

RECORD OF PUBLIC COMMENTS

REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY FOR SOUTHEASTERN WISCONSIN

volume one

FEBRUARY 1 – AUGUST 31, 2001

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County Board of Supervisors
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RECORD OF PUBLIC COMMENTS

REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY FOR SOUTHEASTERN WISCONSIN

volume one

FEBRUARY 1 - AUGUST 31, 2001

September 2001

Prepared by the

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
Old Courthouse
916 N. East Avenue
Waukesha, Wisconsin 53187-1607

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**RECORD OF PUBLIC COMMENTS
REGIONAL FREEWAY SYSTEM
RECONSTRUCTION STUDY FOR SOUTHEASTERN WISCONSIN
VOLUME ONE – FEBRUARY 1 - AUGUST 31, 2001**

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 COMMENT

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

Wednesday July 11, 2001
Ives Grove Complex, Auditorium
Racine County

Name Patrick Pritzel
Affiliation Racine County Resident
Mailing Address 4860 108th Street
Franksville, WI 53126

Comment
I am in full support of expanding the existing freeway system.
- Complete northbound bypass in Northern Milwaukee county and or a complete new bypass that runs through Racine, Waukesha & Ozaukee Counties.
- Three lanes north out of Milwaukee county (I-43)
These two issues I think are the most important.

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 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via telephone (262) 547-6721, fax (262) 547-1103, or e-mail at freewaystudy@sewrpc.org.

Thank you.

WRITTEN COMMENT

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

July 12, 2001
Zoofari Conference Center
9715 W. Blue Mound Road
Milwaukee, Wisconsin

Name Tom Barney
Affiliation NORTH MILWAUKEE RESIDENT
Mailing Address 4609 N. 41st
MILWAUKEE, WI 53209

Comment
In looking at the projected traffic flow for 2020 I can only assume some of the congestion in downtown Milwaukee is coming from Menomonee Falls and Germantown and other areas in SE Washington CTY. I would like to recommend completing the Fondulac spur as originally planned, possibly connecting it to the Park east Freeway (if it still exists) and/or the stadium spur. I think this would make the downtown more attractive to WA. County residents who are seeking jobs, as well as make UWM more easily accessible from the North western areas - ASK UWM HOW MANY WASHINGTON CO. STUDENTS THEY HAVE!

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Thank you.

CONTINUED.
1 MORE THOUGHT.
DID ANYONE CONSIDER THE EFFECT THAT DEMOLISHING THE PARK EAST FREEWAY WOULD DO TO BRADLEY CENTER TRAFFIC BEFORE / AFTER CONCERTS/BUCKS GAME/ or other sell out events? I SAY KEEP IT!!

WRITTEN COMMENT

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

July 12, 2001
Zoofari Conference Center
9715 W. Blue Mound Road
Milwaukee, Wisconsin

Name Keith R. Butterfield
Affiliation Semi-Retired Consult. Mech. Engr.
Mailing Address 211 W. Newhall Ave
Waukesha, WI 53186

Comment
As a home service Tech. I drive S.E. Wis streets from Wis.-Blv around Ave North To West Bend and West to Oconomowoc,
① limit Freight Traffic and Construction Traffic Trucks To Right Lane and 50 mph max speed.
② Provide more mass transit & Park & Ride Lots
③ Convert Hwy 164 To Freeway class A-Lane Rd
④ Convert Mequon Rd. To " " " " "
⑤ Provide more 6 Lane El. Intersection High Vol. Arterial Streets to relieve Freeway Congestion
⑥ Check on Maintenance Cost of 6-lane Freeway vs. Twp Track Rail - I say both have the same fund money problem of not subsistance.

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Thank you.

⑦ Remember a congested freeway system motivates use of alternate Transp Modes

WRITTEN COMMENT

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

July 12, 2001
Zoofari Conference Center
9715 W. Blue Mound Road
Milwaukee, Wisconsin

Name Fred Cruz
Affiliation TAXPAYER
Mailing Address 408 Sonya Drive
Waukesha, WI 53188

Comment
I am in favor of adding lanes to I-94. There should be from the lake to Waukesha. There is a need of redesigning interchanges.
Don't connect 43 and 45
Don't rip down the Ford by hwy freeway and Stadium North.

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Thank you.

Date: July 12, 2001
To: Southeastern Regional Planning Commission
 Public Information Session 7/12/2001
From: Kaye Cullen, 7259 W. Wabash Ave., Milwaukee 53223
Kaye Cullen
 Sue Long, 7245 W. Wabash Ave., Milwaukee 53223
Sue Long
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 Hargan, suggests using land in the vicinity of Pioneer Rd (Hwy C) which contains a high density of wetlands and bedrock, limiting its potential for residential/commercial development. Any solution should certainly take into account the effect on the total 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. Tom 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 COMMENT
 PUBLIC INFORMATION MEETING
 SOUTHEASTERN WISCONSIN REGIONAL
 FREEWAY SYSTEM RECONSTRUCTION STUDY

July 12, 2001
 Zoofari Conference Center
 9715 W. Blue Mound Road
 Milwaukee, Wisconsin

Name TED CZERWINSKI
 Affiliation TAXPAYER
 Mailing Address 5868 N. 66ST
MILWAUKEE WI 53218

Comment FREEWAYS AT PRESENT ARE
VASTLY INADQUATE WE NEED A
RING ROAD AND MORE CONNECTIONS
TO PRESENT SYSTEM
WE NEED MORE WORK ON CITY
STREETS TO GIVE US FOUR
LANE TRAFFIC PATTERN THROUGH
OUT THE ARBA AND ESPECIALLY
NEAR FREEWAYS SUCH AS
APPLETON AVE NORTH WHERE PARKING
IS ALLOWED DURING RUSH HOUR

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Thank you.

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 FREEWAY SYSTEM RECONSTRUCTION STUDY

July 12, 2001
 Zoofari Conference Center
 9715 W. Blue Mound Road
 Milwaukee, Wisconsin

Name BOB FAELAK
 Affiliation _____
 Mailing Address P.O. Box 341055
MILWAUKEE, 53234-1055

Comment EXTEND THE METRA COMMUTER
TRAIN FROM KENOSHA TO RACINE,
S. MILW., Cudahy + DOWNTOWN MILWAUKEE.
RETURN THE COMMUTER TRAIN
FROM WATERTOWN TO DOWNTOWN MILWAUKEE.
SHOULD BE COST EFFECTIVE TO
REDUCE FREEWAY CONGESTION.

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Thank you.

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 FREEWAY SYSTEM RECONSTRUCTION STUDY

July 12, 2001
 Zoofari Conference Center
 9715 W. Blue Mound Road
 Milwaukee, Wisconsin

Name George Casso
 Affiliation _____
 Mailing Address _____

Comment - more unrestricted lanes, no diagonal lanes
- excellent idea - 43/45 connection
- don't like metered on-ramps
- don't tear down Park East
- left hand ramps a problem
= speed limits too low
• don't tear down Park East, connect it to Lake Interchange
• improve signage both on Mainline & X-streets
signs say IH 94 "East" or "West" confusing when on segments
oriented north & south - add destination names, ie "Madison"
• add auxiliary lane for sb USH 45 off to Wisconsin/Blue Mound
• no light rail - limited to tracks; more buses which can use any st.

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Thank you.

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SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

July 12, 2001
ZooFari Conference Center
9715 W. Blue Mound Road
Milwaukee, Wisconsin

Name Gary Lother
Affiliation Private Citizen
Mailing Address N 71 W 30885 Club Cir.
Hartland, WI 53029

Comment - Need outer loop - Port Washington
- West of Okauchee - Racine

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Thank you.

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PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

July 12, 2001
ZooFari Conference Center
9715 W. Blue Mound Road
Milwaukee, Wisconsin

Name HAROLD MADDEN
Affiliation TAXPAYER
Mailing Address 408 SONYA DR
WAUKESHA, WI
53188

Comment Add lanes to I-94 from lake
to Waukesha. Expand the
right-of-way also.
Redesign Marquette interchange
so it can handle more traffic.
Do not connect 43 + 45.
Do not tear down The Fond du Lac +
Stadium stubs.

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Thank you.

Be sure the surface is inspected daily
so we don't get the rough, substandard new
concrete layed on Hwy. 41 near K and KK.

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FREEWAY SYSTEM RECONSTRUCTION STUDY

July 12, 2001
ZooFari Conference Center
9715 W. Blue Mound Road
Milwaukee, Wisconsin

Name Bob Meyer
Affiliation (COMPLETED FOR HIM AT REQUEST OF G. KOSB)
Mailing Address _____

Comment POOR CONDITION AND ARRANGEMENT OF LOCAL
ARTERIAL STREETS CAUSE OVER RELIANCE
ON THE FREEWAY SYSTEM THAT CREATES
A BURDEN ON FREEWAY TRAFFIC.
WE NEED MORE NORTH-SOUTH ARTERIALS - ESPECIALLY
800 NOW, FOR EXAMPLE, IN THE HWY 45 VICINITY
WHERE IT CROSSES HWY 100 (BEANS NORTH AVE).
AN ACCIDENT (OVERSIZING TRUCK TRAILER) COULD
CRAPPLE ALL NORTHBOUND TRAFFIC ON 45 AND 100.
Bob Meyer

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Thank you.

