign to less than freeway standards, as indicated in the last newsletter. One of the more seriously congested segments, US 45 N. of the Zoo, would be relieved by such an alternative. This also gets you to a point on I-94 where double-decking I-94 for increased capacity could be a viable option. The Zoo interchange has to be developed for that greater capacity. This is probably the last chance to look at increasing the capacity of our system. I wonder, are any of the people with the SEWRPC history involved in the advisory committee? I know SEWRPC has it, but how about the people making the decisions? Thanks for keeping me informed.
### Freeway Reconstruction Study Comments

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>7/5/01</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Chris Hollenberger</td>
</tr>
<tr>
<td>Organization</td>
<td>M/A</td>
</tr>
<tr>
<td>Address</td>
<td>W53 N7324 Coriander Ct</td>
</tr>
<tr>
<td>Monomine Falls, WI 53051</td>
<td></td>
</tr>
<tr>
<td>Comments</td>
<td>The study for a north-south bypass is long overdue. This is an opportunity to correct an oversight that has limited the growth and quality of life in Milwaukee for decades. I will be waiting to hear further news of this project moving forward.</td>
</tr>
</tbody>
</table>

### Freeway Reconstruction Study Comments

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>7/5/01</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Gene Kassitz</td>
</tr>
<tr>
<td>Organization</td>
<td>W67N1008 Wauwatosa Road</td>
</tr>
<tr>
<td>Cedarburg, WI 53012</td>
<td></td>
</tr>
<tr>
<td>Comments</td>
<td>Milwaukee Journal Sentinel 7-3-01 includes remarks about &quot;bypass&quot; in Ozaukee County. Are there plans available which show exactly where this would be located in Ozaukee County? If so, are they available on this web site?</td>
</tr>
</tbody>
</table>

### Freeway Reconstruction Study Comments

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>7/8/01</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>James D. Friedman</td>
</tr>
<tr>
<td>Organization</td>
<td>Quarles &amp; Brady LLP</td>
</tr>
<tr>
<td>Address</td>
<td>9531 West Donges Bay Road 104N</td>
</tr>
<tr>
<td>Mequon, Wisconsin 53097-3604</td>
<td></td>
</tr>
<tr>
<td>Comments</td>
<td>I tend with dismay the idea that you have floated regarding a northsider freeway spur. I represent Mequon's Fourth Aldermanic District on the Mequon Common Council. I am writing both as an alderman and as an interested resident. Further, as a Milwaukee attorney, I have a few clients who are very interested in, and concerned about, this idea.</td>
</tr>
</tbody>
</table>

### Freeway Reconstruction Study Comments

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>7/8/01</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>John M. Wirth</td>
</tr>
<tr>
<td>Organization</td>
<td>Alderman, Fourth District, City of Mequon</td>
</tr>
<tr>
<td>Address</td>
<td>631 W Green Tree Rd</td>
</tr>
<tr>
<td>River Hills, WI 53217</td>
<td></td>
</tr>
<tr>
<td>Comments</td>
<td>I recognize that this was only floated as an idea. However, some ideas do not deserve to see the light of day until they have been more thoroughly analyzed. The spur, at least where discussed, is one of those ideas. It is bad planning and bad politics.</td>
</tr>
</tbody>
</table>

### Freeway Reconstruction Study Comments

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>7/8/01</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Tracy Wickwire</td>
</tr>
<tr>
<td>Organization</td>
<td>3435 West Picardy Court</td>
</tr>
<tr>
<td>Mequon, WI 53002</td>
<td></td>
</tr>
<tr>
<td>Comments</td>
<td>I am very concerned that that Ozaukee County is being considered for this link. I urge you to rethink this idea before it gains any momentum. If I have learned anything from my tenure in City government, it is that ideas, and especially terrible ideas, are difficult to stop once they gain momentum.</td>
</tr>
</tbody>
</table>
**Freeway Reconstruction Study Comments**

