

# **RECORD OF PUBLIC COMMENTS**

## **REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY FOR SOUTHEASTERN WISCONSIN (Including Preliminary Recommended Plan)**

volume two

SEPTEMBER 1, 2001 - AUGUST 31, 2002

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Committee roster reflects the membership prior to changes brought about by elections in 2002.

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SEPTEMBER 1, 2001 – AUGUST 31, 2002

September 2002

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**REGIONAL FREEWAY SYSTEM RECONSTRUCTION  
STUDY FOR SOUTHEASTERN WISCONSIN  
(INCLUDING PRELIMINARY PLAN)**

**VOLUME TWO**

**SEPTEMBER 1, 2001-AUGUST 31, 2002**

This report presents the public comment received on the Regional Freeway Reconstruction Study and preliminary recommended freeway system reconstruction plan from September 1, 2001 to August 31, 2002, including during the formal public comment period on the preliminary plan from March 21, 2002, to June 14, 2002. A previous report, Record of Public Comments: Regional Freeway System Reconstruction Study for Southeastern Wisconsin: Volume I, February 1 – August 31, 2001, presented the public comment received on the study from the initiation of the study in February 2001 through August 31, 2001.

This report presents in a series of appendices:

- Formal actions taken on the preliminary plan by units of government (Appendix A).
- Oral comments received at a series of 11 public informational meetings on the preliminary plan and alternatives, and study findings between May 8, 2002, and June 6, 2002. (Appendix B).
- Written comments received on the preliminary plan and study, including comments received during the formal public comment period on the preliminary plan from March 21, 2002, to June 14, 2002; comments received from September 1, 2001, to March 20, 2002, prior to the formal preliminary plan public comment period and since the last report on study public comment; and comments received following the preliminary plan public comment period from June 15, 2002, to August 31, 2002 (Appendix C).
- Report on survey of public attitudes in Southeastern Wisconsin regarding freeway system traffic congestion and freeway system reconstruction (Appendix D).
- Newspaper articles and editorials concerning the preliminary plan and freeway system reconstruction study (Appendix E).

- Listing of groups which the Commission staff has met with regarding the freeway system reconstruction study and preliminary plan (Appendix F).
- Materials announcing the 11 public informational meetings and hearings including advertisements, news releases, and Commission Newsletter (Appendix G).

The following is a summary of the comments received on the preliminary recommended regional freeway system reconstruction plan, its alternatives, and the study as documented in these appendices, including formal action taken by counties and municipalities, oral comments made at the public informational meetings and hearings, and written comments received by letter, electronic mail, fax, and on comment forms available on the study web site and at the public informational meetings and hearings.

## **COUNTY BOARD ACTIONS**

By August 31, 2002, five of the seven County Boards within the Region had acted to approve the preliminary recommended regional freeway system reconstruction plan:

- Ozaukee County: Through County Board Resolution 02-19 dated August 7, 2002, by a vote of 24 ayes to 3 nays, the County Board of Supervisors acted to fully support the preliminary recommended plan.
- Racine County: Through County Board Resolution 2002-65 dated August 13, 2002, by voice vote, the County Board of Supervisors acted to fully support the preliminary recommended plan.
- Walworth County: Through County Board Resolution 39-08/02 dated August 13, 2002, by voice vote, the County Board of Supervisors acted to fully support the preliminary recommended plan, and further requested that the plan recommendations for Walworth County be reviewed five years prior to the reconstruction of freeways within Walworth County.
- Washington County: Through County Board Resolution 2002-12 dated June 18, 2002, by a vote of 27 ayes to 1 nay, the County Board of Supervisors acted to generally support the preliminary recommended regional freeway system reconstruction plan.
- Waukesha County: Through County Board Resolution 157-3 dated July 23, 2002, the County Board of Supervisors acted to fully support the preliminary recommended regional freeway system reconstruction plan.

By August 31, 2002, the Kenosha and Milwaukee County Boards of Supervisors had not yet considered and acted on the preliminary plan. Kenosha County was scheduled to consider and act on the plan in September 2002, and Milwaukee County was expected to consider and act on the plan before the end of 2002.