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FREEWAY SYSTEM RECONSTRUCTION STUDY

July 12, 2001
ZooFari Conference Center
9715 W. Blue Mound Road
Milwaukee, Wisconsin

Name Gus Ricca
Affiliation member, Nat'l Association of Railroad Passengers
Mailing Address 1910 E. Jarvis Street
Shorewood, WI 53211

Comment Bigger capacity, more lanes - No! Better management
of the existing system is sorely needed. ① En force traffic laws
with an adequate staff of State Patrol. There are more spotted
owls in Wisconsin than State Patrol Officers. - The speeding, tailgating
and weaving cars/trucks make driving dangerous and damage the
roads. ② Stop the excessive salting in the winter - the Hoan Bridge
has been damaged by this practice. All streets and highways will last
longer if salting is stopped altogether.

SEWRPC's vision is a delight to the oil, paving &
automaker cartels. Non-perishable goods should be on railroad
tracks. Induced driving is not addressed. Increased emissions
& its contribution to global warming is not addressed.

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Thank you.

Two locations may need a Bay View Parkway-type
highway - Hwy 167 through Germantown and 168 through
Waukesha. These would link the I-roads together and
lighten traffic in other areas.

WRITTEN COMMENT

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

July 12, 2001
Zooofari Conference Center
9715 W. Blue Mound Road
Milwaukee, Wisconsin

Name JIM ROEVER

Affiliation METRO TRANSIT ASSOC

Mailing Address 5324 W. BELoit RD. #2
WEST MILW, WI 53214

Comment YOU GUYS BELONG IN CHICAGO OR L.A.
THERE IS NO ROOM TO EXPAND I 94 BETWEEN
HAWLEY RD + STADIUM INT. + ALSO FROM 2ND ST
AREA TO 13TH ST. WHERE ARE THESE EXTRA LANES
SUPPOSED TO GO + NO DOUBLE DECK FREEWAYS
PLEASE BOSTON IS REMOVING THESES.
FORGET ABOUT ADDING LANES EXCEPT I 94
WEST OF THE 200 + 45/894 FROM GOOD HOPE TO
THE HALE. INSTEAD INSTITUTE COMMUTER RAIL
FROM DOWNTOWN TO PT. WASH. / SKEWISGAN, MEDWIN /
RED AUBURN / GRAFTON, JACKSONVILLE BEND (GERMANTOWN),
SLINGWOOD / HAUTAU (VIA GERMANTOWN), BAUDY / BEND / PENN. /

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Thank you.
→ HARTLAND / ECONOMIC / WATERLOO, AND OGDEN /
SOUTH MILW. / RACINE / KENOSHA (+ METRA TO CHICAGO)
ALSO INSTITUTE LIGHT RAIL IN MILW. CO. ONLY
(POLITICALLY FEASIBLE) FROM LAKEFRONT TO MILLER PARK /
STATE FAIR / 200, TO MITCHELL FIELD (VIA NORTH SAGRE R.O.W.)
+ TO UWM / GLENDALE (VIA GRAM) / BIKE PATH / R.O.W.

WRITTEN COMMENT

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SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

July 12, 2001
Zooofari Conference Center
9715 W. Blue Mound Road
Milwaukee, Wisconsin

Name DAMIAN S. SNIEG

Affiliation RESIDENT WEST ALLIS.

Mailing Address 10116 W. HARRISON AVE.
WEST ALLIS, WI 53227

Comment THERE WERE NOISE BARRIERS PUT UP
ALONG 894. WE RECEIVED A LETTER STATING
THEY RAN OUT OF MONEY TO PUT ONE UP
ON THE WEST SIDE OF 894 FROM
NATIONAL AVE TO MONTANA ST.
THE NOISE IS BAD NOW, (THERE IS A BARRIER
ON THE EAST SIDE THAT PROBABLY MAKES IT WORSE)
AND WITH THE RECONSTRUCTION OF THE
HARQUETTE INTERCHANGE IT CAN ONLY
GET WORSE. IS THERE GOING TO BEA BARRIER
IN OUR FUTURE

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Thank you.

WRITTEN COMMENT

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

July 12, 2001
Zooofari Conference Center
9715 W. Blue Mound Road
Milwaukee, Wisconsin

Name MARY WALL

Affiliation _____

Mailing Address 6730 W. Lisbon #4
Milw 53210
(414) 445-3115

Comment It is inefficient, less effective, and poor planning practice
to consider freeways outside of a comprehensive plan which incorporates
mass transit options (and new ideas that address the future 2020)
[the mass transit maps on display have been used in plans
for YR. 2000, YR. 1990, and YR. 2010.] I do not
see any improvement or creativity in ideas.

The areas of concern for SEWRPC:
must be coordinated in an integrated
comprehensive plan that brings all the
various plans for development & transit &
Milw. vitality. We are at a crossroads in the life of
Milwaukee & SE wis. as billions of dollars of plans are
being together at one time (Amtrak, Sunnyside, Stadium, Northridge,

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Thank you.
Mt. freeway rebuild, Lt. Rail, Capital Court, Menomonee
Valley, and more).

These plans & developments are not in your projections
in your vision of Milw 2020. They can't be because the
plans for each of these places do not get spent. All of
this needs to be developed on the same table.
Feel free to call if you need assistance for THE PLAN.

WRITTEN COMMENT

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

July 12, 2001
Zooofari Conference Center
9715 W. Blue Mound Road
Milwaukee, Wisconsin

Name Andrew N. Willenson

Affiliation citizen

Mailing Address 9015 N. Park Plz Ct
Brown Deer, WI 53223

Comment I live near Northridge right next
to the defunct Stadium North Freeway
right-of-way. I feel turning
Brown Deer Rd into a freeway
perhaps like the Lake Parkway
(2014) is the best hope for
saving the area (Cuddy was
saved by the Lake Parkway.

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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 Paul & Sylvia Baker
Affiliation _____
Mailing Address 17850 US Hwy 12
Elkhorn, WI 53121

Comment We live and farm on Highway 12 north of Elkhorn which is a 2 lane highway. We have witnessed a big increase in the traffic volume each year. We highly recommend that a freeway be constructed to bypass the hilly, curvy road around Fawcettville. We highly support the proposal of a freeway from Elkhorn straight to Waukesha.

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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 Stephen Gutschick
Affiliation Twin Lakes - Randall Comprehensive Plan Committee
Mailing Address 40410-102ND STREET
GENOA CITY, WI 53128

Comment I would like to be put on your mailing list
• Could you spare a copy of your LAND USE PLAN 2020 AND TRANSPORTATION PLAN 2020 FOR USE IN OUR SMART PLAN ENDEAVORS
• LAND USE PLAN 2020 LIKELY NEEDS REVISION TO ACCOMMODATE DEVELOPMENT PLANS IN EXTREME SOUTHEAST WALWORTH AND EXTREME SOUTHWEST KANOSHA COUNTY (IE: NEW RT 12 EXIT RAMP AT 110TH ST, PRIME DEVELOPMENT CORP. PLANS, ETC.)

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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 RETZACK
Affiliation _____
Mailing Address 3028 S 83 ST
WEST ALLIS, WI 53219

Comment After reviewing all of your signal aids I am persuaded that a bypass loop should be built around the Milwaukee Metro Area from the Grafton area west to the Slinger Area then southwest to Hwy 83 & I 94 then South to the Mukwonago area then Southeast to connect with I 94 near the Racine - Milwaukee County line. This bypass would offer through truck and car traffic an alternative to running through the overloaded urban interchanges.

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Thank you.

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

July 26, 2001
Town of Brookfield Town Hall
645 N. Janacek Road
Brookfield, Wisconsin

Name Barbara Roncke
Affiliation Concerned Calhoun Community
Mailing Address 17095 Ruby Lane
Brookfield, WI 53005

Comment The I-94 Corridor in Eastern Waukesha County needs additional lanes. Can this be done without existing right-of-way?
For safety reasons and in deference to the neighborhoods, I oppose any new interchanges in Brookfield.
Moorland-Pelgrom should be a major N-S route - four lanes. Lanes should be added to existing roads like Capital, Algonquin, Calhoun, etc. but please no new roads!

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Thank you.



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

August 2, 2001
Washington County Fair Park, Pavilion
3000 County Highway PV
Town of Polk, Wisconsin

Name JOHN GRUNDAN

Affiliation RESIDENT

Mailing Address 1050 TERRACE DR
WEST BEND, WI 53095

Comment
THE PROPOSAL NEEDS TO INCLUDE
SOME FORM OF "RING" AROUND
THE CITY OF MILWAUKEE, SERVING
TO CONNECT SMALLER EX-TRA-URBAN
AREAS TO THE METRO FREEWAY
SYSTEM.
SOME LINKAGE OF I-45 TO I-43 OR
43 WOULD HELP BY EAST/WEST CONNECTION
PROBLEM AND PROVIDE BASIS FOR ECONOMIC
GROWTH ON MILWAUKEE WEST SIDE.

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Thank you.

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

August 2, 2001
Washington County Fair Park, Pavilion
3000 County Highway PV
Town of Polk, Wisconsin

Name THOMAS H. PRAELER

Affiliation HONS

Mailing Address JOE TAMMAMOUNE
WEST BEND, WI 53095

Comment
BEFORE THE MARQUETTE INTERCHANGE
GATS RE-BUILT, ONE NEEDS TO
LOOK AT TAKING TRAFFIC
VOLUMES OFF THIS INTERCHANGE.
IF NOT, THERE WILL BE LARGE
TRAFFIC BACKUPS DURING
CONSTRUCTION. THIS WILL HAVE
A LARGE NEGATIVE IMPACT
ON THE DOWNTOWN BUSINESSES.