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>7/1/001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Warren Stumpke</td>
</tr>
<tr>
<td>Organization</td>
<td>Waukesha County Supervisor</td>
</tr>
</tbody>
</table>
| Address        | Comments: Let me see if I understand the issue properly. When the Eisenhower Administration conceived the I-94 system for our nation, traffic engineers planned the Southeast Wisconsin/Greater Milwaukee freeways to be an interdependent, interconnected and complementary roadway complex to not only move the estimated traffic but to provide for alternate routes when necessary repairs and reconstructed areas. This planning accounted for I-94, I-43, I-794, I-894, Park Freeway, Stadium Freeway, Port du Lac Freeway, I-45 among others. The land was purchased and implementation began. Then the good bargains of Milwaukee and environs, egged on by environmentalists led by none other than the exalted Mayor of Milwaukee, who was then a State Legislator, brought the whole plan to a screeching halt with only about half of the plan completed with the cleared land reassigned for other purposes. In addition to which this same individual as a State Legislator insisted that I-43 could not be more than a two lane beyond Whitefish Bay, regardless of the traffic forecast. Now some 20 years later, as Mayor of Milwaukee he wants to eliminate I-794 and take down the I-45 freeway stub and at the same time recognizing that the area freeway system is totally inadequate for the future needs of the community and needs a complete rebuilding with no options to move traffic except through the rebuilding areas.

**WOW** I must have entered the twilight zone when I read that his Honor’s minions are suggesting a brand new freeway connecting I-43 and I-45 through developed communities in either north Milwaukee or Waukesha Counties. That must be the greatest case of “chutzpah” in the Guinness Book of Records surpassing the lad who killed his parents and then threw himself on the mercy of the court because he was an orphan! Actually the cases are similar in that his Honor killed the freeway system we should have built and now wants the sympathy of other communities to provide a solution. The correct answer to that is: NO WAY!

I would support examining two options:

1. Improve Good Hope Road by eliminating intersections (as feasible) as possible from I-43 west to I-45.
2. Study Arvum Lak’s idea of an I-43 bypass from I-43 in Port Washington swinging west and connecting to I-94 near Oconomowoc, I-43 again near Hales Corners and I-94 again near Racine -- to be built through uninhabited land to the greatest extent possible.

The plain and simple truth is that we are now raping what his Honor sowed and there is very little that can be done about it.

Warren Stumpke
Supervisor, District 28
Waukesha County

---

**Freeway Reconstruction Study Comments**

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>7/1/001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Gary Giombi</td>
</tr>
<tr>
<td>Organization</td>
<td>Waukesha County</td>
</tr>
<tr>
<td>Address</td>
<td>Comments: Dear People, Yesterday I attended you presentation at the Zoozurai Center. Here are some reasonable ideas about rebuilding the Milwaukee freeways. I hope that in redesigning the freeways, you can stay within the current right of way. Where feasible, what about center lanes that change direction depending on the time of day? That might not work for the I-94 corridor because so much traffic goes in both directions. Please promote rapid transit more than you promote freeway use. If it is necessary to build a link between I-43 and I-45, I hope that it can be done without converting more land into roads. Maybe Brown Deer Road could be converted to a limited access highway such as the Lake Parkway connecting the Hoan Bridge with the Layton Ave. This might still be a lot quicker for people traveling through the suburbs and the Marquette interchange. I think you task is to teach people about sensible driving as well as to formulate freeway building options. If almost everyone car pooled, we would not need to enlarge the freeways, although we would still have to repair them. If people planned their travels a bit more so that they could drive less by going to destinations in the same area on the same trip, there would be less travel on the roads. Now here are some unreasonable ideas, but I think better ones than the ones above. The ar predicated on the bias that automobiles are a bad invention because they destroy the environment, promote isolation and individualism, and have many more hidden costs than we realize. Do believe those biased ideas still have some relevance. Do not add any additional lanes. In fact, make one lane each way just for rapid transit and car pools. Build in a fantastic, state of the art, rapid transit system, especially for people who live in the suburbs. Encourage people more about how much the money will spend on the freeways. I did not notice that any of your newsletters or presentations mentioned cost comparisons for parts of this project. If it’s “a mere” a billion dollars, that still translates into a million people paying a thousand dollars each. People should experience what is involved in paying for the roads they use, so consider one of the following: Increase income from cars coming into the downtown area either by selling stickers or by increasing fees for parking meters and fees from parking structures. Issue a Southeastern Wisconsin sales tax on gasoline specifically to help pay for the new roads. Make a segment of I-94 south of Milwaukee, I-94 west of Milwaukee, I-94 north of Milwaukee, I-43 southwest of Milwaukee and I-43 north of Milwaukee toll roads to generate income from vehicles passing through our system. Maybe the idea that cars usually need to have more than on person riding in them is an idea whose time has arrived. Maybe it needs to be mandated by Milwaukee County, and maybe people should pay more if they want the privilege or avoiding restriction. The gist of these unreasonabled suggestions is that rather than accept the idea that cars will increase, we should act to make it decrease. This will certainly not be popular, but when people engage in other destructive behavior, we do not just work around it, we try to lessen it. I realize that this will not be politically popular, but neither are pollution, energy depletion, and gridlock. Thank you, Gary Giombi</td>
</tr>
</tbody>
</table>

