

**RESULTS OF SURVEY  
OF ATTITUDES OF  
SOUTHEASTERN WISCONSIN  
RESIDENTS REGARDING  
FREEWAY TRAFFIC CONGESTION  
AND FREEWAY SYSTEM  
RECONSTRUCTION: 2002**

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MEMORANDUM REPORT  
NUMBER 153

**RESULTS OF SURVEY OF ATTITUDES OF  
SOUTHEASTERN WISCONSIN RESIDENTS  
REGARDING FREEWAY TRAFFIC CONGESTION  
AND FREEWAY SYSTEM RECONSTRUCTION: 2002**

Prepared by the

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# **RESULTS OF SURVEY OF ATTITUDES OF SOUTHEASTERN WISCONSIN RESIDENTS REGARDING FREEWAY TRAFFIC CONGESTION AND FREEWAY SYSTEM RECONSTRUCTION**

## **EXECUTIVE SUMMARY**

The results of a survey of over 15,000 randomly selected households within Southeastern Wisconsin indicates that within the Southeastern Wisconsin Region, including within both the County and City of Milwaukee, and, as well, within each of the other six counties of the Region, there is:

- substantial concern over existing and future freeway system traffic congestion,
- strong support for a modern and efficient freeway system,
- strong support for the reconstruction of the freeway system to modern design standards, and
- strong support for the reconstruction of the freeway system with additional lanes, including eight lanes on IH 94 and IH 43 within Milwaukee County.

The results of the survey conducted by the Southeastern Wisconsin Regional Planning Commission, in cooperation with the Wisconsin Department of Transportation and the chief elected officials of the seven counties, are as follows:

- More than 82 percent of Southeastern Wisconsin residents (including 83 percent of Milwaukee County residents and 81 percent of City of Milwaukee residents) believe freeway traffic congestion is a severe and growing problem during morning and afternoon peak traffic periods. Nearly one-half of these respondents also believe that freeway traffic congestion is a growing problem during other times of the day as well.
- More than 72 percent of Southeastern Wisconsin residents (including 72 percent of Milwaukee County residents and 71 percent of City of Milwaukee residents) consider a forecast doubling of freeway traffic congestion in Southeastern Wisconsin to be unacceptable. This doubling of freeway traffic congestion is projected even if public transit is significantly expanded, “smart growth” in land use occurs, and surface streets are improved and expanded, but the freeway system is rebuilt without additional lanes.

- More than 89 percent of Southeastern Wisconsin residents (including 88 percent of Milwaukee County residents and 86 percent of City of Milwaukee residents) agree that a modern and efficient freeway system is essential to the economic future of Southeastern Wisconsin.
- More than 87 percent of Southeastern Wisconsin residents (including 87 percent of Milwaukee County residents and 86 percent of City of Milwaukee residents) agree that the freeway system in Southeastern Wisconsin should be reconstructed to meet modern design standards, including relocating left-hand on- and off-ramps to the right-hand side of the freeway, eliminating lane drops at major interchanges, improving driver sight lines and freeway curves, and providing full inside and outside shoulders.
- More than 75 percent of Southeastern Wisconsin residents (including 78 percent of Milwaukee County residents and 76 percent of City of Milwaukee residents) agree that additional lanes should be added to the freeway system in their county as part of the reconstruction of the Southeastern Wisconsin freeway system.
- More than 76 percent of Southeastern Wisconsin residents (including 74 percent of Milwaukee County residents and 72 percent of City of Milwaukee residents) agree that additional lanes should be provided on IH 94 between the Zoo and Marquette Interchanges and IH 43 between the Mitchell Interchange and Brown Deer Road in Milwaukee County, widening these freeways to eight lanes as part of the reconstruction of the freeway system.

The survey was conducted during the months of July and August 2002 by the Southeastern Wisconsin Regional Planning Commission from a mailing list of all resident households within the Southeastern Wisconsin Region which is typically used for direct mail purposes. A sample of 55,000 households was randomly selected to receive the survey. The survey was a mail-out/mail-back survey with a postage paid return envelope. A copy of the survey form is included in Attachment A. Over 27 percent of the surveys mailed out were returned with completed responses. The response rate among the counties ranged from 23 to 34 percent, with the Milwaukee County resident response rate approximating 25 percent. This response rate is considered excellent for a mail-out/mail-back survey. The substantial response to the survey means that the survey findings for the Region, with over 15,000 responses, are accurate to +/- 1 percent at a 99 percent level of confidence. For Milwaukee County, with over 7,000 responses, the findings are accurate to +/- 1.5 percent at a 99 percent level of confidence. For the City of Milwaukee, with over 3,000 responses, the findings are accurate to +/- 2 percent at a 99 percent level of confidence. The remainder of this report presents the detailed responses to each of the questions asked in the survey.

## **EXISTING FREEWAY TRAFFIC CONGESTION**

With respect to existing traffic congestion, as shown in Table 1, more than 82 percent of Southeastern Wisconsin residents and over 83 percent of Milwaukee County residents and over 81 percent of City of Milwaukee residents, believe freeway traffic congestion within Southeastern Wisconsin is a severe and growing problem during morning and afternoon peak traffic periods. With the exception of Walworth County, the percentage of residents within each Southeastern Wisconsin county that believe freeway traffic congestion is a severe and growing problem during peak traffic periods is almost the same, ranging between 80 percent in Kenosha County and 84 percent in Waukesha County. Approximately 62 percent of Walworth County residents believe freeway traffic congestion is a severe and growing problem during peak traffic periods. This lower percentage may be attributed to the fact that no freeway within Walworth County carries traffic volumes which result in traffic congestion during typical average weekday morning and afternoon peak traffic periods. However, those Walworth County residents concerned with freeway traffic congestion probably travel on congested freeways in the other counties of the Region.

Only about 2 percent of Southeastern Wisconsin residents and, as well, Milwaukee County and City residents, indicated that current freeway traffic congestion was not a problem. Approximately 15 percent of Southeastern

Wisconsin and Milwaukee County and City residents indicated that they considered freeway traffic congestion to only be a minor problem during peak traffic periods.

Over 45 percent of the Southeastern Wisconsin residents who believe freeway traffic congestion to be a severe and growing problem during peak traffic periods further believe that freeway traffic congestion in Southeastern Wisconsin is not only a severe and growing problem during morning and afternoon peak traffic periods, but also during other times of the day. This percentage is nearly the same within each county of Southeastern Wisconsin, ranging from 39 percent in Washington County to 47 percent in Milwaukee County, again with the exception of Walworth County.

This question was asked in the survey because some elected officials, their staff representatives, and citizens throughout the study had stated that traffic congestion is not a problem within Southeastern Wisconsin. The results of this survey indicates that the residents throughout Southeastern Wisconsin, including Milwaukee County and the City of Milwaukee, do not agree. Rather, they believe freeway traffic congestion is a severe and growing problem.

## **PROJECTED FUTURE FREEWAY TRAFFIC CONGESTION**

Analyses conducted under the regional freeway system reconstruction study indicated that freeway traffic congestion in Southeastern Wisconsin may be expected to more than double over the next 20 years if additional freeway lanes are not included as part of that reconstruction. This projected congestion would occur even if current regional land use and transportation plans would be fully implemented, including “smart growth” at regional and neighborhood levels; significant improvement and expansion of transit, including potential multi-route light rail and commuter rail systems; and continued improvements to surface arterial streets. A question in the survey asked whether residents would consider this projected doubling of freeway traffic congestion to be acceptable. The results of the responses to this survey question, as shown in Table 2, indicate that more than 72 percent of Southeastern Wisconsin residents would consider this forecast increase in traffic congestion in Southeastern Wisconsin to be unacceptable, including over 72 percent of Milwaukee County residents and over 71 percent of City of Milwaukee residents. The percentage of residents finding the forecast increase in freeway traffic congestion to be unacceptable was fairly uniform, ranging from 69 percent in Washington County to 78 percent in Ozaukee County, except within Walworth County. About 56 percent of Walworth County residents considered the forecast doubling of traffic congestion to be unacceptable. Again, this may be attributed to the fact that no freeway in Walworth County currently carries traffic volumes which would approach levels which would cause traffic congestion. Those Walworth County residents concerned with future freeway traffic congestion probably travel on, and are familiar with, the congested freeways in the other counties of the Region.

Only about 13 percent of Southeastern Wisconsin residents—and 14 percent of Milwaukee County residents and 16 percent of City of Milwaukee residents—considered this forecast increase in freeway traffic congestion to be acceptable.

This question was included in the survey because some elected officials, their technical staffs, and citizens throughout the study had indicated that existing traffic congestion was not a problem, and the forecast increase in traffic congestion was not significant either, and should not be considered a problem as well.

## **MODERN AND EFFICIENT FREEWAY SYSTEM**

More than 89 percent of Southeastern Wisconsin residents indicated that they agreed that a modern freeway system moving people and commerce quickly and efficiently was essential to the economic future of Southeastern Wisconsin (see Table 3). More than 88 percent of Milwaukee County residents and more than 86 percent of City of Milwaukee residents also agreed with this need for a modern and efficient freeway system. Residents of each Southeastern Wisconsin county also agreed on the need for a modern and efficient freeway system, ranging from 85 percent of Walworth County residents to 92 percent of Ozaukee County residents.

Only about 5 percent of Southeastern Wisconsin residents, 6 percent of Milwaukee County residents, and 7 percent of City of Milwaukee residents disagreed with the need for a modern and efficient freeway system to support the economic future of Southeastern Wisconsin.

## **RECONSTRUCTING SOUTHEASTERN WISCONSIN FREEWAY SYSTEM TO MODERN DESIGN STANDARDS**

More than 87 percent of Southeastern Wisconsin residents, including 87 percent of Milwaukee County residents and 86 percent of City of Milwaukee residents, indicated that they agreed that the freeway system of Southeastern Wisconsin should be rebuilt to modern design standards, including relocating left-hand on- and off-ramps to the right-hand side, eliminating lane drops at major interchanges, improving driver sight lines and freeway curves, and providing full inside and outside shoulders (see Table 4). The percentage of residents within each county of Southeastern Wisconsin who agree that the freeway system should be rebuilt to modern design standards ranges from 83 percent in Walworth County to 88 percent in Waukesha County, thus indicating strong agreement within each county of Southeastern Wisconsin.

The proportion of Southeastern Wisconsin residents that disagree with rebuilding the freeway to modern design standards is less than 4 percent, including less than 4 percent in Milwaukee County, and less than 5 percent in the City of Milwaukee.