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Thank you.

Verbal
WRITTEN COMMENT Taken by RB
PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

August 2, 2001
Washington County Fair Park, Pavilion
3000 County Highway PV
Town of Polk, Wisconsin

Name Mary Reeves

Affiliation _____

Mailing Address 596 H Pewaukee Rd
Pewaukee, WI

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

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Thank you.

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



August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name Eileen Beard

Affiliation Neighborhood President

Mailing Address 7025 W. 45
Milw. WI 53223

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

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Thank you.

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

August 16, 2001
 Northwest Senior Center
 7717 W. Good Hope Road
 Milwaukee, Wisconsin

Name Meriel Christensen
 Affiliation Block WATCH - Parkway Hills
 Mailing Address 9716 W. Langlade St
Milw
53225
 Comment WITCO is responsible for old
Fondulac Ave. from Silver Spring Drive
to 107th Street? Will it ever
be rebuilt?

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Thank you.

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

August 16, 2001
 Northwest Senior Center
 7717 W. Good Hope Road
 Milwaukee, Wisconsin

Name LINDA J Collins
 Affiliation _____
 Mailing Address 7113 N 45th St
Milwaukee, WI 53223
 Comment This is a quiet neighborhood -
please don't make Good Hope
a Freeway -
- noise, school kids walk
down Good Hope. We like it
the way it is

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Thank you.

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

August 16, 2001
 Northwest Senior Center
 7717 W. Good Hope Road
 Milwaukee, Wisconsin

Name TED CZERWINSKI
 Affiliation _____
 Mailing Address 5868 N. 66ST
MILWAUKEE WI 53218

Comment Leave all the present freeways as they are
Also build a ring road around Milwaukee
maybe as far north as Ozaukee County and as
far south as Racine County. Do east or west
of city of Waukesha. Not only would relieve
quiet roadways but would create a
building boom near it. All major cities
our size have a few more extensive
systems and seem to be gaining lots
of population. Any collitions?
Milwaukee never builds anything big
enough (see other side)

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Thank you.

We also need to do a better job on the feeder roads. Whenever I use the stadium north freeway and go west on Lisbon to Appleton. There are always cars parked on the street and two lanes of very fast traffic have to funnel into one lane. Not only dumb but dangerous. Surely if we can have such restrictive parking around the zoo we can do the same on our heavily traveled main roads.

WRITTEN COMMENT

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name BETTY Gesme

Affiliation Home owner near Silver Spring Dr.

Mailing Address 7205 W. Thurston Ave
Milwaukee, WI 53218

Comment Changing Lanes @ Freeway Changes -
? clover leaves -

KEEP THIS LOCATION!
Central Location Brought a large group!
All CHAIRS - few basics!

WHAT FUNDS WILL PAY for this - ? Property TAX?
State - FEDERAL - City - GAS TAX increase?

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Thank you.

Verbal
WRITTEN COMMENT Taken by RB

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name Larry Herrmann

Affiliation _____

Mailing Address _____

Comment In favor of connecting SH 145 Fond du Lac
fwy to USH41 Stadium fwy

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Thank you.

WRITTEN COMMENT

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name Helen Harris

Affiliation _____

Mailing Address 6761 N. 109th St.
Milwaukee, WI
53224

Comment Thank you for mailing information
about the proposed changes. I appreciate
the opportunity for input. I strongly
support neighborhoods that have a
minimum of traffic, freeway noise and
congestion. Surge you to plan in a way
that takes into consideration the needs of
the residents for a quiet, healthy neighborhood.
① I am concerned that altering & narrowing
the Fond du Lac freeway would lead to
more traffic & congestion on the freeway
and possibly on the neighboring streets.

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Thank you. ② Some kind of protection from
noise & gasoline emissions from
145 would also be desirable.

WRITTEN COMMENT

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name Mrs. Mrs. John V. Holubick

Affiliation _____

Mailing Address 5455 N. 74 ST.
Milw, WI. 53218

Comment We need more freeways in this
area. We don't want Fordulas
avenue to be a parkway.
We need a true Bypass like
other cities.

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Thank you.

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

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name Jerry Jeske

Affiliation _____

Mailing Address 6512 N 58th Street
Milwaukee, WI 53223

Comment We Need to build more
free ways on The Northwest
side of Milwaukee, We
shouldn't be taking down
freeways, but building more
as cost permit.

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Thank you.

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

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name Elmer & Marilyn Joers

Affiliation _____

Mailing Address 6936 W. MILL Road
Milwaukee, WI 53218-1224

Comment Opposed to building a connecting freeway
from I 43 to 45.
In favor of keeping Fond du Lac as it is.

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SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name Dorothy A. Koch

Affiliation _____

Mailing Address 4931 North 73rd Street
Milwaukee, WI 53218

Comment I strongly oppose construction of
a northern Milwaukee-area freeway
bypass. It would ~~displace~~ ^{displace} too many
homes. I live near Hampton Avenue
and would not want Hampton to be the
choice for such a bypass.

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Thank you.

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FREEWAY SYSTEM RECONSTRUCTION STUDY

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

*ALL OFFERING
THESE COMMENTS*

Name Robert Krug

Affiliation Mary Joers 48 & Hampton

Mailing Address 2019 W LANCASTER RD 53218

- Corey Proell 16743w Fond Du
- TRP CER RYNSKI 58th N. 6th ST

Comment 10th - 2 lane narrowing problem over I 45
on Hampton St - REVISION NEEDED IN TOTAL;
ESPECIALLY BAD WITH ACCESS
TO SPUR SPEEDING UP, +
BANKING AGAINST CURBWAYS
(SHOULDNT HAVE TO WAIT
20 yrs. FOR IMPROVEMENTS
OF SAFETY PROBLEMS)

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Thank you.

Verbal
WRITTEN COMMENT Taken by RB

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name Joe Loesl

Affiliation _____

Mailing Address Goth & Capital

Comment In favor of new northern fwy connection between USH 45 and IH43. Thinks connection crucial to support development (expected) in southern Ozaukee Co including Mequon Cedarburg & Saukville
Expects auto to be primary mode of travel thru most and likely all of the life of a reconstructed fwy system

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Thank you.

WRITTEN COMMENT

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name JOE LOESL

Affiliation Neighborhood Resident & Board Member of Capitol West Neighborhood Assoc.

Mailing Address 4153 N 62nd ST
Milw. 53216
466-2933

Comment The Northwest/North side of Milw was shortchanged in the development of freeways 30 yrs. ago. We now have severe traffic problems on the freeways & arterials. To Revitalize our industries and alleviate the congestion additional freeways (ie. another bypass) and the widening (more lanes) are needed. We have been playing this game too long! Freeways are congested causing more congestion on the arterials when people try to avoid the mess. Why should it take 20 minutes to go 3 miles.

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Thank you. Concerning the Hy 145 to 45 Freeway; Boulevard or parkway is unacceptable, a 4 lane rebuild of Freeway sounds like a good alternative based on traffic volumes.

Verbal
WRITTEN COMMENT Taken by RB

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name Robert G. Malick

Affiliation _____

Mailing Address _____

Comment STH 145 Font du Lac Fwy should ~~be~~ remain a 6 lane fwy. Said he also submitted written comment.

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Thank you.

WRITTEN COMMENT

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name ROBERT S MALICK

Affiliation NONE

Mailing Address 7644 W NASH ST
MILWAUKEE, WI 53215

Comment WE DO NOT NEED A BELT WAY - REPLACE AND UP GRADE WHAT WE HAVE

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Thank you.

WRITTEN COMMENT
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SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name HAROLD NEWTON
Affiliation PARKWAY AVENUE BLOCKWATCH
Mailing Address 6238 N 95 ST
MILWAUKEE WI 53223

Comment
WHAT IS GOING TO BE DONE TO IMPROVE FOND DU LAC
AVE SO IT IS MAINTAINED AS A DRIVEWAY
STREET WITHOUT POT HOLES, NO SIDEWALKS,
CURBS + GUTTER?
IT'S AN EMBARRASSMENT TO VISITORS + RESIDENTS
OF PARKWAY AVENUE TO DRIVE ON STREETS IN THIS
DETERIORATED CONDITION.
IT ALSO INCREASES CRIME BECAUSE THERE ARE
NO SIDEWALKS FOR PEOPLE (PROCESSIONS) TO WALK
AND THEY ARE RIGHT NEXT TO THE CARS AT
STOP SIGNS SO THERE ARE INCREASED "CRASH + GEAR"
OF BUSES AND ALSO CARTRUCKS

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Thank you. Harold Newton

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

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name M. B. Peyton
Affiliation _____
Mailing Address 7702 W. Carmen Ave.
MILWAUKEE, WI 53218

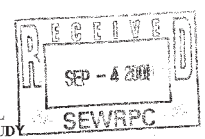
Comment
1. How will the plans affect home owners?
2. What input are home owners allowed
to contribute? How will be informed?
3. How many agencies are involved to see
what plans are being made, or there will
not be a conflict and still have problems,
is this a unified plan encompassing all
governmental agencies + their plans?
4.

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Thank you.