---

**Freeway Reconstruction Study Comments**

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>7/1/001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>John Buchen</td>
</tr>
<tr>
<td>Organization</td>
<td>Waukesha County</td>
</tr>
<tr>
<td>Address</td>
<td>Comments: I do not favor removal of any part of freeway or connection I-43 to I-45 in Milwaukee County. I do like the brii sec. On July 8th.</td>
</tr>
</tbody>
</table>

---

**Freeway Reconstruction Study Comments**

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>7/1/001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Jim Scadowski</td>
</tr>
<tr>
<td>Organization</td>
<td>Waukesha County</td>
</tr>
<tr>
<td>Address</td>
<td>Comments: Keep interstate, as main artery going to 3/5 of markets and route to rest of country and in more important than the interests of any local community, on toll for sure. Other crossroads like STH20 and STH50 should be the byways, as traffic is lower volume and speed and interstate should have better icing conditions of facilities on the ground. There are too many bridges crossing over IH 94. CTEI G interchange on IH 94 is not necessary.</td>
</tr>
</tbody>
</table>

---

**Freeway Reconstruction Study Comments**

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>7/1/001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Randy Tyke</td>
</tr>
<tr>
<td>Organization</td>
<td>Milwaukee County Sheriff's Dept.</td>
</tr>
<tr>
<td>Address</td>
<td>821 W. State Street Milwaukee, Wisconsin 53201</td>
</tr>
</tbody>
</table>
| Comments       | Since the Milwaukee County Sheriff's Department does the enforcement within the City of Milwaukee, I would be interested in what is on the committee for law enforcement.

---

**Freeway Reconstruction Study Comments**

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>7/1/001</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Jeff Smith</td>
</tr>
<tr>
<td>Organization</td>
<td>Waukesha County</td>
</tr>
<tr>
<td>Address</td>
<td>Comments: Keep interstate, as main artery going to 3/5 of markets and route to rest of country and in more important than the interests of any local community, on toll for sure. Other crossroads like STH20 and STH50 should be the byways, as traffic is lower volume and speed and interstate should have better icing conditions of facilities on the ground. There are too many bridges crossing over IH 94. CTEI G interchange on IH 94 is not necessary.</td>
</tr>
</tbody>
</table>
### Freeway Reconstruction Study Comments

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>7/23/01</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Gordon Mroczek</td>
</tr>
<tr>
<td>Organization</td>
<td>MCTS</td>
</tr>
<tr>
<td>Address</td>
<td>Milwaukee, WI 53212</td>
</tr>
</tbody>
</table>
| Comments       | |}

Dear Mr. Lark: As a retired civil engineer living in this region, I have always enjoyed a more than casual interest in the community's public transportation systems. Consequently I was fascinated by your MJS column of July 8 in which you laid out a plan for constructing a major highway loop encircling Milwaukee, extending from Racine to Waukesha to Port Washington. You should be commended for presenting it. The short and long-term economic benefits from building such a freeway are so overwhelming it is hard to imagine any thoughtful person could oppose the concept. Sadly, the political history of this region does not bode well for promoting or supporting it. From that time when the late Harry Major killed the completion of the current freeway loop around Milwaukee, I knew the day would come when the public at large would pay dearly for it. That day has long passed. The public has already paid a steep price for Mau's pathetically shortsighted and will continue to pay in the future. Your plan offers an antidote. Coincidentally, SEWRPC is currently conducting a study of the region's existing highway system. The study is limited to a redesign and badly needed upgrade of the current system, with no plans to expand it. In light of your proposal, this is a tragedy in the making. The SEWRPC board consists of many of this 7-county region's elected officials and policy leaders and, while they are only advisors, I find it troubling that apparently there is not a one among them who is willing to pick up on this noteworthy idea and run with it.