## **RECONSTRUCTING THE FREEWAY SYSTEM WITH ADDITIONAL LANES**

The preliminary freeway system reconstruction plan recommends that as the freeway system is rebuilt over the next 30 years, additional lanes should be provided on 127 miles of the 270 mile freeway system, including freeway segments in all counties of Southeastern Wisconsin with the exception of Walworth County. Southeastern Wisconsin residents were asked in a two-part question first whether additional lanes should be added to accommodate travel and economic expansion and to address existing and future traffic congestion and related safety problems in their county, and secondly, whether additional lanes should be added in the other counties of Southeastern Wisconsin. As shown in Table 5, more than 75 percent of Southeastern Wisconsin residents, including 78 percent of Milwaukee County residents and 76 percent of City of Milwaukee residents, indicated that they agreed that additional lanes should be added to the freeway system in their county. Not including Walworth County where additional lanes are not proposed to be provided, the percentage of residents within each county of Southeastern Wisconsin indicating that additional lanes should be added to the freeway system in their county ranged from 64 percent in Washington County to 78 percent in Milwaukee County. Fewer than 16 percent of Southeastern Wisconsin residents, including 15 percent of Milwaukee County residents and 17 percent of City of Milwaukee residents, indicated that they disagreed with the widening of freeways within the county in which they reside.

With respect to widening the freeway system to provide additional lanes within the other counties of Southeastern Wisconsin, more than 73 percent of the residents of Southeastern Wisconsin, including 66 percent of the residents of Milwaukee County and 64 percent of the residents of the City of Milwaukee, indicated that they agreed that freeways should be widened in the counties of Southeastern Wisconsin other than the county within which they reside (see Table 6). The percentage of residents within each county agreeing that the freeways in the counties other than the one in which they reside should be widened ranged from 66 percent in Milwaukee County to 82 percent in Ozaukee County. Fewer than 11 percent of Southeastern Wisconsin residents indicated that they disagreed with the widening of freeways in other counties of Southeastern Wisconsin including 14 percent of Milwaukee County residents and 15 percent of City of Milwaukee residents.



## **WIDENING TO PROVIDE EIGHT TRAFFIC LANES ON IH 94 BETWEEN THE ZOO AND MARQUETTE INTERCHANGES AND IH 43 BETWEEN BROWN DEER ROAD AND THE MITCHELL INTERCHANGE**

Among the 127 miles of freeway which the preliminary plan recommends adding additional lanes during reconstruction are the segments of IH 94 between the Zoo and Marquette Interchanges and IH 43 between the Brown Deer Road and Mitchell Interchanges, both in Milwaukee County. Of the proposed 127 miles of proposed widening, the widening of these freeway segments has generated the most controversy and the most statements of opposition on record. With respect to these specific proposals, more than 76 percent of Southeastern Wisconsin residents (including 74 percent of Milwaukee County residents and 72 percent of City of Milwaukee residents) indicated that they agree with the widening of these freeway segments to eight lanes (see Table 7). The percentage of residents agreeing with such widening ranged from 67 percent in Walworth County to over 80 percent in Waukesha County. Fewer than 14 percent of Southeastern Wisconsin residents (including fewer than 17 percent of Milwaukee County residents and fewer than 19 percent of City of Milwaukee residents) indicated that they disagreed with the widening to eight lanes of these two freeway segments.

### **USE OF FREEWAY SYSTEM**

Approximately 46 percent of Southeastern Wisconsin residents, including 52 percent of Milwaukee County residents and 48 percent of City of Milwaukee residents, indicated that they used the freeway system almost every day for their travel. Another 21 percent of Southeastern Wisconsin residents and, as well, of Milwaukee County and City of Milwaukee residents, indicated that they used the freeway system three to five times per week (see Table 8).

### **CHARACTERISTICS OF SURVEY RESPONDENTS**

The Southeastern Wisconsin residents responding to the survey were asked to indicate their age and the number of persons in their household that were employed full-time. The age distribution of survey respondents is shown in Table 9, and the number of persons employed in each respondent household is shown in Table 10. The responses of those under age 65 and those with members of the household employed full-time tend to more strongly agree with the need for freeway system design improvements and additional lanes, rather than to simply agree with those actions, or have no opinion (see Attachment B).

### **SURVEY RESPONSES WITHIN SUBAREAS OF COUNTIES**

Attachment C presents the opinions of survey respondents for subareas of selected counties—Kenosha, Milwaukee, Racine, Washington, and Waukesha—where survey sample size permits such analysis. The sample size in each subarea is generally about 500 survey respondents, which means the survey findings for each subarea can be considered accurate to +/- 5 percent at a 95 percent level of confidence.

Survey results are presented for opinions concerning the severity of existing congestion, acceptability of increased future congestion, and support for a modern and efficient freeway system, and for rebuilding the freeway system to modern design standards and with additional lanes, including stretches of IH 94 and IH 43 in Milwaukee County. The survey results by subarea indicate that the substantial concerns over existing and future congestion and the substantial support for rebuilding the freeway system to modern design standards and with additional lanes exhibited at the regional and county levels exist also in each subarea of each county.

### **SURVEY PROCEDURES**

The survey was conducted during the months of July and August of 2002 by the Southeastern Wisconsin Regional Planning Commission using a mailing list of all resident households within the Southeastern Wisconsin Region which is typically used for direct mail purposes. A sample of 55,000 households was randomly selected to receive

the survey. The survey was a mail-out/mail-back survey with a postage paid return envelope. The survey included a cover letter from each survey household's County Executive or County Board Chair. Over 27 percent of the surveys mailed out were returned with fully completed responses. The response rate among the counties ranged from 23 to 34 percent, with the Milwaukee County response rate being approximately 25 percent. This response rate is excellent for a mail-out/mail-back survey. Of the 15,241 responses received, 13,543, or 89 percent, were fully complete responses; 1,538, or 10 percent, did not answer one of the 11 survey questions (primarily the question regarding support for widening freeways in counties other than the county of residence of the survey respondent); and 160, or 1 percent, did not answer two of the 11 survey questions. The substantial response to the survey means that the survey findings for the Region, with over 15,000 responses, are accurate to +/- 1 percent at a 99 percent level of confidence; for Milwaukee County, with over 7,000 responses, to +/- 1.5 percent at a 99 percent level of confidence; and for the City of Milwaukee, with over 3,000 responses, to +/- 2 percent at a 99 percent level of confidence.

Table 1

**OPINION OF SOUTHEASTERN WISCONSIN RESIDENTS REGARDING EXISTING FREEWAY SYSTEM TRAFFIC CONGESTION WITHIN SOUTHEASTERN WISCONSIN**

County	Opinion Regarding Existing Freeway Traffic Congestion									
	A Severe and Growing Problem During Peak Traffic Periods and Other Times		A Severe and Growing Problem During Peak Traffic Periods		A Minor Problem During Peak Traffic Periods		Not a Problem		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Kenosha	335	36.8	396	43.5	155	17.0	24	2.7	910	100.0
Milwaukee										
City of Milwaukee .....	1,317	37.9	1,522	43.8	560	16.1	76	2.2	3,475	100.0
Remainder of Milwaukee County .....	1,460	40.2	1,635	45.0	498	13.7	41	1.1	3,634	100.0
Milwaukee County Total .....	2,777	39.1	3,157	44.4	1,058	14.9	117	1.6	7,109	100.0
Ozaukee	299	38.0	365	46.3	105	13.3	19	2.4	788	100.0
Racine	498	37.9	576	43.9	210	16.0	29	2.2	1,313	100.0
Walworth	135	21.9	249	40.3	182	29.5	51	8.3	617	100.0
Washington	306	31.1	481	48.8	178	18.1	20	2.0	985	100.0
Waukesha	1,274	37.3	1,611	47.2	496	14.5	35	1.0	3,416	100.0
Region Total	5,624	37.2	6,835	45.2	2,384	15.7	295	1.9	15,138	100.0

Source: SEWRPC.

Table 2

**OPINION OF SOUTHEASTERN WISCONSIN RESIDENTS REGARDING PROJECTED FUTURE DOUBLING OF  
FREEWAY TRAFFIC CONGESTION IF FREEWAY SYSTEM IS NOT RECONSTRUCTED WITH ADDITIONAL LANES<sup>a</sup>**

County	Opinion Regarding Projected Future Doubling of Freeway Traffic Congestion											
	Highly Unacceptable		Somewhat Unacceptable		Neutral/No Opinion		Somewhat Acceptable		Highly Acceptable/Desirable		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Kenosha	341	37.4	298	32.7	151	16.5	100	11.0	22	2.4	912	100.0
Milwaukee												
City of Milwaukee.....	1,252	36.1	1,210	34.9	463	13.4	425	12.3	114	3.3	3,464	100.0
Remainder of Milwaukee County.....	1,459	40.3	1,239	34.2	467	12.9	385	10.7	70	1.9	3,620	100.0
Milwaukee County Total .....	2,711	38.3	2,449	34.6	930	13.1	810	11.4	184	2.6	7,084	100.0
Ozaukee	336	43.0	278	35.5	82	10.5	74	9.5	12	1.5	782	100.0
Racine	457	34.9	498	38.1	196	15.0	127	9.7	30	2.3	1,308	100.0
Walworth	132	21.4	215	34.8	138	22.4	114	18.5	18	2.9	617	100.0
Washington	313	31.7	369	37.4	157	15.9	129	13.1	19	1.9	987	100.0
Waukesha	1,361	40.1	1,230	36.3	411	12.1	327	9.6	65	1.9	3,394	100.0
Region Total	5,651	37.5	5,337	35.5	2,065	13.7	1,681	11.0	350	2.3	15,084	100.0

<sup>a</sup>Analyses conducted under the regional freeway system reconstruction study for southeastern Wisconsin indicated that freeway traffic congestion in southeastern Wisconsin may be expected to more than double over the next 20 years if additional freeway lanes are not included as part of that reconstruction. This projected congestion would occur even if regional land use and transportation plans would be fully implemented, including smart growth at regional and neighborhood levels, significant improvement and expansion of transit including potential multi-route light rail and commuter rail systems, and continued improvements to surface arterial streets. A question in the survey asked whether residents would consider this projected doubling of freeway traffic congestion to be acceptable or unacceptable.

Source: SEWRPC.

**Table 3**

**OPINION OF SOUTHEASTERN WISCONSIN RESIDENTS REGARDING IMPORTANCE OF A MODERN AND EFFICIENT FREEWAY SYSTEM TO THE ECONOMIC FUTURE OF SOUTHEASTERN WISCONSIN**

County	Opinion Regarding Need for Modern and Efficient Freeway System											
	Strongly Agree		Agree		Neutral/No Opinion		Disagree		Strongly Disagree		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Kenosha	477	51.9	347	37.7	63	6.8	26	2.8	7	0.8	920	100.0
Milwaukee												
City of Milwaukee .....	1,769	50.7	1,248	35.8	242	6.9	178	5.1	51	1.5	3,488	100.0
Remainder of Milwaukee County .....	2,016	55.2	1,278	35.0	187	5.1	133	3.7	36	1.0	3,650	100.0
Milwaukee County Total .....	3,785	53.0	2,526	35.4	429	6.0	311	4.4	87	1.2	7,138	100.0
Ozaukee	467	59.4	259	32.9	34	4.3	23	2.9	4	0.5	787	100.0
Racine	670	50.8	506	38.4	77	5.8	52	3.9	14	1.1	1,319	100.0
Walworth	240	38.4	289	46.2	50	8.0	33	5.3	13	2.1	625	100.0
Washington	482	48.7	404	40.8	59	6.0	38	3.8	7	0.7	990	100.0
Waukesha	1,958	57.2	1,152	33.6	164	4.8	122	3.6	29	0.8	3,425	100.0
Region Total	8,079	53.1	5,483	36.0	876	5.8	605	4.0	161	1.1	15,204	100.0

Source: SEWRPC.