WRITTEN COMMENT
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FREEWAY SYSTEM RECONSTRUCTION STUDY

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin



Name Stutler + Ludens Robertson
Affiliation Resident
Mailing Address 4425 W. Kiley Ave.
Milwaukee, WI 53223

Comment
The area used to be nice, but its changing.
A 7 lane way would cause a lot
of confusion for the neighborhood.
and a lot of noise. A lot of
changes in some of our streets
would have to be made.
If a lot of the low cost apartments
would be removed, it would help the
area. A lot of the houses are not well
kept + the people that live in
them, care less. The kind of people
that dwell in them are not good neighbors.

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Thank you.

Verbal
WRITTEN COMMENT Taken by RB

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name Lowell Schmidt
Affiliation _____
Mailing Address _____

Comment
In favor of a northern flyg connection
between USH 45 and IH 43

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Thank you.

Verbal
WRITTEN COMMENT Taken by RB

SEWRPC Hearing - Thursday, August 16, 2001, 4:30 - 7:30

PUBLIC INFORMATION MEETING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name Dale Sorden

Affiliation _____

Mailing Address _____

Comment Entire freeway system should have been constructed
30 to 40 yrs ago AS PLANNED.

Retain STH 45 freeway as is; downgrading even to 4
lane freeway counter to public opinion as expressed in
letters to editor following initial revelation that
downgrade was one of alts to be considered

Provide 4 traffic lanes on existing USH 41 south
of Burlington

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Thank you.

Construct light rail system; provide frequent hdwys
Milwaukee CBD west at least to Waukesha
north at least to Port Washington
south at least to Racine

Supports new freeway connection in Good Hope Road
corridor. Thinks criterion used by staff to
recommend no further consideration too narrow.
Justified on forecast 60K volumes alone. Provides
needed relief to adjacent parallel arterials. Charge
to staff was to consider freeway "system" which extends
beyond looking only at existing freeway segments and
should therefore appropriately be examining a
range of new segments including the proposed
freeway connection.

Planning has not worked in Southeastern Wisconsin.
Too timid; should be more forceful in the face of
opposition

SMART GROWTH is not "smart" because it permits local
governments to decide on development patterns within their
own community.

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

1
SEWRPC Hearing - Thursday, August 16, 2001, 4:30 - 7:30

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.

Dale L. Sorden
411 E. Wisconsin Ave. #2040
Milwaukee, WI 53202-4497

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

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name Doris Stahl

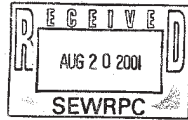
Affiliation 8

Mailing Address 8526 W. Douglas Ave
Milwaukee 53225

Comment Revisit the FwdW Co Agreement
Express ways save you gas & there is less
emissions. Milwaukee not have any
Express ways to get from one end of Milwaukee to the
other instead of 43 & 45.

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Thank you.



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

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

a good meeting!

Name MARIAN STREHLOW
Affiliation Resident
Mailing Address 10620 W. Leon St.
Milwaukee WI 53224-4418
no e-mail address

Comment The sad mistake was made in giving in to
the environmentalists who killed the completion of
the Freeway the way it was first designed. Too late now
and it wouldn't change the repairs and design changes
that need to be done.

If we really want to be forward looking, the
land should be acquired now to build a Freeway on
County Line Road to Brookfield Rd. or Caldwell to Regan
Road or 8 mile Road on the South - another loop around
the city - before these areas get built up. When it would
be built would depend on financing and/or need

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Thank you.

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

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name Wiley Vivians

Affiliation None - citizen

Mailing Address 7080 N. 45th ST.

Comment Good Hope road should be repaired
but not turned into a freeway.

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Thank you.

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

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee, Wisconsin

Name Fredie J Washington

Affiliation _____

Mailing Address _____

Comment we need some Relief From the north
West side, to down town.
How far the lac one is the way to go
Some of you have said it can't be done,
but it can, be done.

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Thank you.

OPEN COMMENTS

PUBLIC INFORMATIONAL MEETING

SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

August 16, 2001
Northwest Senior Center
7717 W. Good Hope Road
Milwaukee Wisconsin

Comments:

A freeway gap closure between 145 (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 (that 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 east-west freeway.

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

The (Park East) spur removal will hurt downtown.

(SEWRPC 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/answered 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 conventional to 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 Brimble
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 tax 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 Bustrin 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	Michael Conrad
Organization	
Address	5706 Seventh Ave. #1 Kenosha, WI 53140
Telephone	
E-mail	michaelbradley@aol.com
Comments	Taking out the various spurs in Milwaukee is fine; they are illogical now. However one thing that should have been done in the first place is to have a freeway parallel to Brown Deer Road from I-43 to US45. In lieu of that, that road should be converted to a Lake Parkway type highway. The Lake Parkway itself must at least be connected to I-94, preferably via Mitchell Airport. It would also be great if it could be extended to Kenosha.

Freeway Reconstruction Study Comments

Date submitted	6/7/01
Name	John Feltman
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 Fond du Lac Ave freeway. You'll put another 10,000 plus cars onto 94, 43 and 45. The Morons that never 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 redone 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 redo 94 to FOUR lanes all the way to Moreland 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 Forschler
Organization	
Address	2752 N. 83rd Street Milwaukee, WI 53222
Comments	Because of the 3 Sided uniqueness of Milwaukee (Same as Chicago, Cleveland, Seattle and others) it is unimaginable 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 would 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 Fond du lac freeway and connect it to down town. The original plan of the 60's 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 Ingvaldstad
Organization	Nu-Net
Address	86 Franklyn St. 3rd Floor New York, NY 10013
Comments	Dear Kenneth, I just read the article in the Journal Sentinel about the study to raze the Fond 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 razing the Stadium Freeway. Razing the Stadium Freeway would eliminate a huge perceived division between the socioeconomically 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. Lisbon 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 its image and increased traffic would actually help. The reasons 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 disjointment of middle american cities and it is about time that we do something about it. I say raze it and use the money saved to put in the proposed light rail system. Sincerely, Daniel Ingvaldstad

Freeway Reconstruction Study Comments

Date submitted 6/7/01
Name Dale Sorden
Organization
Address 411 E. Wisconsin Ave. 2040
Milwaukee, WI 53202-4497
Comments E-mail comments received 6/7/01:
I am appalled that you are even considering demolition of the Stadium North or Fond du Lac freeways. Both are invaluable alternates to the overloaded 45/I-94 route between downtown and the northwest side. Particularly when E-W 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 connectors. Rather simple improvements to traffic flow on US 41 north of Stadium North would encourage use of that route. Direct connections to and from STH 100 on Good Hope, plus simple improvements to traffic flow on the surface part of STH 145, 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 6/7/01:

The Scope page of your Regional Freeway System Reconstruction Study site includes the following:

"removal and replacement with surface arterials

"The latter option is currently underway for the Park Freeway East terminus. There, the elevated freeway spur is to be replaced by an at-grade surface arterial street."

At least so far as public disclosure is concerned, the Park East demolition study ended without ever establishing the configuration, signaling, parking or jurisdiction for the replacement surface street. Apparently, SEWRPC made its often quoted estimate that additional time would be negligible without knowing these facts. Since each of the 5 to 7 surface intersections will have to provide for traffic from the south to make left hand turns on to the arterial, and for eastbound traffic to the north to make left hand turns from the arterial, the additional time to transit the arterial as opposed to the freeway seems bound to be significant. Can you tell me when and from whom the details of the Park East surface arterial will be available?

Likewise for these freeways. From the Stadium to Lisbon is about 2-1/2 minutes. From there to Burleigh is about half as far but takes MUCH longer. From Good Hope to Hampton on the Fond du Lac Freeway is about 4-1/4 minutes. From there for an equal distance on Fond du Lac itself, with the inevitable multiple stops, takes at least 4 times as long, and often much longer.

E-mail comments received 7/2/01:

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. I wrote to you 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 publically 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?

You have no duty to agree with public suggestions. When you disagree, however, 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 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 76th.

Phone comments received 8/6/01:

1. Asserted that the membership of the Study Advisory Committee flawed, because, by definition, a local elected official has no interest in any issue transcending the boundaries of his/her constituency. Thus, the make-up 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 refusal to plan for any other freeway(s) in Southeastern WI. Further stated that the ability to divert traffic from parallel surface arterials 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 6/8/01
Name Dave Dahms
Organization
Address 5754 N. Crestwood Blvd.
Glendale, WI 53029
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 Menomonee Falls and Germantown area. Removal of the freeway spur will not leave us with any viable transportation routes. Removal of the freeway will result in increased travel times and more pollution. The freeway was just re-surfaced in the early 90's and is also part of the 41-45 renovation project by Park Plaza. All this was done at the cost of taxpayer money. Now you want to tear the freeway down?

Freeway Reconstruction Study Comments

Date submitted 6/23/01
Name Eric Paulsen
Organization
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 transit lines and even recreational trails in its 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 Ament and Norquist.

Freeway Reconstruction Study Comments

Date submitted 6/25/01
Name Todd Broadie
Organization
Address
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 94 could skip it entirely.

Todd Broadie
372-5368

Freeway Reconstruction Study Comments

Date submitted 7/2/01
Name David A. Kuemmel
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 7-23-01:

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 restrained 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 NIMBY 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 is a possibility. That means the Marquette interchange has to be designed 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 our Freeway history involved on the advisory committees. I know SEWRPC has it, but how about the people making the decisions? Thanks for keeping me informed.

Freeway Reconstruction Study Comments

Date submitted	7/3/01
Name	Chris Hollenberger
Organization	n/a
Address	W153 N7824 Cornflower Ct Menomonee Falls, WI 53051
Comments	The study for a northern metro 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.