---

### Freeway Reconstruction Study Comments

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>7/24/01</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Thomas Koch</td>
</tr>
<tr>
<td>Organization</td>
<td>Wisconsin Department of Transportation</td>
</tr>
<tr>
<td>Address</td>
<td>Milwaukee, WI 53202</td>
</tr>
</tbody>
</table>
| Comments       | |}

What this needs is more freeways. I would like to see a freeway, or even a parkway, connecting HWY 43 and HWY 45 on the north end of town. This needs to be between Silver Spring and brown deer road. This should also extend to HWY 64 with a spur running down to HWY 39. This spur should run through Waukesha and meet with HWY 43 on the south end. That will decrease the need to travel to downtown to get anywhere in this town, which is how it is built now. Please consider this as part of the reconstruction.

---

### Freeway Reconstruction Study Comments

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>7/27/01</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Les Snyder</td>
</tr>
<tr>
<td>Organization</td>
<td>Wisconsin Department of Transportation</td>
</tr>
<tr>
<td>Address</td>
<td>Milwaukee, WI 53202</td>
</tr>
</tbody>
</table>
| Comments       | |}

1. Should have northern "bypass" freeway. Connect Good Hope Rd to freeway, and construct parallel roadways adjacent to freeway for local access.

2. Don't remove Park East
   A. Short sighted
   B. Replacement drawbridge "idiotic", "stupid"

3. Supports commuter rail
   A. Extend Metra to downtown Milwaukee on old Northwestern line
   B. Revitalize old Northwestern 400 service
   C. Use Camden route to Waterway
   D. Use old Northwestern line to Port Washington
   E. Amtrak service Madison to Milwaukee wks but need "local service"

4. Supports light rail
   A. Route of existing "little used" freight lines in metro area.

5. Politicians "screw up". Will permit congestion to become so bad that complete gridlock will occur. Then they will pave over the stalled vehicles with concrete and start again, a generation. Noted traffic volume growth on Good Hope Road in recent years.

---

### Freeway Reconstruction Study Comments

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>7/2/80</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Luis Machure</td>
</tr>
<tr>
<td>Organization</td>
<td>MCTS</td>
</tr>
<tr>
<td>Address</td>
<td>Milwaukee, WI 53202</td>
</tr>
</tbody>
</table>
| Comments       | |}

To the committee: I am writing in regard to the proposal that Mequon Rd. be made a freeway to connect I-43 to I-45. I have a couple of observations. When I was a child, land was cleared to connect I-41 on a diagonal through the city out to Menomonee Falls and Germantown. I can see a connection to 45. Indeed, the east and west ends of it were begun. Unfortunately, it was never completed in the middle. How many vehicles are congesting 94 West, 43 North, or even 45 north to Good Hope, because there is no direct way to get to the northeast part of the metropolitan area? Even if there is a north-south east-west connection to 43/45, there will be unnecessary congestion on the other freeways because of the lack of a direct route. Why not finish 41 and cut perhaps 30-40% of the congestion? Second, it is on the best interests to maintain property tax revenues. By dividing the heart of the City of Mequon with a freeway along Mequon Road, a primarily residential street, you would essentially cut the property value and revenue sources. You would also make it necessary to add a number of streets and bridges to connect what would otherwise be isolated neighborhoods to shopping, schools, and other neighborhoods. Remember also that Mequon also has a number of problems related to storm water management. Adding more impervious surface would only add to the flooding problems and make the communities south of Mequon. Wouldn't it make more sense to put a connection on a street that is primarily comprised of businesses and already has an incredible amount of traffic? That would be Brown Deer Road. It would also connect 43 and 45 before 43 veered so far to the West.