Table 4

**OPINION OF SOUTHEASTERN WISCONSIN RESIDENTS REGARDING REBUILDING FREEWAY SYSTEM  
TO MEET MODERN DESIGN STANDARDS AS THE FREEWAY SYSTEM IS RECONSTRUCTED**

County	Opinion Regarding Reconstructing Freeway System to Modern Design Standards											
	Strongly Agree		Agree		Neutral/No Opinion		Disagree		Strongly Disagree		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Kenosha	412	44.9	380	41.4	87	9.5	30	3.2	9	1.0	918	100.0
Milwaukee												
City of Milwaukee .....	1,664	47.7	1,355	38.9	320	9.2	107	3.1	40	1.1	3,486	100.0
Remainder of Milwaukee County .....	1,878	51.5	1,368	37.5	288	7.9	84	2.3	30	0.8	3,648	100.0
Milwaukee County Total .....	3,542	49.6	2,723	38.2	608	8.5	191	2.7	70	1.0	7,134	100.0
Ozaukee	435	55.4	273	34.7	58	7.4	16	2.0	4	0.5	786	100.0
Racine	578	43.8	554	42.0	130	9.8	43	3.3	15	1.1	1,320	100.0
Walworth	239	38.2	281	45.0	75	12.0	20	3.2	10	1.6	625	100.0
Washington	475	47.9	413	41.6	77	7.8	25	2.5	2	0.2	992	100.0
Waukesha	1,742	50.9	1,290	37.7	258	7.5	108	3.2	24	0.7	3,422	100.0
Region Total	7,423	48.9	5,914	38.9	1,293	8.5	433	2.8	134	0.9	15,197	100.0

Source: SEWRPC.

**Table 5**

**OPINION OF SOUTHEASTERN WISCONSIN RESIDENTS REGARDING WHETHER THE FREEWAY SYSTEM SHOULD BE RECONSTRUCTED WITH ADDITIONAL LANES IN THE SURVEY RESPONDENT'S COUNTY OF RESIDENCE**

County	Opinion Regarding Providing Additional Lanes on the Freeway System in Respondent's County of Residence											
	Strongly Agree		Agree		Neutral/No Opinion		Disagree		Strongly Disagree		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Kenosha	331	36.3	341	37.4	102	11.2	112	12.3	26	2.8	912	100.0
Milwaukee												
City of Milwaukee .....	1,554	44.7	1,092	31.4	269	7.8	335	9.6	225	6.5	3,475	100.0
Remainder of Milwaukee County .....	1,793	49.3	1,162	32.0	224	6.2	309	8.5	147	4.0	3,635	100.0
Milwaukee County Total .....	3,347	47.1	2,254	31.7	493	6.9	644	9.1	372	5.2	7,110	100.0
Ozaukee	285	36.3	260	33.1	85	10.9	114	14.5	41	5.2	785	100.0
Racine	442	33.6	513	39.1	148	11.3	162	12.3	48	3.7	1,313	100.0
Walworth	107	17.1	203	32.5	111	17.7	148	23.7	56	9.0	625	100.0
Washington	285	28.8	351	35.5	131	13.2	176	17.8	47	4.7	990	100.0
Waukesha	1,513	44.3	1,183	34.7	263	7.7	351	10.3	102	3.0	3,412	100.0
Region Total	6,310	41.6	5,105	33.7	1,333	8.8	1,707	11.3	692	4.6	15,147	100.0

Source: SEWRPC.

Table 6

**OPINION OF SOUTHEASTERN WISCONSIN RESIDENTS REGARDING WHETHER THE FREEWAY SYSTEM SHOULD BE RECONSTRUCTED  
WITH ADDITIONAL LANES IN THE SIX COUNTIES OF SOUTHEASTERN WISCONSIN OTHER THAN COUNTY OF RESIDENCE**

County	Opinion Regarding Providing Additional Lanes on the Freeway System in Counties Other Than Respondent's County of Residence											
	Strongly Agree		Agree		Neutral/No Opinion		Disagree		Strongly Disagree		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Kenosha	361	42.6	322	38.0	105	12.4	42	4.9	18	2.1	848	100.0
Milwaukee												
City of Milwaukee .....	986	31.7	1,010	32.4	671	21.5	268	8.6	181	5.8	3,116	100.0
Remainder of Milwaukee County .....	1,181	35.3	1,130	33.8	615	18.4	283	8.4	139	4.1	3,348	100.0
Milwaukee County Total .....	2,167	33.5	2,140	33.1	1,286	19.9	551	8.5	320	5.0	6,464	100.0
Ozaukee	369	49.1	248	33.0	71	9.4	44	5.8	20	2.7	752	100.0
Racine	509	41.6	445	36.3	159	13.0	73	6.0	38	3.1	1,224	100.0
Walworth	189	32.6	220	37.9	121	20.8	34	5.9	16	2.8	580	100.0
Washington	403	42.2	346	36.3	126	13.2	63	6.6	16	1.7	954	100.0
Waukesha	1,527	47.3	1,077	33.3	355	11.0	193	6.0	77	2.4	3,229	100.0
Region Total	5,525	39.3	4,798	34.2	2,223	15.8	1,000	7.1	505	3.6	14,051	100.0

Source: SEWRPC.



**Table 7**

**OPINION OF SOUTHEASTERN WISCONSIN RESIDENTS REGARDING WIDENING TO EIGHT LANES OF IH 94 BETWEEN THE ZOO AND MARQUETTE INTERCHANGES AND IH 43 BETWEEN BROWN DEER ROAD AND THE MITCHELL INTERCHANGE AS THESE TWO FREEWAY SEGMENTS ARE RECONSTRUCTED**

County	Opinion Regarding Widening to 8 Lanes of IH 94 Between Marquette and Zoo Interchange and IH 43 Between Mitchell Interchange and Brown Deer Road											
	Strongly Agree		Agree		Neutral/No Opinion		Disagree		Strongly Disagree		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Kenosha	390	42.6	322	35.2	134	14.6	54	5.9	16	1.7	916	100.0
Milwaukee												
City of Milwaukee .....	1,483	42.4	1,045	29.9	315	9.0	386	11.1	264	7.6	3,493	100.0
Remainder of Milwaukee County .....	1,654	45.4	1,158	31.8	273	7.5	358	9.8	202	5.5	3,645	100.0
Milwaukee County Total .....	3,137	44.0	2,203	30.9	588	8.2	744	10.4	466	6.5	7,138	100.0
Ozaukee	402	51.0	234	29.7	57	7.2	60	7.6	35	4.5	788	100.0
Racine	539	40.8	481	36.5	163	12.3	101	7.7	35	2.7	1,319	100.0
Walworth	187	30.0	233	37.4	129	20.7	46	7.4	28	4.5	623	100.0
Washington	425	42.9	339	34.2	116	11.7	88	8.9	23	2.3	991	100.0
Waukesha	1,605	47.0	1,134	33.2	301	8.8	282	8.2	96	2.8	3,418	100.0
Region Total	6,685	44.0	4,946	32.5	1,488	9.8	1,375	9.1	699	4.6	15,193	100.0

Source: SEWRPC.

**Table 8**  
**FREQUENCY OF TRAVEL ON THE SOUTHEASTERN WISCONSIN FREEWAY**  
**SYSTEM BY RESIDENTS OF SOUTHEASTERN WISCONSIN**

County	Frequency of Travel on the Freeway System by Southeastern Wisconsin Residents											
	Almost Every Day		3-5 Times a Week		Weekly		A Few Times Monthly		Rarely/Never		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Kenosha	220	23.9	134	14.6	169	18.4	326	35.4	71	7.7	920	100.0
Milwaukee												
City of Milwaukee .....	1,688	48.3	749	21.4	416	11.9	433	12.4	210	6.0	3,496	100.0
Remainder of Milwaukee County .....	2,001	54.8	805	22.0	407	11.1	327	9.0	112	3.1	3,652	100.0
Milwaukee County Total .....	3,689	51.6	1,554	21.8	823	11.5	760	10.6	322	4.5	7,148	100.0
Ozaukee	405	51.5	157	20.0	104	13.2	101	12.8	20	2.5	787	100.0
Racine	286	21.7	223	16.9	290	21.9	403	30.5	119	9.0	1,321	100.0
Walworth	189	30.2	118	18.8	126	20.1	157	25.0	37	5.9	627	100.0
Washington	421	42.4	201	20.2	163	16.4	170	17.1	39	3.9	994	100.0
Waukesha	1,723	50.3	815	23.8	444	13.0	377	11.0	65	1.9	3,424	100.0
Region Total	6,933	45.6	3,202	21.0	2,119	13.9	2,294	15.1	673	4.4	15,221	100.0

Source: SEWRPC.

**Table 9**  
**AGE OF SURVEY RESPONDENTS**

County	Age of Survey Respondents									
	18 Years or Under		19-24 Years		25-34 Years		35-44 Years		45-54 Years	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Kenosha	1	0.1	12	1.3	80	8.7	231	25.2	232	25.3
Milwaukee										
City of Milwaukee .....	8	0.2	116	3.3	469	13.4	688	19.7	969	27.8
Remainder of Milwaukee County .....	12	0.3	57	1.6	414	11.4	715	19.6	953	26.2
Milwaukee County Total .....	20	0.3	173	2.4	883	12.4	1,403	19.7	1,922	26.9
Ozaukee	1	0.1	7	0.9	56	7.1	180	22.8	230	29.2
Racine	--	--	17	1.3	111	8.4	278	21.1	352	26.8
Walworth	--	--	16	2.6	49	7.8	116	18.5	158	25.2
Washington	1	0.1	10	1.0	102	10.3	250	25.2	268	27.0
Waukesha	6	0.2	33	1.0	305	8.9	768	22.4	990	28.9
Region Total	29	0.2	268	1.8	1,586	10.4	3,226	21.2	4,152	27.3

County	Age of Survey Respondents									
	55-64 Years		65-74 Years		75-84 Years		85 Years or Older		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Kenosha	173	18.9	104	11.4	73	8.0	10	1.1	916	100.0
Milwaukee										
City of Milwaukee .....	567	16.2	406	11.6	225	6.5	45	1.3	3,493	100.0
Remainder of Milwaukee County .....	696	19.1	476	13.1	280	7.7	38	1.0	3,641	100.0
Milwaukee County Total .....	1,263	17.6	882	12.4	505	7.1	83	1.2	7,134	100.0
Ozaukee	162	20.5	105	13.3	40	5.1	8	1.0	789	100.0
Racine	266	20.2	169	12.8	111	8.4	13	1.0	1,317	100.0
Walworth	123	19.6	103	16.4	50	8.0	12	1.9	627	100.0
Washington	169	17.0	121	12.2	65	6.6	6	0.6	992	100.0
Waukesha	712	20.8	421	12.3	174	5.1	12	0.4	3,421	100.0
Region Total	2,868	18.9	1,905	12.5	1,018	6.7	144	1.0	15,196	100.0

Source: SEWRPC

**Table 10**  
**NUMBER OF FULL-TIME WORKERS IN HOUSEHOLDS OF SURVEY RESPONDENTS**

County	Number of Full-Time Workers in Households of Survey Respondents							
	None		One		Two or More		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Kenosha	153	16.7	280	30.6	483	52.7	916	100.0
Milwaukee								
City of Milwaukee .....	564	16.3	1,311	37.8	1,594	45.9	3,469	100.0
Remainder of Milwaukee County .....	641	17.7	1,129	31.2	1,851	51.1	3,621	100.0
Milwaukee County Total .....	1,205	17.0	2,440	34.4	3,445	48.6	7,090	100.0
Ozaukee	103	13.1	240	30.6	441	56.3	784	100.0
Racine	221	16.9	400	30.5	689	52.6	1,310	100.0
Walworth	126	20.2	172	27.5	327	52.3	625	100.0
Washington	152	15.4	273	27.7	560	56.9	985	100.0
Waukesha	462	13.5	1,061	31.1	1,888	55.4	3,411	100.0
Region Total	2,422	16.0	4,866	32.2	7,833	51.8	15,121	100.0

Source: SEWRPC.