Freeway Reconstruction Study Comments

Date submitted	7/3/01
Name	Gene Kanitz
Organization	
Address	W76N1090 Wauwatosa Road Cedarburg, WI 53012
Comments	Milwaukee Journal Sentinel - 7-3-01 includes remarks about "bypass" 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?

Freeway Reconstruction Study Comments

Date submitted	7/8/01
Name	James D. Friedman
Organization	Quarles & Brady LLP
Address	
Comments	This is the nuttiest and most wasteful idea floated yet in the transportation area. As a former Mequon Alderman and recent Chair of the Mequon Blue Ribbon Visioning Committee I can say most emphatically that there is no (none, zero, nada) public support in Mequon for such an idea. I, for one, will personally commit to fight such a project in every way possible should the idea go any further. I am certain the entire Mequon Community will do all it can to stop such a project. This would merely contribute to more urban sprawl and the continued decline of the City of Milwaukee.

Freeway Reconstruction Study Comments

Date submitted	7/8/01
Name	Tracy Wickwire
Organization	
Address	3435 West Picardy Court Mequon, WI 53092
Comments	I am very concerned that that Ozaukee County is being considered for this link.

Freeway Reconstruction Study Comments

Date submitted	7/9/01
Name	Karen Watson
Organization	
Address	824 W Green Tree Rd River Hills, WI 53217
Comments	As residents of one of the suburban North Shore communities, we have not felt the need for a "Ring Freeway" or bypass between Capital Drive and Pioneer Road. The construction of I-43 greatly reduced property values in the Clovermook area in Glendale, and fractured the greater community. While we realize plans will eventually call for an expansion of I-43, any additional building of a bypass in the North Shore suburban area (Silver Spring, Good Hope, Brown Deer Rds) would devastate the community and ruin many neighborhoods. The mere suggestion of it makes us very nervous. Thomas and Karen Watson, River Hills, WI

Freeway Reconstruction Study Comments

Date submitted	7/9/01
Name	John M. Wirth
Organization	Alderman, Fourth District, City of Mequon
Address	9531 West Donges Bay Road 104N Mequon, Wisconsin 53097-3604
Comments	Ladies and Gentlemen:

I read with dismay the idea that you have floated regarding a northside 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.

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.

This proposal does nothing but promote urban sprawl. It looks like typical government policy-making. Local governments, including the City of Milwaukee the City of Mequon, try to create policies to reduce sprawl at the urging of SEWRPC. Now SEWRPC proposes this. Some consistency would be helpful.

Let me further elaborate on the reasons for my opposition:

First, freeways should enhance, rather than destroy, the character of a community. Mequon has worked hard to create a city of diverse neighborhoods. Your proposed spur, if it were to go through Mequon, would destroy that hard work. Your proposal would obliterate the positive results of decades of fighting to ensure that Mequon is an example of good suburban planning. This reminds me of the Peanuts comic strips in which Lucy talks Charlie Brown into kicking the football and then pulls the ball away just when Charlie Brown is about to kick it. Highway planners should not be changing the rules right about the time Mequon completes its long struggle to build a low-density, high-quality community.

Second, a spur across the northside of Milwaukee County is a bad idea. Cities should not create walls around any groups of people, and your spur would effectively create a wall around the northside and, more particularly, the African-American community.

Third, this proposal flies in the face of the policies that Milwaukee and SEWRPC have long advocated to stop or slow urban sprawl. Mequon has implemented a zoning system that slows growth in western and northern Mequon. Your proposal would recreate a climate that would encourage sprawl. If a freeway stretched across southern Mequon and Germantown, developers clearly would want to build around that freeway. There would be tremendous pressure to build offramps, and convenience stores and fast food restaurants, along with more housing, by those offramps. Does Milwaukee really want density levels to increase in Ozaukee County? It is interesting to note that the area of poorest planning in Mequon is along the I-43 corridor - dense neighborhoods, strip malls and heavy traffic. Now, you make a proposal to add another similar strip in Mequon. Where is the consistency?

Finally, even if there were to be a spur, it should not be placed in the corridor you propose. A true bypass system does just that - it ensures that motorists, and particularly commercial trucking, can go around the metropolitan area rather than through it. Currently, Milwaukee does not have any sort of bypass system. That was probably poor planning 30 years ago; however, that mistake should not be compounded by the implementation of this mistaken proposal. If there is to be a spur, it should be placed much farther north (perhaps along Highway 60), where people can get around the metropolitan area when commuting from Illinois to the Fox River Valley. There also is not a decent southside bypass. Instead, 894 passes right through the heart of the southside. Considering the amount of traffic from Illinois, I would think creating a southside bypass would be a higher priority.

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.

Freeway Reconstruction Study Comments

Date submitted 7/10/01
Name Warren Stumpe
Organization Ozaukee County Supervisor
Address
Comments Let me see if I understand the issue properly? When the Eisenhower Administration conceived the I System for our nation, traffic engineers planned the Southeast Wisconsin/Greater Milwaukee freeways to be an interdependent, interconnecting and complementary roadway complex to not only move the estimated traffic but to provide for alternate routes when necessary repairs and reconstructed arose. This planning accounted for I-94, I-43, I-794, I-894, Park Freeway, Stadium Freeway, Fond du Lac Freeway, Hy 45 among others. The land was purchased and implementation begun. Then the good burgers of Milwaukee and environs, egged on by environmentalists led by none other than the esteemed 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 re-assigned for other purposes. In addition to which this same individual as a State Legislator insisted that I-43 could not be more than two lanes beyond Whitefish Bay, regardless of the traffic forecasts! Now some 30 years later, as Mayor of Milwaukee he wants to eliminate I-794 and take down the 145 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 HY 45 through developed communities in either north Milwaukee or Ozaukee 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 insofar as possible from I-43 west to HY 45.
2. Study Avrum Lank's idea of an I-143 bypass from I-43 in Port Washington swinging way 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 reaping what His Honor sowed and there is very little that can be done about it.

Warren R. Stumpe
 Supervisor, District 28
 Ozaukee County

Freeway Reconstruction Study Comments

Date submitted 7/12/01
Name Randy Tylke
Organization Milw. County Sheriff's Dept.
Address 821 W. State Street
 Milwaukee, Wisconsin 414-454-4081
Comments Since the Milwaukee County Sheriff's Department does the enforcement within Mil. County I would be interested in who is on the committee from law enforcement.

Freeway Reconstruction Study Comments

Date submitted 7/13/01
Name Gary Giombi
Organization
Address
Comments Dear People, Yesterday I attended you presentation at the Zoofari 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? This might not work for the I94 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 betwn I43 and I45, 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 than driving through downtown and the Marquette interchange. I think your 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. I do believe these 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. put in a fantastic, state of the art, rapid transit system, wpecially for people who live in the suburbs. educate people more about how much the money we will spend on the freeways really is. I did not notice that any of your newsletters or presentatins mentioned cost comparisons for aspects of this project. If it's "nearly" a billion dollars, that still translates into a million people paing 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 I94 south of Milwaukee, I94 west of Milwauk, I94 north of Milwaukee, I43 southwest of Milwaukee and I43 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 one peerson 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 unreasonabel suggestions is that rather than accept the idea that car use 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

Freeway Reconstruction Study Comments

Date submitted 7/15/01
Name John Boehm
Organization
Address
Comments I do not favor removal of any part of freeway or connection I43 to Hwy45 in Milwaukee County. I do like the Bus Sec. On July 8th.

Freeway Reconstruction Study Comments

Date submitted 7/18/01
Name Jim Sedowski
Organization
Address 125 Westminster
 Racine, WI 53204
Comments Keep interstate, as main artery going to 2/3 of markets and route to rest of country and is more important than the interests of any local community, on terra firma. Other crossroads like STH 20 and STH 50 should be the overpasses, 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. CTH G interchange on IH 94 is not necessary.

Freeway Reconstruction Study Comments

Date submitted	7/18/01
Name	Gene Van Eimeren
Organization	
Address	8715 Northwestern Avenue Racine, WI 53406
Comments	Idea of the Lake Freeway from the Hoan Bridge all the way to Illinois should be resurrected despite of previous opposition, and people in opposition should think of the importance of east-west running facilities in Racine County that currently exist with a lack of adequate north-south running facilities.