Thank you, Mary Machure

---

B-5
### Freeway Reconstruction Study Comments

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>8/24/01</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Philip Helvick</td>
</tr>
<tr>
<td>Organization</td>
<td>Freeway User of Milwaukee</td>
</tr>
<tr>
<td>Address</td>
<td>2357 N. Terrace Ave 3C Milwaukee, WI 53211</td>
</tr>
<tr>
<td>Comments</td>
<td>I am very encouraged by the ideas presented in today’s paper regarding freeway expansion. We need to plan for the future and adding freeway lanes is the single most important aspect of meeting our future transportation needs. People drive cars and people need to get places. Freeways are the only way to facilitate that. It’s that simple. Please note that for every loud opponent to freeway expansion, like the Sierra Club, there are thousands of quiet supporters, like those who depend on the freeways everyday and cringe at the prospect of a traffic jam. Adding freeway capacity is absolutely the most important project we have in SE Wisconsin in next 20 years. I hope it gets done right. Thank you!</td>
</tr>
</tbody>
</table>

Additional comments received 8/20/01

1. Northern freeway connection needs more study.
2. Northern freeway should be a facility similar to I 894; therefore should be located in the vicinity of Capital Dr. Area along Capital Dr. is currently blighted and economically depressed. A new highway would encourage development/redevelopment.
3. A freeway connection located in Mequon would be too far north.

### Freeway Reconstruction Study Comments

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>8/24/01</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Matt Peters</td>
</tr>
<tr>
<td>Organization</td>
<td>Freeway User of Milwaukee</td>
</tr>
<tr>
<td>Address</td>
<td>10465 W. St. Francis Avenue Greenfield, WI 53228</td>
</tr>
</tbody>
</table>
| Comments       | 1. Resident of northern Milwaukee County.
2. Extremely opposed to northern freeway connection; one of the most attractive things about Milwaukee is lack of freeways completely over-running community. Construction of the northern freeway connection would lower the quality of life.
3. Would mobilize 100’s or 1,000’s of opponents; would lay down life to prevent construction.

### Freeway Reconstruction Study Comments

<table>
<thead>
<tr>
<th>Date submitted</th>
<th>8/24/01</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Brenda L. Wolf</td>
</tr>
<tr>
<td>Organization</td>
<td>Freeway User of Milwaukee</td>
</tr>
<tr>
<td>Address</td>
<td>10465 W. St. Francis Avenue Greenfield, WI 53228</td>
</tr>
<tr>
<td>Comments</td>
<td>I am a homeowner in the City of Greenfield near the Beltline Rd exit. I read today in the Journal Sentinel about the studies for freeway expansion along I-894. I visited your web site for further information and plan on attending your next public meeting on Sept. 20th. I could not find any information regarding exactly how much land is needed for this project or how it would directly affect my family. I am sure that you have some sort of preliminary plan that would allow me to see on paper what this expansion would entail as well as the addresses it would affect. Please let me know how can learn about this before the next public meeting. Your cooperation is greatly appreciated. Thank you.</td>
</tr>
</tbody>
</table>
Exhibit C

Comments Received
by Letter
With all the discussion about the freeway, I believe a vital part of the picture has been ignored. Here’s my view.

The gap in and near the Marquette interchange appears to be caused mainly by the large number of vehicles forced to slow down, or stop, as they are forced into crucial lane-changing battles (sometimes three lanes). This is especially bad on I-43 southbound through the Marquette. Backups of three or more miles are common (you know all that).

Most commuters and truckers (both are now more and more double-bottoms are multiplying) are coming north on I-43 and are accelerated south (Waukegan, Kenosha, Whiting, etc.) or south (Cudahy, Racine, Chicago +) and didn’t want to go through downtown at all. The same for the return trip to the north (Glenview, Oaklawn, Appleton +)

I suggest adding a new east-west freeway leg connecting I-35 and US-45, possibly at or near Good Hope Road, forming roughly a mirror image of the south side’s I-94. This would alleviate off a huge load from the Marquette, provide easy freeway access to more people and reduce congestion on surface streets, as does I-494. It would also complete a true bypass for truck and commuter traffic. The reduced traffic would justify a much more modest (5%) remake of the Marquette. It would provide less crowded access to downtown for those who really want to go there but don’t like the head-up freeway. It would also reduce exhaust emissions, which I certainly believe we will be forced to build this log in the not too distant future anyway, and think it would be wise to do it now, before acquisition and displacement obstacles become worse.

An east-west leg was planned at Hampton in 1960 but was not built. Am sure why. Mosquito Road was later suggested but rejected. There are other feasible corridors too. Whichever is chosen, it must be acquired soon, or we will soon be ill with new turning lanes, corporate and industrial pads, mail, churches, coops, etc. If we wait five or ten years it will take five or ten times as much.

In the interim, traffic on I-43 must not be allowed to continue at current levels, or the problem will only get worse.