**WISCONSIN  
TRANSPORTATION SURVEY**

July 29, 2002

**DEAR RACINE COUNTY RESIDENT:\***

We urgently need your help to determine the future of one of the most important issues facing our state – transportation, the driving force behind Wisconsin’s economic future. Our jobs, families, farms, factories and high-tech businesses depend on a modern, efficient transportation system that moves people, goods and services.

One of our key transportation challenges is the reconstruction of the freeway system in Southeastern Wisconsin. Governor Scott McCallum has taken the lead in ensuring the viability of the region through quality transportation. In that spirit, the Governor and I are asking for your help to better determine how to rebuild the freeway system to meet the needs of the people and businesses of the region.

**You can help.** We urge you to please fill out the enclosed survey regarding our current and future transportation needs. Your responses will let us know how you feel about travel on the existing freeway system in southeast Wisconsin and how you think it should be rebuilt.

The region’s freeways are badly in need of repair or replacement. Originally constructed 30 to 50 years ago, the freeways are showing severe signs of aging and need to be reconstructed over the next 30 years. Traffic growth is causing frequent congestion and delays. Safety is a growing concern due to the obsolete design of the freeway system and growing traffic congestion. Traffic in southeast Wisconsin is estimated to increase 40 percent by the year 2020. Our transportation infrastructure needs to be modernized to accommodate future growth and help keep our economy strong and growing.

The enclosed survey is **confidential**. Your input, along with those from your neighbors and friends, will help us provide the best transportation system locally and statewide.

Transportation improvements are an investment in our economy – now and in the future. Thank you for sharing your thoughts and opinions on this important issue.

Sincerely,



Jean M. Jacobson  
Racine County Executive

\*NOTE: Survey sent to residents within each county were signed by their County Executive or County Board Chairman.

# Survey

## USE OF FREEWAY SYSTEM

**Please check the response that represents your use of, or opinions about, the freeway system in Southeastern Wisconsin.**

1. How frequently do you travel on the freeway system?

- Almost every day
- 3-5 times a week
- Weekly
- A few times monthly
- Rarely/never

2. I believe that freeway traffic congestion in Southeastern Wisconsin is:

- A severe and growing problem during both peak traffic periods and other times
- A severe and growing problem only during peak traffic periods
- A minor problem during peak traffic periods
- Not a problem

3. Studies indicate that freeway traffic congestion in Southeastern Wisconsin is expected to more than double over the next 20 years if additional freeway lanes are not built. The congestion would occur even if land use strategies are implemented, public transit is expanded, and improvements are made to surface streets.

Do you consider the traffic congestion growth to be:

- Highly unacceptable
- Somewhat unacceptable
- Neutral/no opinion
- Somewhat acceptable
- Highly acceptable/desirable

---

## FREEWAY SYSTEM RECONSTRUCTION

**Please check the box that best represents your opinion about the reconstruction of the freeway system in Southeastern Wisconsin.**

4. A modern freeway system that moves people and interstate commerce quickly and efficiently is essential to the economic future of Southeastern Wisconsin.

- Strongly agree
- Agree
- Neutral/no opinion
- Disagree
- Strongly disagree

5. When the freeway system in Southeastern Wisconsin is reconstructed, certain design improvements may be made to improve safety and meet modern standards. Examples:

- Relocating left hand on- and off-ramps to the right
- Eliminating lane drops at major interchanges
- Improving driver sight lines and freeway curves
- Providing full inside and outside shoulders

Do you agree that these design and safety improvements should be included as part of freeway reconstruction?

- Strongly agree
- Agree
- Neutral/no opinion
- Disagree
- Strongly disagree

6. Do you agree that additional lanes should be added to the freeway system to accommodate travel and economic expansion, and to address existing and future traffic congestion and related safety problems?

In my county

In other counties

- |   |   |
|---|---|
| <input type="checkbox"/> Strongly agree     | <input type="checkbox"/> Strongly agree     |
| <input type="checkbox"/> Agree              | <input type="checkbox"/> Agree              |
| <input type="checkbox"/> Neutral/no opinion | <input type="checkbox"/> Neutral/no opinion |
| <input type="checkbox"/> Disagree           | <input type="checkbox"/> Disagree           |
| <input type="checkbox"/> Strongly disagree  | <input type="checkbox"/> Strongly disagree  |

7. There are two key freeway segments in Milwaukee County that experience severe congestion problems:

- IH 94 east-west between the Zoo and Marquette Interchanges
- IH 43 north-south from Brown Deer Road to the Mitchell Interchange (near the airport)

Do you agree with expanding these specific segments to eight lanes to relieve congestion?

- Strongly agree
- Agree
- Neutral/no opinion
- Disagree
- Strongly disagree

**INFORMATION ABOUT YOURSELF AND YOUR HOUSEHOLD**

*Please check the box that best describes you and your household.*

**8.** Please indicate your age:

- |                                      |                                      |
|--------------------------------------|--------------------------------------|
| <input type="checkbox"/> 18 or under | <input type="checkbox"/> 55-64       |
| <input type="checkbox"/> 19-24       | <input type="checkbox"/> 65-74       |
| <input type="checkbox"/> 25-34       | <input type="checkbox"/> 75-84       |
| <input type="checkbox"/> 35-44       | <input type="checkbox"/> 85 or older |
| <input type="checkbox"/> 45-54       |                                      |

**9.** Please indicate the number of persons living in your household that are employed full-time.

- 0  
 1  
 2 or more

---

**WHEN YOU HAVE COMPLETED THE SURVEY, PLACE IT IN THE RETURN ENVELOPE PROVIDED AND DROP IT IN ANY U.S. MAILBOX. THANK YOU FOR YOUR PARTICIPATION IN THIS SURVEY.**

If you wish to offer any comments regarding freeway system reconstruction, or this survey, please use the space below and the back of this sheet, as needed.

**Comments:**

Questions About This Survey?  
Please call the Southeastern Wisconsin  
Regional Planning Commission.  
262-547-6721

## Attachment B

**COMPARISON OF SURVEY RESPONSES BASED UPON AGE OF SURVEY RESPONDENT  
AND NUMBER OF FULL-TIME WORKERS IN HOUSEHOLD OF SURVEY RESPONDENT**

Table B-1

**COMPARISON OF SURVEY RESPONSES BASED UPON AGE OF SURVEY RESPONDENT**

Age of Survey Respondent	Opinion Regarding Existing Freeway Traffic Congestion									
	A Severe and Growing Problem During Peak Traffic Periods and Other Times		A Severe and Growing Problem During Peak Traffic Periods		A Minor Problem During Peak Traffic Periods		Not a Problem		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
64 Years and Under	4,476	37.1	5,459	45.2	1,938	16.1	195	1.6	12,068	100.0
65 Years and Over	1,136	37.6	1,356	44.8	436	14.4	97	3.2	3,025	100.0
Region Total	5,612	37.2	6,815	45.2	2,374	15.7	292	1.9	15,093	100.0

Table B-2

Age of Respondent	Opinion Regarding Projected Future Doubling of Freeway Traffic Congestion											
	Highly Unacceptable		Somewhat Unacceptable		Neutral/No Opinion		Somewhat Acceptable		Highly Acceptable/Desirable		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
64 Years and Under	4,717	39.2	4,284	35.6	1,494	12.4	1,270	10.6	258	2.2	12,023	100.0
65 Years and Over	922	30.6	1,041	34.5	561	18.6	403	13.4	89	2.9	3,016	100.0
Region Total	5,639	37.5	5,325	35.4	2,055	13.7	1,673	11.1	347	2.3	15,039	100.0

<sup>a</sup>Analyses conducted under the regional freeway system reconstruction study for southeastern Wisconsin indicated that freeway traffic congestion in southeastern Wisconsin may be expected to more than double over the next 20 years if additional freeway lanes are not included as part of that reconstruction. This projected congestion would occur even if regional land use and transportation plans would be fully implemented, including smart growth at regional and neighborhood levels, significant improvement and expansion of transit including potential multi-route light rail and commuter rail systems, and continued improvements to surface arterial streets. A question in the survey asked whether residents would consider this projected doubling of freeway traffic congestion to be acceptable or unacceptable.

Source: SEWRPC.



**Table B-3**

Age of Respondent	Opinion Regarding Need for Modern and Efficient Freeway System											
	Strongly Agree		Agree		Neutral/ No Opinion		Disagree		Strongly Disagree		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
64 Years and Under	6,753	55.8	4,171	34.5	568	4.7	483	4.0	126	1.0	12,101	100.0
65 Years and Over	1,302	42.6	1,299	42.5	307	10.0	116	3.8	34	1.1	3,058	100.0
Region Total	8,055	53.1	5,470	36.1	875	5.8	599	3.9	160	1.1	15,159	100.0

**Table B-4**

Age of Respondent	Opinion Regarding Reconstructing Freeway System to Modern Design Standards											
	Strongly Agree		Agree		Neutral/ No Opinion		Disagree		Strongly Disagree		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
64 Years and Under	6,156	50.9	4,515	37.3	957	7.9	357	3.0	107	0.9	12,092	100.0
65 Years and Over	1,248	40.8	1,382	45.2	329	10.7	74	2.4	27	0.9	3,060	100.0
Region Total	7,404	48.9	5,897	38.9	1,286	8.5	431	2.8	134	0.9	15,152	100.0

Source: SEWRPC.