Freeway Reconstruction Study Comments

Date submitted	7/20/01
Name	Robert Madison
Organization	
Address	4400 North 85th Street, Apartment #1 Milwaukee, WI 53225-5135
Comments	<p>I was recently at a public advisory meeting for the Milwaukee Downtown Connector study. Several attendees asked about how the connector would work with the freeway system proposals. The response was that they were not involved with the freeway study. My response was: Why not? These are two very major planning groups planning two very major transportation systems beginning about the same timeframe using more or less the same space, but not working together. Milwaukee, along with SE Wisconsin, has the golden opportunity right now to actually catch up to the rest of the country in terms of transportation options and alternatives, and I see it just being pissed away. Over the past couple of months, Milwaukee Journal Sentinel headlines and articles have mentioned possibilities of new freeways here, torn down freeways there, a boulevard there, and nowhere in it does it ever mention any possible transportation alternative other than a freeway/highway/road. Why are we not studying the Milwaukee Connector/light rail, freeway reconstruction, commuter rail, and an MCTS (plus surrounding public transit systems) overhaul all at the same time? All of these groups need to work together, or it won't matter how you rebuild the freeways. Milwaukee will become a low-income wasteland, the suburbs will become crowded with people, the traffic will get worse, the air will get more polluted, and the entire region will fade away. Milwaukee is one of the largest metropolitan areas in the entire country without a non-road transportation alternative, and you're wasting all this study money away on some damn freeway plan.</p> <p>I don't doubt the importance of freeways in the network, but we can't make that our only focus.</p>

Freeway Reconstruction Study Comments

Date submitted	7/23/01
Name	Gordon Mross
Organization	
Address	
Comments	Dear Mr Lank. 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 Oconomowoc 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 Henry Maier 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 Maier's parochial short-sightedness 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

Date submitted	7/24/01
Name	Thomas Koch
Organization	
Address	21860 Foxhave run 3 Waukesha, WI 53186
Comments	What this area needs is more freeways. I would like to see a freeway, or even a parkway, connecting HWY43 and HWY 45 on the north end of town. This needs to be between silverspring and brown deer road. This should also extend to HWY 64 with a spur running down to meet HWY94. This same 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

Date submitted	7/27/01
Name	Les Snyder
Organization	
Address	1933 N. Prospect Ave. Milwaukee, WI 53202
Comments	<ol style="list-style-type: none">1. Should have northern "bypass" freeway. Convert Good Hope Rd to freeway, and construct parallel roadways adjacent to freeway for local access.2. Don't remove Park East<ol style="list-style-type: none">A. Short sightedB. Replacement drawbridge "idiotic", "lunacy"3. Supports commuter rail<ol style="list-style-type: none">A. Extend Metra to Downtown Milwaukee on "old Northwestern line"B. Revitalize "old Northwestern 400 service"C. Use Cannonball route to WatertownD. Use "old Northwestern line" to Port WashingtonE. Amtrak service Madison to Milwaukee ok, but need "local service"4. Supports light rail<ol style="list-style-type: none">A. route of existing "little used" freight lines in metro area.5. Politicians "screwing us". 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.egments. Noted traffic volume growth on Good Hope Road in recent years.

Freeway Reconstruction Study Comments

Date submitted	7/28/01
Name	Luis Machare
Organization	
Address	
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 41 on a diagonal through the city out to Menomonee Falls and Germantown with 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, 45 North, or even 43 north to Good Hope, because there is no direct way to get the to northwest part of the metropolitan area? Even if/when there is a northerly east-west connection to 43/45, there will still 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 in 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 values and revenue sources. You would also make it necessary to add a number of streets and bridges to connect what would then 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 impermeable surface would only add to the flooding problems of 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 45 veered so far to the West. Thank you. Mary Machare

Freeway Reconstruction Study Comments

Date submitted 8/24/01
Name Philip Hohlwck
Organization Freeway User of Milwaukee
Address 2557 N Terrace Ave #C
Milwaukee, WI 53211
Comments 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 quite 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!

Additional comments received 8/20/01

1. Northern freeway connection needs more study.
2. Northern freeway should be a facility similar to IH 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

Date submitted 8/24/01
Name Matt Petering
Organization
Address
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.

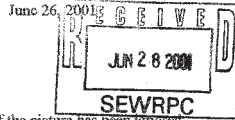
Freeway Reconstruction Study Comments

Date submitted 8/24/01
Name Brenda L. Wolf
Organization
Address 10465 W. St. Francis Avenue
Greenfield, WI 53228
Comments I am a homeowner in the City of Greenfield near the Beloit Rd exits. 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

Exhibit C

**Comments Received
by Letter**

F. Thomas Ament - Milw County Executive
✓ Ken Yunker - SE Wis Reg Plan Comm
Julie Penman - Commissioner of City Development
Mike Paddock - CH2M Hill



With all the discussion about the freeway, I believe a vital part of the picture has been ignored. Here is my view.

The tie-up 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 criss-cross lane-changing battles (sometimes three lanes). This is especially bad on I-43 southbound into the Marquette. Backups of three or more miles are routine (you know all that).

Most commuters and truckers (semi's are longer now and double bottoms are multiplying) coming south on I-43 are ultimately headed west (Wauwatosa, Waukesha, Madison +) or south (Cudahy, Racine, Chicago +) and didn't want to go through downtown at all. The same for the return trip to the north (Glendale, Oshkosh, Appleton +).

I suggest adding a new east-west freeway leg connecting I-43 and US-45, possibly at or near Good Hope Road, forming roughly a mirror image of the south side's I-894. This would siphon off a huge load from the Marquette, provide easy freeway access to more people and reduce congestion on surface streets, as does I-894. It would also complete a true bypass for truck and commuter through traffic. The reduced traffic could justify a much more modest (\$) 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 tied-up freeway. It would even reduce exhaust emissions. I really believe we will be forced to build this leg 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. I'm not sure why. Mequon Road was later suggested but rejected. There are other feasible corridors too. Whichever is chosen, it must be acquired now or it will soon be filled with new nursing homes, corporate and industrial parks, malls, churches, condos etc. If we wait five or ten years it will cost five or ten times as much.

More lanes, more (or less) ramps, or "stacking" will never smoothly handle 300,000 vehicles (and more coming even before bids are let). Of course those ideas, with careful thought, could ease the flow.

I fear this project could turn into a "twin" of an old storm/sanitary sewer problem many decades ago. Everyone knew the systems needed to be separated and protected from leaking into each other. The plan that would have accomplished this was rejected because "That could cost a million dollars!!". This ultimately resulted -- after several band-aids -- in the deep tunnel project which, for multi-multi-millions, has questionable value. The analogy is scary. And metro Milwaukee continues to grow larger and more densely populated.

Of course the interchange itself does need extensive repairs and alteration, but the main effort must be to take some -- maybe half -- of the 300,000 vehicles (with more to come) away from it. Only a bypass can do that!

Many agree with my views but it sounds like everyone is scared of the political entanglements. Don't be. I hope you will look seriously and objectively at the bypass concept and get it built before it is too late. Please please don't be afraid to do it right this time. You could all be heroes.

Thanks for listening,

Charles Stewart

Charles Stewart
1626 N Prospect Ave #2106
Milwaukee, WI 53202
414-224-1055



11333 N. Cedarburg Road 60W
Mequon, WI 53092
Phone (262) 242-3100
Fax (262) 242-9655
mayor@ci.mequon.wi.us

Mayor Christine Nuernberg

Kenneth R. Yunker, PE
Asst. Dir. SEWRPC
P.O. Box 1607
Waukesha, WI 53187-1607

August 1, 2001

Dear Mr. Yunker:

I am writing to urge the Southeastern Wisconsin Regional Planning Commission and Wisconsin Department of Transportation to dismiss further analysis and debate regarding a future interstate link between I-43 and I-94. I am not alone in believing that such a major road construction project would be extraordinarily costly to taxpayers and devastating to the neighborhoods it bisects. We need only revisit our recent past to appreciate the public policy implications of proposing freeway construction through established residential areas.

East-west arterial links already exist in northern Milwaukee County and southern Ozaukee County. Silver Spring Drive, Good Hope Road, Brown Deer Road and Mequon Road are sufficient driving alternatives. These strategic arterial highways currently allow speeds in the range of 35 to 45 M.P.H. with few cross traffic stops required.

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-respected transportation engineers and organizations have published findings that suggest that 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 aesthetic environment.

I understand and appreciate the need to exhaust all transportation alternatives as part of the freeway system planning process. I believe, however, it's now time to bury the I-43 to I-94 link concept based on sound transportation planning principles. Let us fine tune southeastern Wisconsin's transportation management plan by focusing on system improvements to our existing infrastructure.

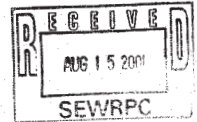
Sincerely,

Christine Nuernberg

Christine Nuernberg
Mayor

Cc: Common Council
City Administrator
Community Development Director
City Engineer

HARVEY SHEBESTA
2907 Emalie Drive
Waukesha, WI 53188-1393
August 13, 2001



Mr. Thomas H. Buestrin, Chairman
Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
Waukesha, WI 53187-1607

Dear Mr. Buestrin:

Attached is an article out of the August 10, 2001 Wall Street Journal. Perhaps you've already read it. Chances are similar statistics exist for Southeastern Wisconsin.

Please instruct the committee considering the Regional Freeway System Reconstruction Study to look into the benefits of joining the Fond du Lac Freeway with the Stadium North Freeway as they were originally planned. Looking to replace them with surface streets is a dumb idea.

The Planning Commission should be a leader-- LEAD!

Sincerely,

Harvey Shebesta
Harvey Shebesta
Retired District Director
District 2, Waukesha

REVIEW & OUTLOOK

The Road More Traveled

W.S.J.
8-10-01

Now, you--Mr. or Mrs. American Commuter! We know all about you. It takes you an average 243 minutes to get to work each morning, up about two minutes from 1990. Only about 5% of you use mass transit, about the same as a decade ago, and the percentage of you who carpool has dropped. In short, not only are more of you driving to work, it's taking you longer to get there and you are likely doing it solo.

That's the gist of new data from the just-released Census Bureau Supplemental Survey. Among politicians and urban planners, the standard reaction has been to treat these figures as a grim reminder that we need to double or triple the tax dollars going to mass transit. But what it tells us is something far more compelling: that cars are fundamental to the American Dream, and Americans are not going to give up their car.