The Planning Commission should be made aware of this in a timely manner.

Sincerely,

[Name]

Chief of Police

City of Waukesha

$25,000

August 1, 2001

City of Waukesha

Mayor Christine Neumann

Contemporary transportation planning suggests that construction of new freeways should be discouraged and that our attention should be directed to maintaining and improving existing road systems. Well-regarded transportation engineers and organizations have published findings that suggest we can’t build our way out of congestion. These same engineers and planners have also come to realize that transportation systems cannot be planned and constructed without sensitivity to the surrounding human and natural environment.

I understand and appreciate the need to extend all transportation alternatives as part of the freeway system planning process. I believe, however, it’s now time to buy the STPI 45 I-43 link concept based on sound transportation planning principles. Let’s fix the state’s transportation management plans by focusing on system improvements to our existing infrastructure.
Mr. Patrick Pittenger
SEWRPC
PO Box 1607
Waukesha, 53187-1607

Dear Mr. Pittenger,

After our phone conversation on July 30, I intended to attend the August 1, Port Washington, Freeway System Reconstruction Study but didn't make it.

Therefore I wish to submit the following comments for inclusion as public input to SEWRPC's long range freeway planing:

1. The DOT's previous planning and public meetings have been hopelessly compromised by input from the road building lobby. The influence of construction $5 must be separated from the planning process.

2. The U.S. has clearly proven daily, rush hour commuter traffic cannot be solved by more / larger freeways with one person in each SUV. Assuming rush hour traffic congestion is a significant focus of SEWRPC's Freeway Study, non-automobile alternatives need to be designed in an integrated grid. [Milwaukee & SE Wisconsin had it right. Unfortunately the region's planners were a bit ahead of their time with the interurban.]

3. Transportation planning documents must clearly state that primary transportation corridors do impact local / regional development. Therefore, transportation plans must be integrated with complimentary local / regional plans. [The DOT's head-in-the-sand attitude has been that the road builders could build highways without regard to development / sprawl impacts]

4. To prove to SE Wisconsin residents that regional mass transit issues will be addressed in a sound engineering, non-political manner, a park 'n ride lot must be implemented at Mequon Rd. & I-43. If such a facility cannot be agreed to, there is no chance to rationally design the needed regional transit system. [Despite public hand wringing to the contrary, Mequon's obdurate rejections of a park 'n ride lot were social conditions, etc. (Space for other park 'n ride lots is also needed, preferably before development occurs.)

I kindly provide a copy of the handouts / study presented at the August 1 meeting and any comment sheet / questionnaire included.

Thank you for your consideration.

Sincerely,

Ronald H. Horn

Mr. Patrick Pittenger
August 15, 2001

Page 2

5. Existing local roads - efficient use can maximize current traffic distribution away from freeways. Our "smart" traffic lights appear to be programmed to do some dumb things. Is it most efficient to give left turn traffic the right-of-way to straight through traffic? Have we mentally programmed to think that we cannot make left turns without a green arrow? What traffic light algorithm passes the most traffic per hour? Left turn lanes should be prohibited where a separate, on-off through-traffic lane has not been built.

Kindly provide a copy of the handouts / study presented at the August 1 meeting and any comment sheet / questionnaire included.

Thank you for your consideration.

Sincerely,

Ronald H. Horn

Page 4

In Southeast Wisconsin, the rates of hazardous air pollutants are even higher than in the rest of the state. In Southeast Wisconsin, the top four counties with added cancer risk at least 50 times the national average were Milwaukee, Waukesha, Ozaukee, and Kenosha. All four counties had an elevated risk of cancer over 400 times "usual levels." Milwaukee County was the highest with 100 people per one million at an added risk.

These findings are consistent with many parts of the country. Many areas are 500-1,000 times more polluted for all levels, according to the EPA. That means more people will get sick and die from more air pollution that comes from more cars and more sprawl. In Wisconsin, Milwaukee has concentrations of cancer-causing hazardous pollutants that are higher than Wisconsin Rappids in central Wisconsin which is consistent with higher vehicle emissions in the Milwaukee area.