**Table B-5**

Age of Respondent	Opinion Regarding Providing Additional Lanes on the Freeway System in Respondent's County of Residence											
	Strongly Agree		Agree		Neutral/ No Opinion		Disagree		Strongly Disagree		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
64 Years and Under	5,301	43.9	3,956	32.8	911	7.6	1,330	11.0	570	4.7	12,068	100.0
65 Years and Over	994	32.7	1,135	37.4	421	13.9	366	12.1	118	3.9	3,034	100.0
Region Total	6,295	41.7	5,091	33.7	1,332	8.8	1,696	11.2	688	4.6	15,102	100.0

**Table B-6**

Age of Respondent	Opinion Regarding Providing Additional Lanes on the Freeway System in Counties Other Than Respondent's County of Residence											
	Strongly Agree		Agree		Neutral/ No Opinion		Disagree		Strongly Disagree		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
64 Years and Under	4,741	41.6	3,837	33.6	1,640	14.4	764	6.7	418	3.7	11,400	100.0
65 Years and Over	771	29.6	948	36.4	575	22.1	228	8.7	84	3.2	2,606	100.0
Region Total	5,512	39.3	4,785	34.2	2,215	15.8	992	7.1	502	3.6	14,006	100.0

Source: SEWRPC.

**Table B-7**

Age of Respondent	Opinion Regarding Widening to 8 Lanes of IH 94 Between Marquette and Zoo Interchanges and IH 43 Between Mitchell Interchange and Brown Deer Road											
	Strongly Agree		Agree		Neutral/ No Opinion		Disagree		Strongly Disagree		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
64 Years and Under	5,696	47.1	3,856	31.9	988	8.2	987	8.1	568	4.7	12,095	100.0
65 Years and Over	973	31.9	1,079	35.3	497	16.3	379	12.4	125	4.1	3,053	100.0
Region Total	6,669	44.0	4,935	32.6	1,485	9.8	1,366	9.0	693	4.6	15,148	100.0

**Table B-8**

Age of Respondent	Frequency of Travel on the Freeway System by Southeastern Wisconsin Residents											
	Almost Every Day		3-5 Times a Week		Weekly		A Few Times Monthly		Rarely/Never		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
64 Years and Under	6,404	52.9	2,434	20.1	1,582	13.0	1,389	11.5	304	2.5	12,113	100.0
65 Years and Over	510	16.7	760	24.8	528	17.2	899	29.4	366	11.9	3,063	100.0
Region Total	6,914	45.6	3,194	21.0	2,110	13.9	2,288	15.1	670	4.4	15,176	100.0

Source: SEWRPC.

**COMPARISON OF SURVEY RESPONSES BASED UPON NUMBER OF  
FULL-TIME WORKERS IN HOUSEHOLD OF SURVEY RESPONDENT**

**Table B-9**

Number of Full-Time Workers in Household of Survey Respondent	Opinion Regarding Existing Freeway Traffic Congestion									
	A Severe and Growing Problem During Peak Traffic Periods and Other Times		A Severe and Growing Problem During Peak Traffic Periods		A Minor Problem During Peak Traffic Periods		Not a Problem		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
No Full-Time Workers in Household	874	36.6	1,092	45.7	346	14.5	77	3.2	2,389	100.0
One Full-Time Worker in Household	1,684	34.8	2,265	46.8	811	16.7	84	1.7	4,844	100.0
Two or More Full-Time Workers in Household	3,022	38.8	3,432	44.1	1,202	15.4	129	1.7	7,785	100.0
Region Total	5,580	37.2	6,789	45.2	2,359	15.7	290	1.9	15,018	100.0

**Table B-10**

Number of Full-Time Workers in Household of Survey Respondent	Opinion Regarding Projected Future Doubling of Freeway Traffic Congestion											
	Highly Unacceptable		Somewhat Unacceptable		Neutral/ No Opinion		Somewhat Acceptable		Highly Acceptable/ Desirable		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
No Full-Time Workers in Household	692	29.0	836	35.0	474	19.8	320	13.4	66	2.8	2,388	100.0
One Full-Time Worker in Household	1,764	36.7	1,812	37.6	620	12.9	518	10.8	97	2.0	4,811	100.0
Two or More Full-Time Workers in Household	3,161	40.7	2,648	34.1	950	12.2	828	10.7	180	2.3	7,767	100.0
Region Total	5,617	37.5	5,296	35.4	2,044	13.7	1,666	11.1	343	2.3	14,966	100.0

<sup>a</sup>Analyses conducted under the regional freeway system reconstruction study for southeastern Wisconsin indicated that freeway traffic congestion in southeastern Wisconsin may be expected to more than double over the next 20 years if additional freeway lanes are not included as part of that reconstruction. This projected congestion would occur even if regional land use and transportation plans would be fully implemented, including smart growth at regional and neighborhood levels, significant improvement and expansion of transit including potential multi-route light rail and commuter rail systems, and continued improvements to surface arterial streets. A question in the survey asked whether residents would consider this projected doubling of freeway traffic congestion to be acceptable or unacceptable.

Source: SEWRPC.

**Table B-11**

Number of Full-Time Workers in Household of Survey Respondent	Opinion Regarding Need for Modern and Efficient Freeway System											
	Strongly Agree		Agree		Neutral/ No Opinion		Disagree		Strongly Disagree		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
No Full-Time Workers in Household	995	41.2	1,081	44.8	224	9.3	92	3.8	22	0.9	2,414	100.0
One Full-Time Worker in Household	2,527	52.1	1,821	37.5	274	5.7	180	3.7	50	1.0	4,852	100.0
Two or More Full-Time Workers in Household	4,499	57.5	2,539	32.5	369	4.7	325	4.2	86	1.1	7,818	100.0
Region Total	8,021	53.2	5,441	36.1	867	5.7	597	4.0	158	1.0	15,084	100.0

**Table B-12**

Number of Full-Time Workers in Household of Survey Respondent	Opinion Regarding Reconstructing Freeway System to Modern Design Standards											
	Strongly Agree		Agree		Neutral/ No Opinion		Disagree		Strongly Disagree		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
No Full-Time Workers in Household	968	40.0	1,105	45.7	260	10.8	62	2.6	22	0.9	2,417	100.0
One Full-Time Worker in Household	2,343	48.3	1,957	40.3	389	8.0	130	2.7	35	0.7	4,854	100.0
Two or More Full-Time Workers in Household	4,055	51.9	2,808	36.0	631	8.1	236	3.0	76	1.0	7,806	100.0
Region Total	7,366	48.9	5,870	38.9	1,280	8.5	428	2.8	133	0.9	15,077	100.0

Source: SEWRPC.

**Table B-13**

Number of Full-Time Workers in Household of Survey Respondent	Opinion Regarding Providing Additional Lanes on the Freeway System in Respondent's County of Residence											
	Strongly Agree		Agree		Neutral/ No Opinion		Disagree		Strongly Disagree		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
No Full-Time Workers in Household	732	30.5	946	39.5	326	13.6	288	12.0	105	4.4	2,397	100.0
One Full-Time Worker in Household	1,956	40.4	1,695	35.0	429	8.9	545	11.3	214	4.4	4,839	100.0
Two or More Full-Time Workers in Household	3,578	45.9	2,420	31.1	568	7.3	860	11.0	366	4.7	7,792	100.0
Region Total	6,266	41.7	5,061	33.7	1,323	8.8	1,693	11.3	685	4.5	15,028	100.0

**Table B-14**

Number of Full-Time Workers in Household of Survey Respondent	Opinion Regarding Providing Additional Lanes on the Freeway System in Counties Other Than Respondent's County of Residence											
	Strongly Agree		Agree		Neutral/ No Opinion		Disagree		Strongly Disagree		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
No Full-Time Workers in Household	568	26.9	831	39.4	453	21.5	183	8.7	74	3.5	2,109	100.0
One Full-Time Worker in Household	1,739	38.5	1,560	34.5	761	16.9	303	6.7	152	3.4	4,515	100.0
Two or More Full-Time Workers in Household	3,179	43.4	2,377	32.5	988	13.5	506	6.9	272	3.7	7,322	100.0
Region Total	5,486	39.3	4,768	34.2	2,202	15.8	992	7.1	498	3.6	13,946	100.0

Source: SEWRPC.

**Table B-15**

Number of Full-Time Workers in Household of Survey Respondent	Opinion Regarding Widening to 8 Lanes of IH 94 Between Marquette and Zoo Interchanges and IH 43 Between Mitchell Interchange and Brown Deer Road											
	Strongly Agree		Agree		Neutral/ No Opinion		Disagree		Strongly Disagree		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
No Full-Time Workers in Household	716	29.8	903	37.5	407	16.9	279	11.6	102	4.2	2,407	100.0
One Full-Time Worker in Household	2,108	43.5	1,649	34.0	453	9.3	432	8.9	209	4.3	4,851	100.0
Two or More Full-Time Workers in Household	3,812	48.8	2,361	30.2	614	7.9	649	8.3	379	4.8	7,815	100.0
Region Total	6,636	44.0	4,913	32.6	1,474	9.8	1,360	9.0	690	4.6	15,073	100.0

**Table B-16**

Number of Full-Time Workers in Household of Survey Respondent	Frequency of Travel on the Freeway System by Southeastern Wisconsin Residents											
	Almost Every Day		3-5 Times a Week		Weekly		A Few Times Monthly		Rarely/Never		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
No Full-Time Workers in Household	309	12.8	609	25.2	414	17.1	772	31.9	316	13.0	2,420	100.0
One Full-Time Worker in Household	2,227	45.8	1,053	21.7	725	14.9	671	13.8	185	3.8	4,861	100.0
Two or More Full-Time Workers in Household	4,357	55.7	1,516	19.4	960	12.3	824	10.5	163	2.1	7,820	100.0
Region Total	6,893	45.7	3,178	21.0	2,099	13.9	2,267	15.0	664	4.4	15,101	100.0