The reason is simple. When it comes to the convenience and mobility, there's nothing like a car. And because the cost has gone down, more of us today are doing so. According to the American Highway Users Alliance, since 1970 America's population has increased by 32%, the number of licensed drivers by 63%, the number of vehicles by 90% and the vehicle miles traveled by 132%. Over the same time, however, total road mileage has increased by a scant 8% and lane-mile capacity by only 15%. Apparently our transporta-

tion system rests on the assumption that if you ignore all this long enough, the roads will become so clogged that people will have no other choice than to take mass transit.

That's not going to happen. Wendell Cox, a transport and demographics consultant, notes that even Portland--the darling of the smart growth set--is projecting an increase in car use many times that of mass transit. "The principal duty of the planners should be to provide for commuter needs by adding new capacity, not to try to evangelize people from their cars," says Mr. Cox. Part of that duty, of course, is not just to increase capacity but to rationalize use by making people pay for the benefits they receive. Similar

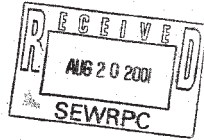


gapore, for example, alleviates congestion by charging more to use roads during rush hours.

Mass transit may look nice and tidy on maps, and we're well aware of the complaint about the gallon of gas an SUV consumes on a trip to pick up a gallon of milk. But if you don't live in Manhattan or don't have a light-rail truck from your front door to the local Piggly Wiggly, getting that gallon of milk can be a real hassle. We're not going to deny that congestion is a problem. But our guess is that we'd have a lot less of it if the "solutions" stopped treating cars as nuisances and began to look at them the way most Americans do: as a vehicle to opportunity.

Ronald H. Horn
 3165 Tree Lane
 West Bend, WI 53095
 262-675-6747

August 15, 2001



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 planning:

1. The DOT's previous planning and public meetings have been hopelessly compromised by input from the road building lobby. The influence of construction \$\$ 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 inter-urban.]
3. Transportation planning documents must clearly state that primary transportation corridors do impact local / regional development. Therefore, transportation plans must be integrated with / complementary to 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 vociferous 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.)

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 degenerated so badly that we cannot make left turns without a green arrow? What traffic light algorithm passes the most traffic per hour? Left turn timers should be prohibited where a separate, out-of-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

From: David Wehnes To: SEWRPC

Date: 8/17/01 Time: 12:47:16 PM

Page 1 of 4

Comments on the Southeastern Wisconsin Regional Freeway System Reconstruction Study

Submitted by Sierra Club
 August 16, 2001

The Sierra Club recognizes that there is a need to reconstruct parts of the aging freeway system. This is an opportunity to add safety features to correct problems such as: substandard entrance and exit lane lengths, inadequate shoulders, difficult curves and grade changes, and left hand on and off ramps. This is also an opportunity to analyze the mix of transportation modes, incorporate improvements and expand transportation choices.

As transportation planners consider alternatives to meet the transportation needs of Southeast Wisconsin into the mid-21st century, several concerns need to be addressed. These concerns focus on whether segments of the freeway system should be expanded to accommodate additional lanes of traffic. Primary concerns include impacts on air quality, induced travel, land use, noise levels, the ability of local roads and parking facilities to handle increases in capacity, and public expenditure on alternative modes of transportation.

Air and Noise Pollution

The quality of the air we breathe is a concern to all of us who have watched children struggle with asthma or friends suffering from the effects of cancer. Even healthy individuals are reminded of the air pollution around us when they see the ozone alert warnings or look at the snow banks along roadways as the winter progresses. We have made improvements in reducing the air pollution from fixed sources. However, air pollution from mobile sources continues to rise as more people drive more miles per year. In addition, due to the prevailing winds, the air quality in Southeast Wisconsin is already burdened with pollutants from the Chicago metropolitan area. This is particularly a problem along the Lake Michigan coast where the temperature difference between the land and water can set up a re-circulation of the air currents. Consider a few studies and the implications for the health and well-being of residents of Southeast Wisconsin.

✓ Highways and roads create a cancer corridor for children. A new study from the *Journal of Air and Waste Management*, done in the Denver metro area, shows that children living within 250 yards of streets or highways with just 20,000 vehicles per day are six times more likely to develop cancer and eight times more likely to get leukemia. The study looked at associations between distance-weighted traffic density of 750 ft, and all childhood cancers with measurements obtained in 1979 and 1990.¹

¹ Pearson et al. (2000). "Distance-weighted traffic density in proximity to a home is a risk factor for leukemia and other childhood cancers." *Journal of Air and Waste Management Association* 50:175-180.

From: David Wehnes To: SEWRPC

Date: 8/17/01 Time: 12:47:16 PM

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✓ Similar results were found in a 1997 study done in England. According to the *Journal of Epidemiology and Community Health*, a cancer corridor has been shown to exist within three miles of highways, airports, power plants, and other major polluters. The study examined children who died of leukemia or other cancers from the years 1953-1980. It found that the greatest danger lies just a few hundred yards from a pollution facility and decreases as the distance from the facility increases.²

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 100 times "safe levels" were Milwaukee, Waukesha, Ozaukee, and Kenosha. All four counties had an added risk of cancer over 400 times "safe levels." Milwaukee County was the highest with 1000 people per one million at an added risk.³

County	# of people in county who face a cancer risk that is 100 times safe levels set by the Clean Air Act.	Average individual's added cancer risk per 1,000,000 above safe levels	Pollution with the highest contribution to cancer risk	% of the air cancer risk is from trucks, cars, mobile sources
Milwaukee	901,013	1000	Diesel	76%
Kenosha	148,285	750	Diesel	84%
Waukesha	383,866	720	Diesel	79%
Racine	185,037	690	Diesel	75%
Walworth	87,620	600	Diesel	85%
Ozaukee	82,503	590	Diesel	87%
Dane	432,489	540	Diesel	85%
Washington	117,545	530	Diesel	84%
Sheboygan	110,284	460	Diesel	80%
Wisconsin Total	5,276,303	500	Diesel	78%

This material is at scorecard.org. A website by Environmental Defense.

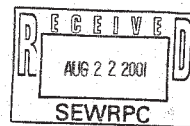
These findings are consistent with many parts of the country. Many areas are 500-1,000 times too polluted for safe levels, according to the EPA. That means more people will get sick and die from more air pollution that comes from more cars and more sprawl. In Wisconsin, Milwaukee has concentrations of cancer-causing hazardous pollutants that are higher than Wisconsin Rapids in central Wisconsin, which is consistent with higher vehicle emissions in the Milwaukee area.⁴

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

² Knox and Gilman (1997). "Hazard proximities of childhood cancers in Great Britain from 1953-1980. *Journal of Epidemiology and Community Health* 51: 151-159.

³ www.scorecard.org/env-releases/nsp/state

⁴ Wisconsin Urban Air Toxics Monitoring, A Summary Report for the Period July 1997-June 1998; pp. 44-45. WI DNR www.dnr.state.wi.us/org/aw/air/monitor/wuat9798report.pdf



COMMENTS

FINAL DRAFT REPORT #47
REGIONAL FREEWAY RECONSTRUCTION SYSTEM PLAN
FOR SOUTHEASTERN WISCONSIN

SUBMITTED BY

CITIZENS FOR A BETTER ENVIRONMENT, SIERRA CLUB,
1000 FRIENDS OF WISCONSIN, WISCONSIN'S ENVIRONMENTAL DECADE
AND THE BICYCLE FEDERATION OF WISCONSIN

AUGUST 17, 2001

Speedway and adding additional lanes on 894 to the zoo interchange will add to this problem and should be fully considered.

Congestion, Land Use and Induced Demand

The traditional method of relieving traffic gridlock is to expand the current road structure to include more lanes of traffic. Numerous studies by the Transportation Research Board show that you cannot build your way out of congestion. Hansen and Huang reported that a highway with two lanes in each direction if expanded by an additional lane in each direction will use up 90% of the new road's capacity within four years.⁵ The capacity of the road is used up because the new lane of traffic appeals to drivers who would otherwise not use the congested route; therefore, the route becomes as congested as before. The appeal of this new lane of traffic depends on its designation. "If the new lane is designated for high occupancy vehicles (HOVs)... it will attract fewer vehicles" leading to a free-flow type of traffic.⁶ Seven similar studies show the same results. The increase in traffic, however, is only one problem. The long-term effects are that "the new roadway capacity stimulates more sprawl and motorists move farther from work and shopping, the total induced travel rises from 50 to 100% of the roadway's new capacity."⁷

A study done by the Texas Transportation Institute (TTI) shows that an increase of 10% in the size of a highway network like this is associated with a 5.3% increase in the amount of driving.⁸ The TTI study goes on to make the point that increased length in car trips is the leading cause of traffic congestion, which in turn leads to more air pollution.⁹

Capacity Problems

Increasing the capacity of the freeway system and subsequent induced demand may result in increases in traffic on adjacent local arterials 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.

⁵ Holtzclaw, Dr. John. "Traffic Calming Cleans: New Emissions Essay: Freeway Growth Pollutes; Traffic Calming Cleans." Sierra Club website. <http://www.sierraclub.org/sprawl/articles/hwtvemis.asp>

⁶ Ibid.