The freeway study indicates that much of the capacity expansion can be done in the right-of-way, although redesign of interchanges will be very land purchase. However, acquisition of these freeways extreme highly developed areas and the proposed widening will exacerbate noise and privacy problems already encountered in the urban areas. For instance, residents of West Allis already contend with high levels of noise from the

Reference:
The material is at environ.org. A website by Ecocentric Wisconsin.
The traditional method of referring traffic gridlock is to expand the current road network to include more roads and streets. Numerous studies by the Transportation Research Board show that you can build your way out of congestion. Harris and Fowles reported that a highway with two lanes in each direction can handle an additional lane in each direction for an increase of the capacity by 19%.1 The capacity of the road is limited by the fact that the number of vehicles on the road must be increased. Therefore, the road becomes congested as before. The appeal of this new trend of traffic depends on its design. “If the new trend is designated for high occupancy vehicles (HOV), it will attract fewer vehicles” leading to a lower level of traffic.2 

2. Capacity Problems
Increasing the capacity of the freeway system and subsequent induced demand may result in increases in traffic on adjacent local arteries and stress existing parking facilities, particularly in downtown Milwaukee. These impacts need to be considered.

Transportation Funding
It is imperative that adequate funding be made available for public transportation and that these needs be considered as part of a multimodal transportation plan.

The 2012-2013 biannual budget for transportation will spend $4.5 billion for total transportation costs. 52.5 billion for state highways with a proposed 13.3% increase over the past year. The budget for transportation has increased by 4% from the previous year.

Comprehensive Study of Environmental Impacts and Secondary Impacts
The Southeastern Regional Freeway System Reconstruction Study includes a recommendation to increase the number of lanes of traffic to 3 to 4 in each direction on I-43 from the Zilwaukee Bridge in Mason County to Whitehall in Marathon County and Whitehall to Wausau in Marathon County. Wausau is located within 3 miles of the Highway. Numerous parks, schools, and hospitals are within 3 miles of I-43 in Marathon County. For instance, I-43 extends between Wausau High School and Whitfield Middle School, with their frequently used athletic fields, exposing students to high levels of air pollutants. We urge that in considering alternatives, the study needs to seriously consider the environmental impacts and their effects on our children.

Incorporating New Vision of Land-Use in Planning
Planning infrastructure for the future, such as freeways or rail lines in Southeast Wisconsin, needs to be on the cutting edge of urban design and innovation. In several areas of the country, improvements have been made in the areas of land planning. The Monroe Bay area in California is promoting mixed-use land policies, walking and bike friendly designs, and public transit improvements. Baltimore, Maryland, has started a Smart Growth initiative to “new” State funding and economic development more determined by local governments to be provided. “You have your own”3

Planners at WEPRC continue to exert the public the participation of the new people have incorporated increases in transit and land-use improvements in their design plans. The public needs to know what these plans are. A multi-modal approach will allow citizens to evaluate whether the plans adequately address future transportation needs of the area while minimizing environmental impacts and risks to the public health. - Rosemary Widman

COMMENDS
FINAL REPORT #47
REGIONAL FREEWAY RECONSTRUCTION SYSTEM PLAN
FOR SOUTHEASTERN WISCONSIN
SUBMITTED TO:
CITIZENS FOR A BETTER ENVIRONMENT, SIERRA CLUB,
1000 FRIENDS OF WISCONSIN, WISCONSIN’S ENVIRONMENTAL DECADENCE
AND THE CYCLE FEDERATION OF WISCONSIN
AUGUST 17, 2001

Please distribute these comments to members of the Advisory Committee.
Wisconsin’s environmental community appreciates WEPRC’s request for public input at this relatively early, system-level point in the planning process. We also recognize the need for comprehensive陆 given the condition of the freeway system generally. The following four points summarize our chief concerns regarding the draft Regional Freeway Reconstruction System Plan for Southeastern Wisconsin:

1. Emerging nature of the congestion problem
2. Multimodal planning and programming context: Congested travel options
3. Secondary land use and other environmental impacts and mitigation strategies
4. Reduced footprint and neighborhood-friendly design for urban freeway segments

We are aware that the current planning document is not a substitute for project level environmental impact (EIS) analyses and assessments in compliance with NEPA and WEPHA. However, we are also encouraged that this system level study adequately assesses environmental impacts. We note here the analogous situation now covered by the System Environmental Evaluation (SEED) for the 2020 and earlier State Highway Plans. Finally, we recognize that Chapter 7 of the Wisconsin transportation plans will be completed in its final form. This is a system environmental impact analysis or its equivalent.