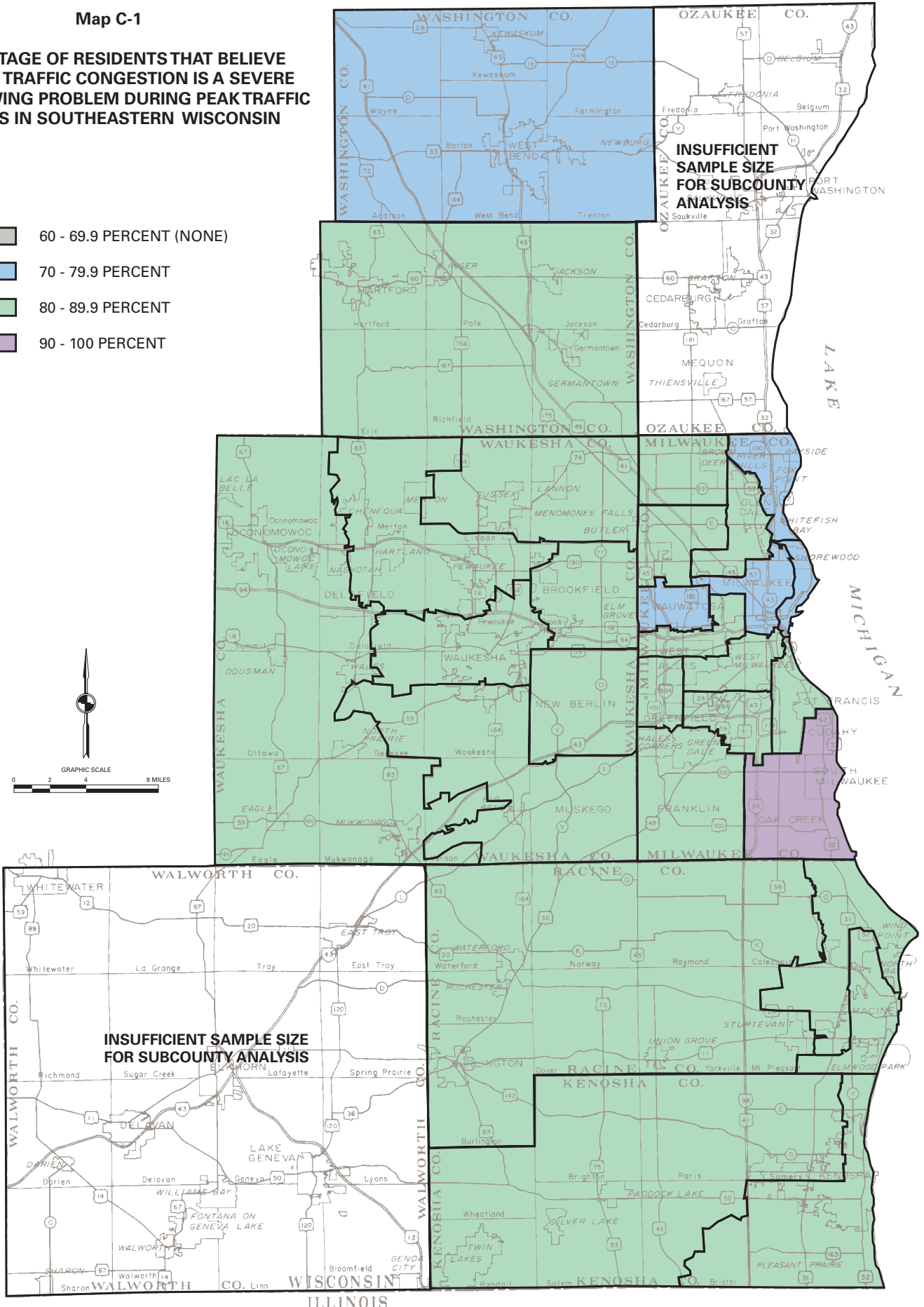
Source: SEWRPC.

Attachment C

Map C-1

**PERCENTAGE OF RESIDENTS THAT BELIEVE FREEWAY TRAFFIC CONGESTION IS A SEVERE AND GROWING PROBLEM DURING PEAK TRAFFIC PERIODS IN SOUTHEASTERN WISCONSIN**

- 60 - 69.9 PERCENT (NONE)
- 70 - 79.9 PERCENT
- 80 - 89.9 PERCENT
- 90 - 100 PERCENT



Source: SEWRPC.

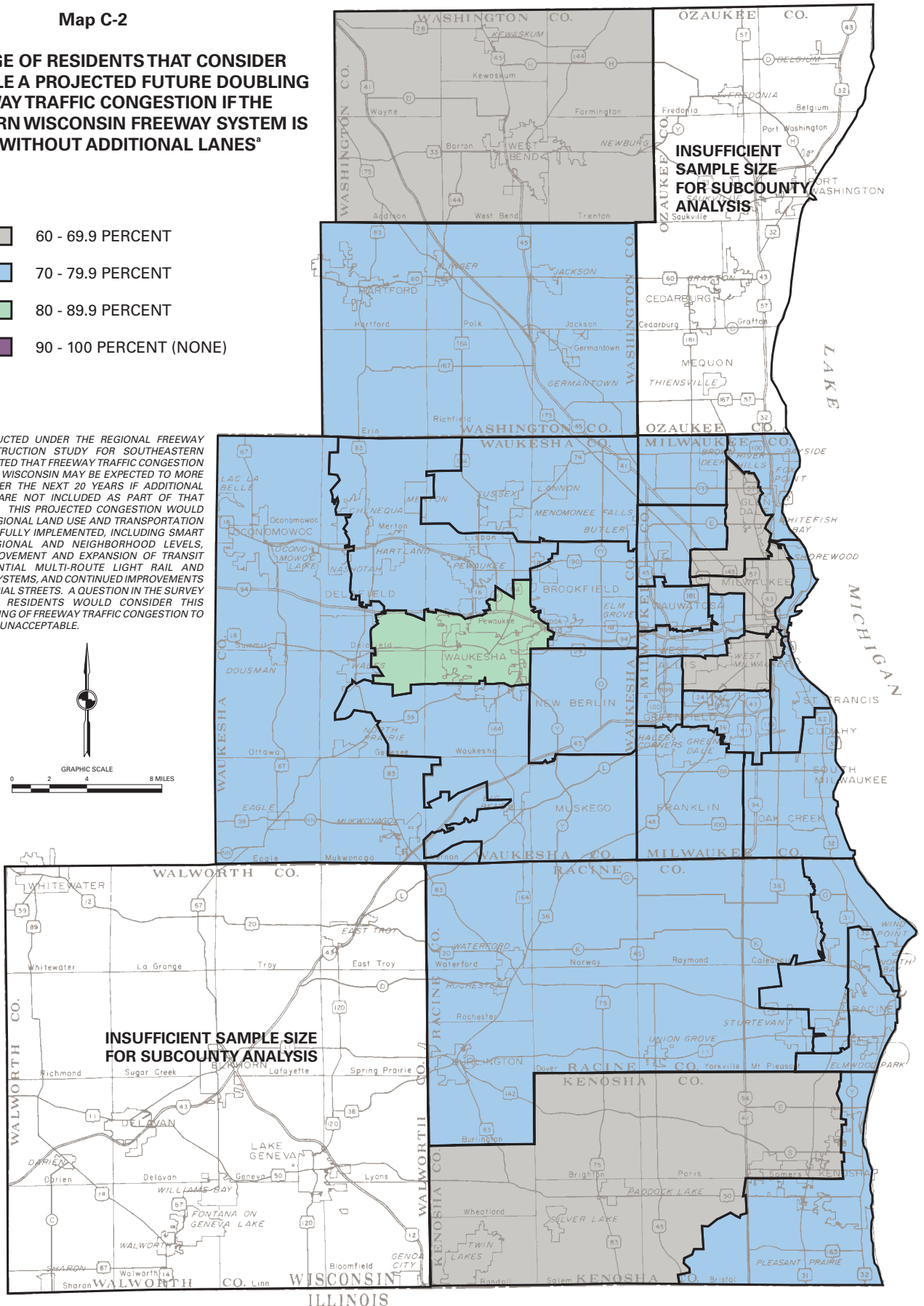
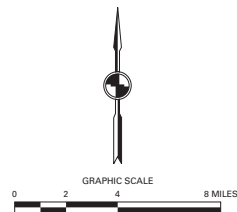


Map C-2

**PERCENTAGE OF RESIDENTS THAT CONSIDER UNACCEPTABLE A PROJECTED FUTURE DOUBLING OF FREEWAY TRAFFIC CONGESTION IF THE SOUTHEASTERN WISCONSIN FREEWAY SYSTEM IS REBUILT WITHOUT ADDITIONAL LANES<sup>a</sup>**

- 60 - 69.9 PERCENT
- 70 - 79.9 PERCENT
- 80 - 89.9 PERCENT
- 90 - 100 PERCENT (NONE)

<sup>a</sup>ANALYSES CONDUCTED UNDER THE REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY FOR SOUTHEASTERN WISCONSIN INDICATED THAT FREEWAY TRAFFIC CONGESTION IN SOUTHEASTERN WISCONSIN MAY BE EXPECTED TO MORE THAN DOUBLE OVER THE NEXT 20 YEARS IF ADDITIONAL FREEWAY LANES ARE NOT INCLUDED AS PART OF THAT RECONSTRUCTION. THIS PROJECTED CONGESTION WOULD OCCUR EVEN IF REGIONAL LAND USE AND TRANSPORTATION PLANS WOULD BE FULLY IMPLEMENTED, INCLUDING SMART GROWTH AT REGIONAL AND NEIGHBORHOOD LEVELS, SIGNIFICANT IMPROVEMENT AND EXPANSION OF TRANSIT INCLUDING POTENTIAL MULTI-ROUTE LIGHT RAIL AND COMMUTER RAIL SYSTEMS, AND CONTINUED IMPROVEMENTS TO SURFACE ARTERIAL STREETS. A QUESTION IN THE SURVEY ASKED WHETHER RESIDENTS WOULD CONSIDER THIS PROJECTED DOUBLING OF FREEWAY TRAFFIC CONGESTION TO BE ACCEPTABLE OR UNACCEPTABLE.

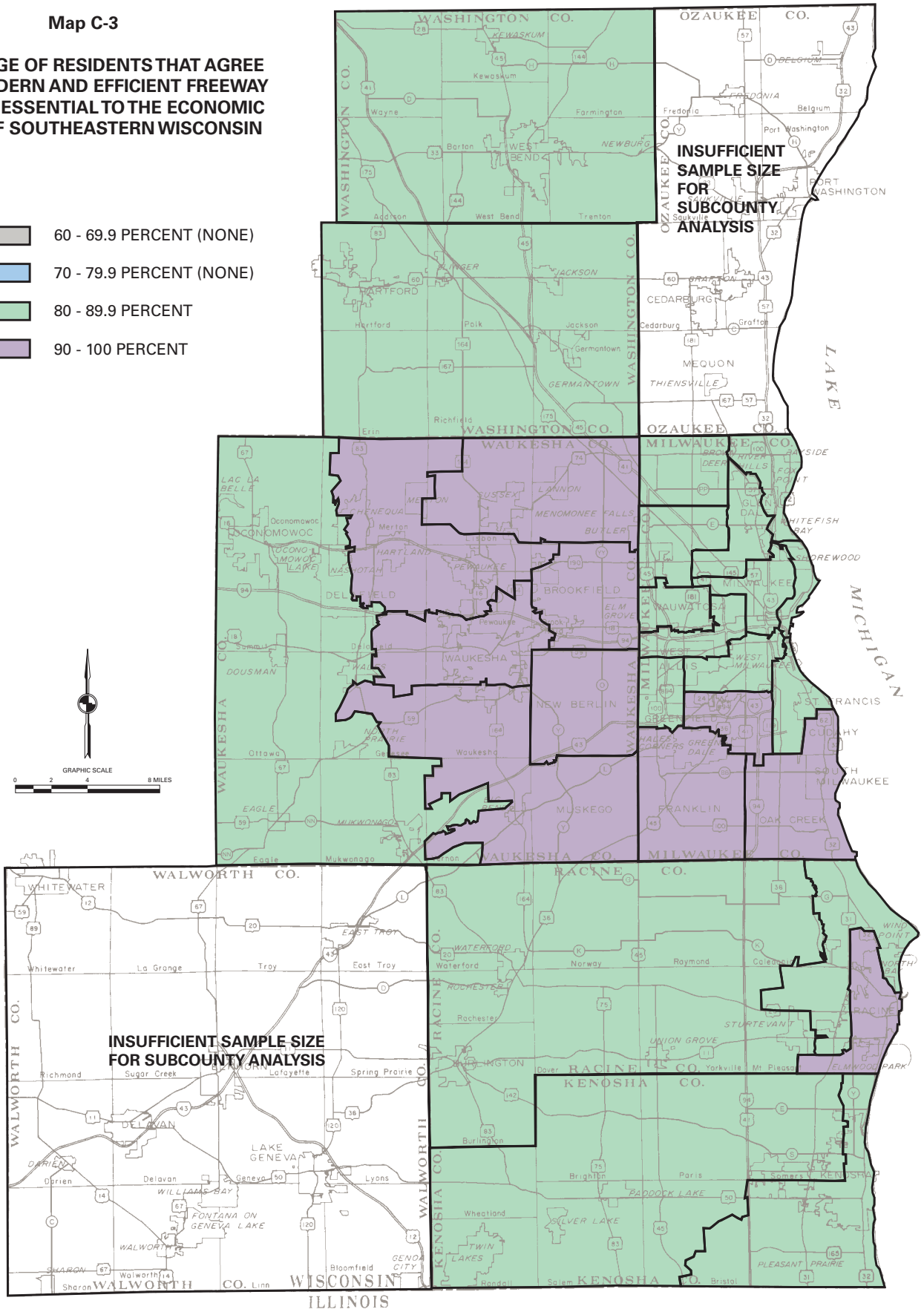


Source: SEWRPC.