⁷ www.sierraclub.org/sprawl/transportation/seven.asp

⁸ "Why Are The Roads So Congested?: An Analysis of the Texas Transportation Institute's Data On Metropolitan Congestion." Surface Transportation Policy Project. Washington, DC 20036. November, 1999. (<http://www.transact.org/reports/const99/default.htm>)

⁹ "Why Are The Roads So Congested?: An Analysis of the Texas Transportation Institute's Data On Metropolitan Congestion." Surface Transportation Policy Project. Washington, DC 20036. November, 1999. (<http://www.transact.org/reports/const99/default.htm>)

The 2002-2003 biannual budget for transportation will spend \$4.5 billion for total transportation costs, and \$2.2 billion for state highways with a proposed 13.3% increase over the fiscal years 2001-2003. Money spent on public transportation (buses, train, harbors etc.) will be a mere \$627 million. Although this is a small portion of the total transportation budget, money for public transportation increased just 4% from the previous year.¹⁰

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 from 3 to 4 lanes in each direction on Hwy 45 from the Zoo Interchange in Milwaukee County to Washington County where Hwy 45 splits with Hwy 41. Considering the current high traffic volume and the health implications from exposure to air pollutants, a more appropriate action would be to provide alternative forms of transportation that will reduce the output of air pollutants in this corridor and also consider providing incentives to those who leave their car at home.

Looking at Hwy 45 from the Zoo Interchange north to the Milwaukee County line, we find that a large portion of the City of Wauwatosa and parts of the City of Milwaukee and West Allis are located within 3-miles of this Highway. Numerous parks, schools and hospitals are within 3-miles of Hwy 45 in Milwaukee County. For instance, Hwy 45 extends between Wauwatosa West High School and Whitman Middle School, with their heavily 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 Visions 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 use planning. The Monterey Bay Area of 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 target "State funding and economic development to areas determined by local governments to be growth areas—e.g. 'Live Near Your Work'."¹¹

Planners at SEWRPC continue to assert to the public that they 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 Welnes

Please Contact Rosemary Welnes for further information: 414-453-3127, rosemary.welnes@sierraclub.org

¹⁰ Wisconsin Fair Share Coalition, Governor's biannual transportation budget 2002-2003.

¹¹ OTAQ Voluntary Guidance on Air Quality Benefits of Land Use Policies and Projects. By John M. Hall. USEPA, Office of Transportation and Air Quality, p. 5.

Please distribute these comments to members of the Advisory Committee.

Wisconsin's environmental community appreciates SEWRPC's request for public input at this relatively early, system-level point in the planning process. We also recognize the need for reconstruction generally 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 WEPA. However, we are also concerned that this system level study adequately assess environmental impacts. We note here the analogous situation now covered by the System Environmental Evaluation used by WisDOT for the 2020 and earlier State Highway Plans. Finally, we recognize that Chapter VII outlining the recommended plan as well as its costs and benefits has yet to be produced. Thus some of the following remarks should be taken as information and analysis requests for that final chapter as well as for 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 order. On the other hand, we urge that the study and the study committee incorporate a "new realism" regarding congestion and congestion solutions.

All major metropolitan areas increasingly experience significant and relatively permanent congestion problems for certain freeway segments and this new reality demands new solutions. Few, for example, would argue that congestion in the southeastern Wisconsin freeway system could realistically be reduced below LOS D or even E levels. Some of the relative

"permanency" of this congestion is due to both the diversion 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 no specific alternative transit or bicycling project is likely to substantially reduce congestion on the freeway system. On the other hand, rapid transit, high speed rail, and other travel options not dependent on roadway congestion conditions may be the only realistic way to provide commuters, business 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 mobility situation in compact urban areas livable. We commend, therefore, the WisDOT high-speed rail project as well as current SEWRPC planning activities regarding the extension of Metra service to Milwaukee. Certainly, this study should specifically reference these projects in its discussion of congestion. More than that, however, it should also fully incorporate the value of these projects and any other alternatives to congested travel option into the draft freeway reconstruction plan. For example, the study could recognize the importance certain alternatives have as a equal or even 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 formal system-level 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 relatively general and should be discussed in association with an expansion of strategies throughout the SEWRPC planning area for reducing sprawl. However, in the case of any new interchanges, Wisconsin's environmental community would urge very strong restraint. Not only do these typically generate commercial and residential sprawl, but also they often reduce the viability of the highway facility for through traffic. Moreover, wherever new access is provided, mitigation strategies should be planned and funded as necessary to ensure as much rural habitat and land preservation as possible.

Finally, all other significant environmental impacts, especially with respect to ozone 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 benzene. We recognize that these 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 WDNR or any other agency regarding pollutants to conduct a comprehensive evaluation of ozone precursors, GHG, PM, and toxics.

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

Even when necessary, it's no secret that freeways can often split neighborhoods and create 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 much as possible, we would urge that the redesign of the freeway incorporate reduced footprints and improved architecture and other design features that minimize impacts on adjacent human environments.

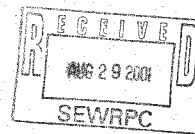
Thank you for your consideration of these remarks. We look forward to working with the study committee and staff to develop the best possible plan for both the residents and environment of southeastern Wisconsin.

Please contact Rob Kennedy, Senior Policy Analyst for Citizens for a Better Environment (608/251-9164 or robkennedy@igc.org) for further information.

Southeast Freeway Comments

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MILWAUKEE
REGIONAL
MEDICAL
CENTER



August 20, 2001

Mr. Kenneth R. Yunker, PE
Assistant Director
Southeastern Wisconsin Regional Planning Commission
PO Box 1607
Waukesha WI 53187-1607

RE: Southeastern Wisconsin Regional Freeway System Reconstruction Study

Dear Mr. Yunker:

Milwaukee Regional Medical Center (MRMC), an academic medical campus comprised of six major health care providers, is keenly interested in the freeway system study undertaken by your agency at the request of the Wisconsin Department of Transportation. Our members include:

- The Blood Center of Southeastern Wisconsin/Blood Research Institute
- Children's Hospital of Wisconsin
- Curative Care Network
- Froedtert Hospital
- Medical College of Wisconsin
- Milwaukee County Mental Health Division.

We are monitoring the study process and attending the meetings of the Advisory Committee chaired by William R. Drew. As you analyze the varied needs of the freeway system, we urge you to consider the importance of assuring optimum freeway access to this campus as a critical health care resource for the entire region.

We are particularly concerned with the Zoo and Watertown Plank interchanges and the freeway segments feeding into them. These, along with the 84th Street ramps from I-94, represent the primary access to the Medical Center for thousands of employees and nearly 1 million visitors per year. We have been pleased to see that major redesign is proposed for the interchanges and freeway segments that most concern us. We think there are compelling reasons to make major redesign of these areas a priority of your Reconstruction Plan. These include:

- **Regional Resource:** Milwaukee Regional Medical Center reaches far beyond local boundaries and constitutes a regional resource for health care, with approximately 40,000 inpatients and 750,000 outpatient and emergency visits annually. An estimated 20% of patients come from outside the Milwaukee metropolitan area, with the overwhelming majority using the freeway system for access.
- **Access to Emergency/Trauma Services:** The only Level 1 trauma centers in eastern Wisconsin (two of only three in the state) are located at Froedtert and Children's

9000 W. WISCONSIN AVENUE • MILWAUKEE, WI 53226 • 414-778-4570 • FAX: 414-778-6095
Located on the 7th floor, Children's Hospital / Children's Health System Office Building

THE BLOOD CENTER OF SOUTHEASTERN WISCONSIN • CHILDREN'S HOSPITAL OF WISCONSIN • CURATIVE CARE NETWORK
FROEDTERT HOSPITAL • MEDICAL COLLEGE OF WISCONSIN • MILWAUKEE COUNTY MENTAL HEALTH DIVISION

Hospitals. Emergency and trauma patients are brought to these centers from throughout the region. More than 90,000 visits are made to the emergency departments each year. It is essential that our freeway system support rapid access for ambulances and other emergency vehicles, as well as private vehicles transporting persons for urgent care.

- **Employment Concentration:** More than 10,000 people work on the Medical Center campus, one of the largest employee concentrations in the metro area. Growth of MRMC organizations has replaced thousands of jobs lost when Milwaukee County's John L. Doyno Hospital closed in 1995.
- **Economic Impact:** The annual economic impact of Milwaukee Regional Medical Center exceeds \$1.2 billion per year. This consists of new dollars brought into the metropolitan economy through out-of-area patients, research funding, state and federal payments.
- **Future Growth of Medical Center and Surrounding Area:** Campus organizations continue to expand to accommodate future demands for health care. The growth in the number of outpatients is especially dramatic – it has more than doubled at Children's Hospital in the last decade, while outpatient volumes for the Froedtert & Medical College Clinics grew more than 6% annually over the last five years. Significant growth is expected to continue in coming years for the campus and the surrounding area.

Milwaukee Regional Medical Center's member organizations invested more than \$150 million in the past decade to assure that their facilities meet evolving health care needs. We think it is vital that significant and timely investments likewise are made in the transportation system to meet Southeastern Wisconsin's changing needs. We applaud the efforts of SEWRPC and its Advisory Committee, and urge you to support significant redesign, prompt planning and early implementation of improvements for the Zoo Interchange, Watertown Plank Road interchange and the freeway segments they connect.

If we can provide additional information or be helpful in any way, please contact MRMC's Executive Director, Linda Cutler, at (414) 778-4570. Thank you.

Sincerely,

T. Michael Bolger
Chairman, Board of Directors, Milwaukee Regional Medical Center
President and CEO, Medical College of Wisconsin

cc: William Drew, Chair, Advisory Committee, Southeastern Wisconsin Regional Freeway System Reconstruction Study
Milwaukee County Executive F. Thomas Ament & David Novak, Director, Department of Public Works
Mayor Theresa Estnes & Thomas Wontorek, Administrator, City of Wauwatosa
MRMC Board Members