1. Nature of the Congestion Problem
As described in Chapter V, the southeastern freeway system currently experiences and will experience serious congestion problems in 2020. Moreover, we recognize that efforts to alleviate congestion are often in conflict. On the other hand, we urge that the study and the study committee incorporate a “new realism” regarding congestion and congestion solutions.

Southeast Freeway Comments
All major metropolitan areas increasingly experience significant and relatively permanent congestion problems for certain freeway segments and this reality demands new solutions. For example, major urban commercial and residential areas could realistically be reduced below LOS D or even E levels. Some of the relative “permanence” of this congestion is due to the divergent trends of traffic from other roadways and induced travel. Regardless, this situation is increasingly relevant for portions of the freeway system in the southeastern Wisconsin area and the study should consider expressly discuss these issues and adopt a new “realism” in its discussion of congestion problems and solutions.

2. Multimodal Planning and Programming Context: Congested Travel Options
As it becomes relatively impossible to end congestion on certain freeway segments, options to congested travel in these corridors should be evaluated. In saying this, we recognize that we need to specifically examine the potential for alternatives to or recycling system is likely to substantially reduce congestion on the freeway system. Robust, rapid transit, high speed rail, and other travel options are not dependent on roadway congestion conditions may be the only realistic way to provide components, businesses, people, and others with an option to congestion—i.e. a transportation service with reliable travel times. Moreover, these options can make an otherwise unbearable uncertainty situation in compact urban areas livable. We commend the Wisconsin DOT for high-speed rail project as well as current WEPRC planning activities regarding the expansion of Metra service to Milwaukee.

Certainly, this study should specifically reference these projects in its discussion of congestion. More than that, however, we should also fully incorporate the value of these projects and any other alternatives to congested travel options into the draft freeway reconstruction plan. For example, the study might recognize the importance of certain alternatives as a way to identify more important candidates for future planning and programming efforts, especially for segments where freeway expansion offers a diminishing congestion relief benefit. (These remarks do not imply that a project-level study of any alternative is appropriate in this document.)

3. Land use and other environmental impacts and mitigation strategies
Wisconsin’s environmental community reserves judgment at this time regarding the need to prepare a federal level of EIS for the current freeway reconstruction plan pending the coverage of these issues in Chapter VII or elsewhere. We strongly urge that the secondary land use impacts of any increases in freeway capacity be thoroughly evaluated. Since, with one exception, no new alignments are under consideration, these impacts would be particularly significant and should be discussed in association with an expansion of strategies throughout the WEPRC planning area for reducing sprawl. However, in the case of any new interchanges, Wisconsin’s environmental community will continue to urge modifications that result in a valuable increase in the highway facility for through traffic. However, the mere development of overpasses for increased highway access to for highway access does not provide adequate consideration for the negative impacts on the overall quality of life.

Final, all other significant environmental impacts, especially with respect to noise and other air quality categories, should be comprehensively evaluated. In this regard, we would emphasize the need to include a consideration of the emission of global warming gases and toxic pollutants such
as because. We recognize that there are relatively new categories of pollutants for consideration in transportation planning. However, the size of the freeway reconstruction planned here has enormous implications for mobile emissions. Moreover, new information is becoming available on toxic pollution and the climate change issue is widely recognized to be perhaps the most significant air quality issue we face. Thus we would support any effort on the part of SEWRPC to obtain the information it needs from WEDS or any other agency regarding pollutants to conduct a comprehensive evaluation of these precursors, GHG, PM, and toxic.

4. Reduced Footprint and Neighborhood-Friendly Design for Urban Segments

Even when necessary, it's no secret that freeways can often split neighborhoods and concrete urban zones that are thereby relatively unfriendly to pedestrian and bicycle mobility and can otherwise detract from a local quality of life. In this light, the current reconstruction planning process offers southeastern Wisconsin a once-in-a-generation opportunity to ensure that the freeway's design fits well with its urban context. As such as possible, we would urge that the rest of the freeway incorporate reduced footprints and improved architecture and other design features that minimize impacts on adjacent human environments.

Thank you for your consideration of these remarks. We look forward to working with the study committee staff and to develop the best possible plan for the residents and environment of southeastern Wisconsin.

Please contact Rob Kennedy, Senior Policy Analyst for Citizens for a Better Environment (C-4).