**Map C-3**

**PERCENTAGE OF RESIDENTS THAT AGREE THAT A MODERN AND EFFICIENT FREEWAY SYSTEM IS ESSENTIAL TO THE ECONOMIC FUTURE OF SOUTHEASTERN WISCONSIN**

- 60 - 69.9 PERCENT (NONE)
- 70 - 79.9 PERCENT (NONE)
- 80 - 89.9 PERCENT
- 90 - 100 PERCENT

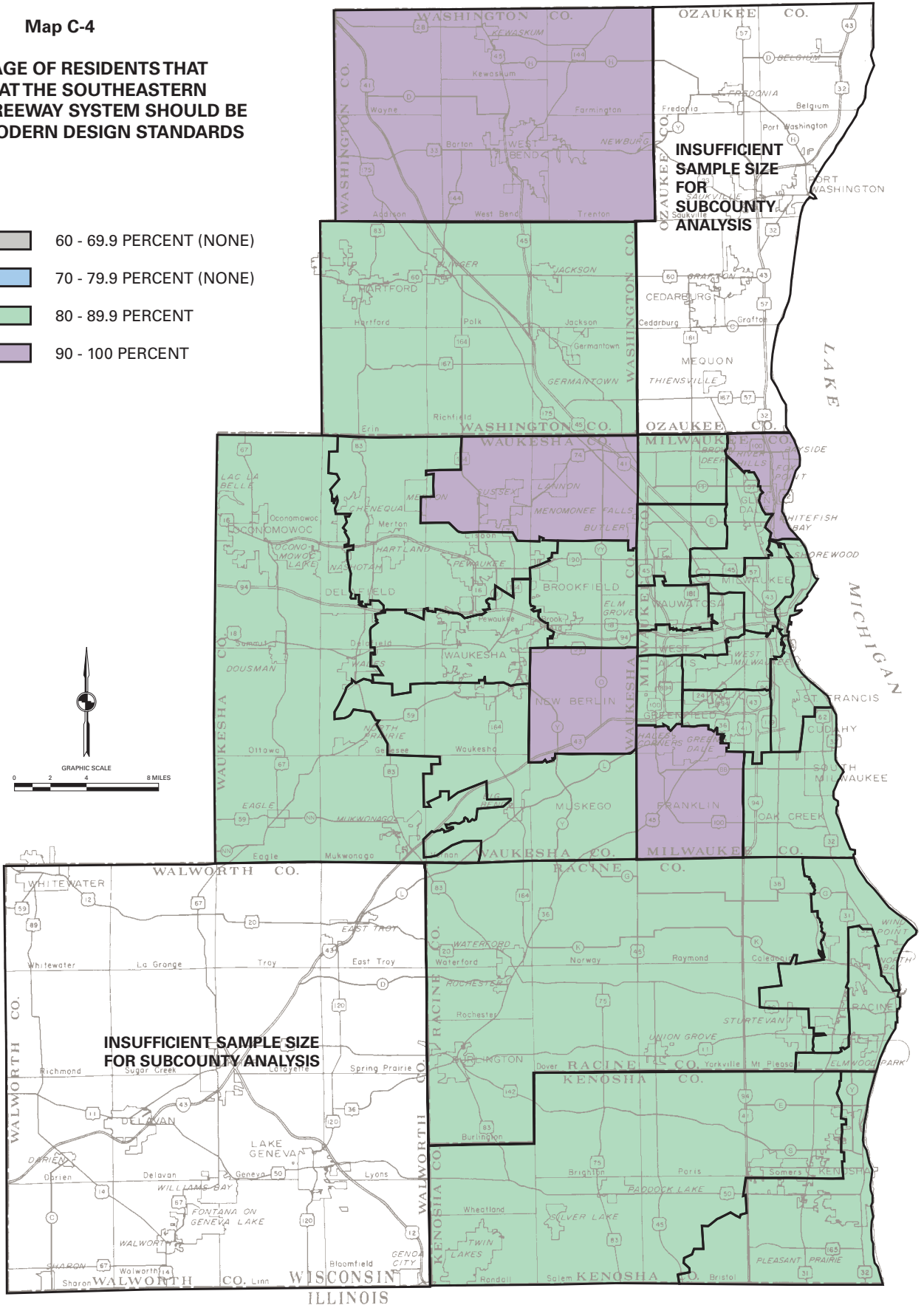


Source: SEWRPC.

Map C-4

**PERCENTAGE OF RESIDENTS THAT AGREE THAT THE SOUTHEASTERN WISCONSIN FREEWAY SYSTEM SHOULD BE REBUILT TO MODERN DESIGN STANDARDS**

- 60 - 69.9 PERCENT (NONE)
- 70 - 79.9 PERCENT (NONE)
- 80 - 89.9 PERCENT
- 90 - 100 PERCENT

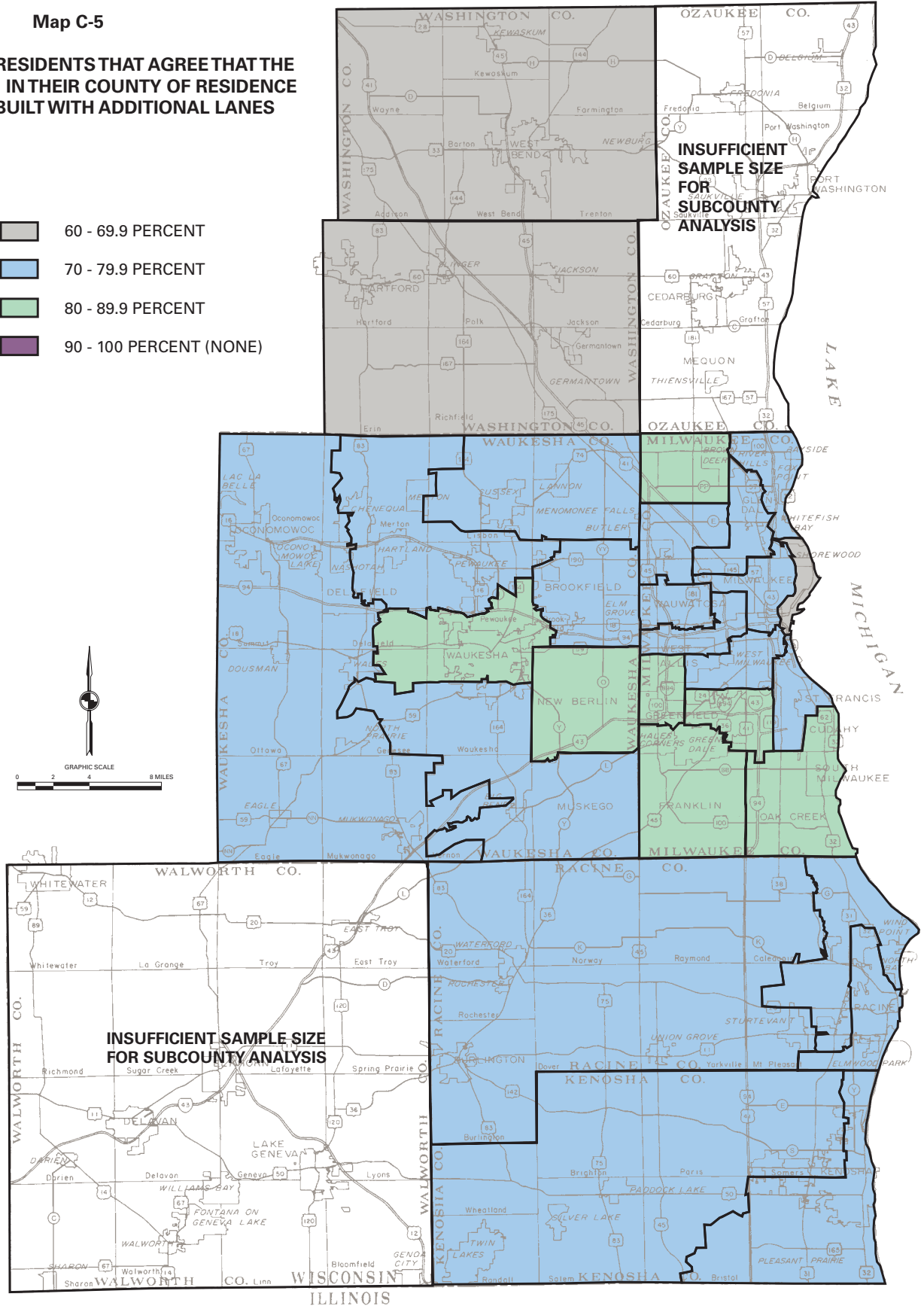


Source: SEWRPC.

Map C-5

**PERCENTAGE OF RESIDENTS THAT AGREE THAT THE  
FREEWAY SYSTEM IN THEIR COUNTY OF RESIDENCE  
SHOULD BE REBUILT WITH ADDITIONAL LANES**

- 60 - 69.9 PERCENT
- 70 - 79.9 PERCENT
- 80 - 89.9 PERCENT
- 90 - 100 PERCENT (NONE)

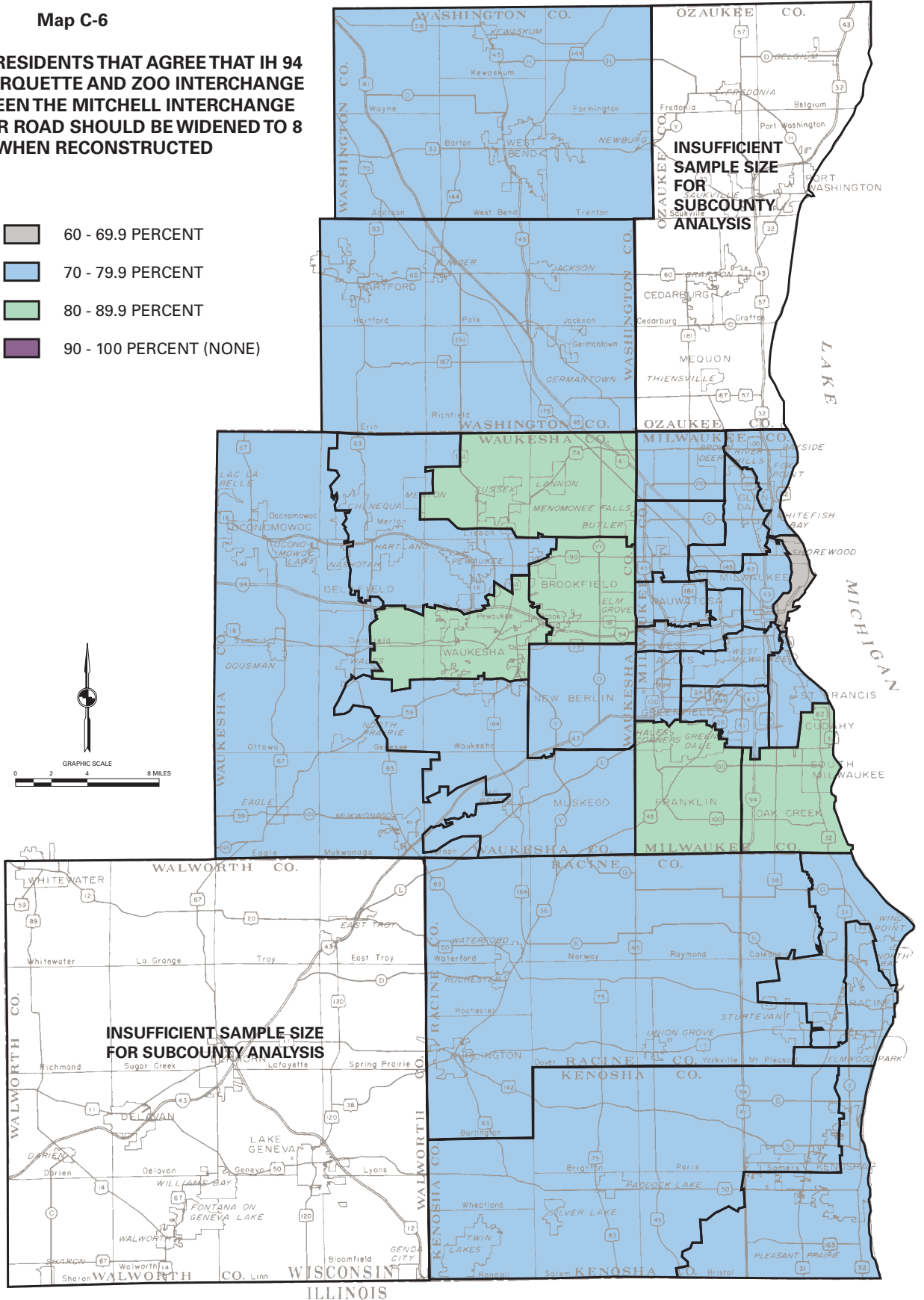


Source: SEWRPC.

Map C-6

**PERCENTAGE OF RESIDENTS THAT AGREE THAT IH 94 BETWEEN THE MARQUETTE AND ZOO INTERCHANGE AND IH 43 BETWEEN THE MITCHELL INTERCHANGE AND BROWN DEER ROAD SHOULD BE WIDENED TO 8 LANES WHEN RECONSTRUCTED**

- 60 - 69.9 PERCENT
- 70 - 79.9 PERCENT
- 80 - 89.9 PERCENT
- 90 - 100 PERCENT (NONE)



Source: SEWRPC.

Table C-1

## SURVEY SUMMARY DATA BY SUBAREAS OF SOUTHEASTERN WISCONSIN COUNTIES

County	Subarea (see Map C-7)	Percentage of Residents that Believe Freeway Traffic Congestion is a Severe and Growing Problem During Peak Traffic Periods in Southeastern Wisconsin (see Map C-1)	Percentage of Residents that Consider Unacceptable a Projected Future Doubling of Freeway Traffic Congestion if the Southeastern Wisconsin Freeway System is Rebuilt without Additional Lanes (see Map C-2)	Percentage of Residents that Agree that a Modern and Efficient Freeway System is Essential to the Economic Future of Southeastern Wisconsin (see Map C-3)	Percentage of Residents that Agree that The Southeastern Wisconsin Freeway System Should be Rebuilt to Modern Design Standards (see Map C-4)	Percentage of Residents that Agree that the Freeway System in Their County of Residence Should be Rebuilt with Additional Lanes (see Map C-5)	Percentage of Residents that Agree that IH 94 Between the Marquette and Zoo Interchange and IH 43 Between the Mitchell Interchange and Brown Deer Road Should be Widened to 8 Lanes when Reconstructed (see Map C-6)
Kenosha	101	80.0	69.1	89.2	87.6	72.6	78.1
	102	80.6	71.0	89.9	85.0	74.4	77.4
Milwaukee	201	82.7	72.1	88.0	87.1	80.4	75.1
	202	81.2	70.0	85.6	85.9	78.1	74.4
	203	79.9	75.1	89.1	90.9	77.7	73.2
	204	82.6	68.9	88.2	86.0	79.4	74.8
	205	78.0	71.2	87.8	87.3	75.0	71.7
	206	78.2	66.3	84.2	85.3	71.1	72.7
	207	77.2	75.6	82.7	86.1	65.9	62.8
	208	81.4	70.9	86.7	87.3	76.8	73.7
	209	85.8	75.5	89.0	86.8	81.2	77.2
	210	83.0	68.1	87.7	87.5	77.8	72.5
	211	86.5	75.4	88.1	86.7	79.1	74.0
	212	85.3	72.6	90.1	89.3	81.2	76.8
	213	88.3	76.9	92.7	91.4	84.1	80.2
	214	91.0	78.4	93.1	89.4	86.4	82.0
Ozaukee <sup>a</sup>	--	--	--	--	--	--	--
Racine	401	80.0	71.9	89.4	84.0	71.8	77.0
	402	83.2	75.2	87.5	85.1	74.2	76.8
	403	82.6	72.2	90.7	88.8	72.5	78.4
Walworth <sup>a</sup>	--	--	--	--	--	--	--
Washington	601	79.1	66.1	89.7	90.6	62.9	75.8
	602	80.7	71.4	89.3	88.8	65.1	77.9
Waukesha	701	83.4	76.0	89.5	86.6	77.0	78.0
	702	80.8	73.9	90.0	87.6	77.1	77.8
	703	84.7	77.2	92.0	91.8	79.9	80.9
	704	83.5	79.1	90.5	89.3	79.4	82.4
	705	87.4	81.3	91.4	89.5	80.5	82.7
	706	84.9	72.5	90.7	85.4	77.7	79.4
	707	85.9	72.2	92.2	90.5	82.5	79.6
Region Total	--	82.3	72.8	89.2	87.8	75.4	76.6

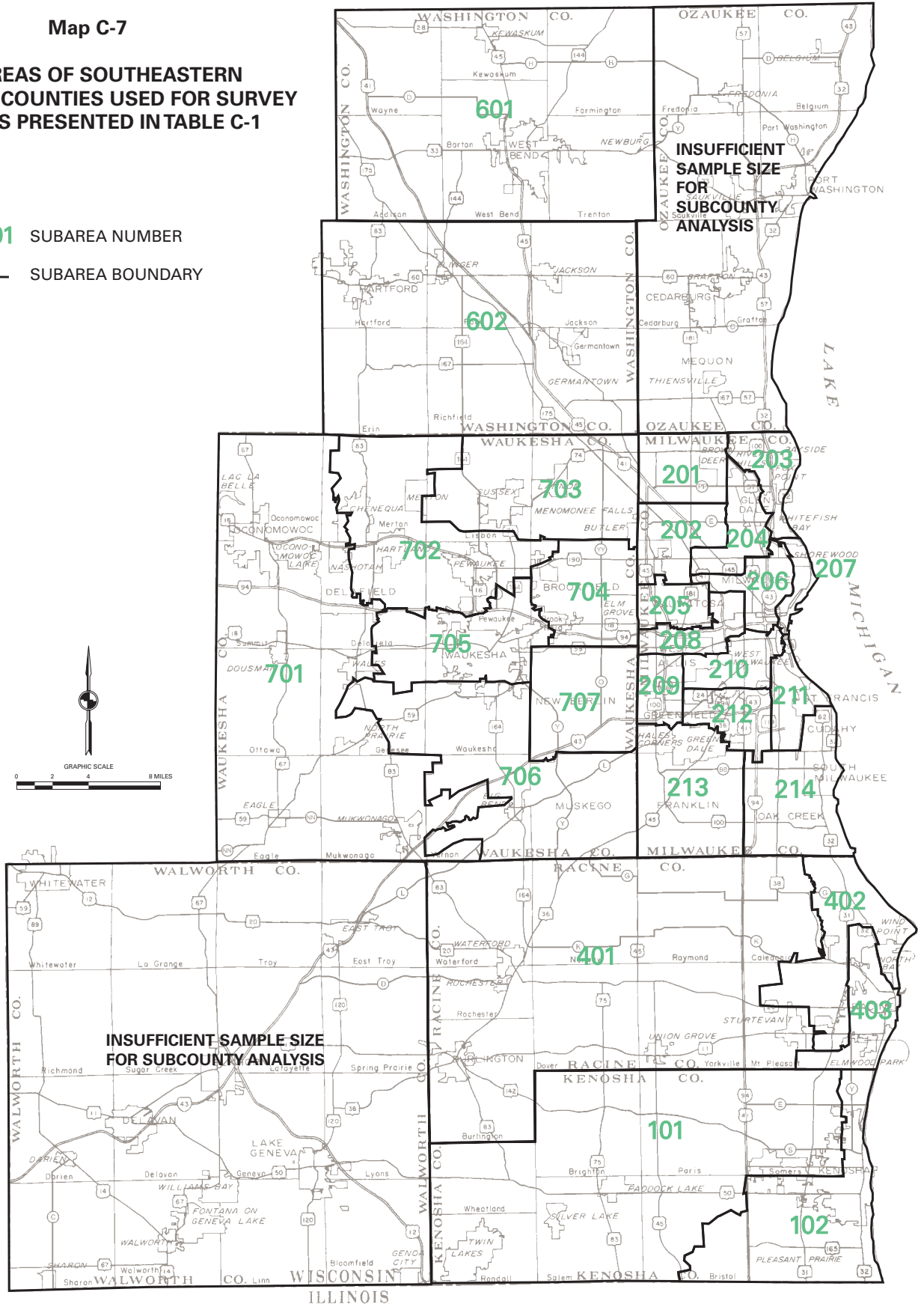
<sup>a</sup>Insufficient sample size for subarea analysis.

Source: SEWRPC.

Map C-7

**SUBAREAS OF SOUTHEASTERN WISCONSIN COUNTIES USED FOR SURVEY ANALYSIS PRESENTED IN TABLE C-1**

- 201** SUBAREA NUMBER
- SUBAREA BOUNDARY



Source: SEWRPC.