## **LOCAL MUNICIPALITY ACTIONS**

Five municipalities within Southeastern Wisconsin took action on the preliminary recommended regional freeway system reconstruction plan:

- City of Brookfield: Through City of Brookfield Common Council Resolution 6923 dated June 18, 2002, the Common Council acted to fully support the preliminary recommended plan.
- City of Glendale: Through City of Glendale Common Council Resolution dated June 24, 2002, the Common Council acted to oppose the proposed widening of IH 43 to accommodate eight traffic lanes within the City of Glendale.

- City of Milwaukee: Through City of Milwaukee Common Council Resolution 011729 dated April 23, 2002, the Common Council acted to support an alternative to the preliminary recommended plan that included rebuilding to meet modern design standards and additional lanes on 108 miles of the freeway system. The Common Council opposed the widening of IH 94 between the Zoo and Marquette Interchanges, and of IH 43 between the Mitchell Interchange and Silver Spring Drive. Additionally, the Common Council indicated a lack of support for rebuilding the freeway system to meet modern design standards where there would be substantial negative impacts on adjacent properties within the City of Milwaukee, specifically identifying the proposed elevation of the westbound lanes of IH 94 between Mitchell Boulevard and Hawley Road.
- City of Racine: Through City of Racine Common Council Resolution 4822 dated September 3, 2002, the Common Council acted to fully support the preliminary recommended plan.
- Village of Hales Corners: Through Village of Hales Corners Board of Trustees Resolution 02-39 dated August 12, 2002, the Village Board indicated its concern with respect to the potential redesign and reconstruction of the interchange of IH 43 with STH 100 and its continuing opposition to the potential widening of STH 100 in the Village from six to eight lanes.

## **STATE LEGISLATIVE ACTION**

A special session of the Wisconsin State Legislature was convened in January 2002. The State Legislature approved a budget bill and forwarded the bill to Governor Scott McCallum. The budget bill included a provision that stated, "The department shall design the reconstruction of IH 94 in Milwaukee and Waukesha Counties, other than the Marquette interchange, to allow for expansion of capacity for vehicular traffic on IH 94 in these counties to meet the projected vehicular traffic capacity needs, as determined by the department, for 25 years following the completion of such reconstruction." Governor Scott McCallum signed the bill into law as 2001 Wisconsin Act 109 on July 26, 2002. This action by the State Legislature and Governor may be considered to support the recommendation in the preliminary plan to rebuild IH 94 in Milwaukee and Waukesha Counties to modern design standards and to a widened eight lanes.

## **PUBLIC HEARING ORAL STATEMENTS AND WRITTEN CORRESPONDENCE**

During the time period of September 1, 2001, through August 31, 2002, a total of 310 persons provided comments on the preliminary plan either orally at the public hearings or in writing via letter, electronic mail, fax, study website, or comment form available at the public hearings. Most of these 310 persons provided their comments, 263, or 85 percent, during the formal public comment period on the preliminary plan.

A number of the 310 persons who provided their comments on the preliminary plan provided multiple comments.

- Nineteen persons provided oral comments at the hearing and provided written comments as well. Six of these 19 persons provided multiple written comments.
- Fourteen persons who provided only written comments provided multiple written comments.

The comments of the 310 persons providing oral and written statements on the preliminary plan and study may be divided into four categories: comments in support of the preliminary plan, comments in support of subalternatives to the preliminary plan, or portions of the preliminary plan; comments in opposition to the preliminary plan; and comments about the preliminary plan, but stating neither support for, nor opposition to, the preliminary plan.

Forty-six (46) persons expressed support for, and endorsement of, the preliminary plan. Nineteen (19) of the 46 persons expressing support noted that the preliminary plan was developed within the context of the Regional Planning Commission's comprehensive regional transportation plan, which also recommends substantial

expansion of public transit, and improved and expanded transportation systems and demand management. Several of these 46 persons supporting the preliminary plan suggested additions to, or modifications of, the preliminary plan. Eleven (11) persons suggested adding to the plan a freeway connecting the Fond Du Lac Freeway (STH 145) to USH 41 and/or IH 43. Nine (9) persons suggested adding to the plan a northern freeway connection between IH 43 and USH 45. Four (4) persons suggested adding to the plan a new circumferential freeway. Three (3) persons suggested that the freeway system should be rebuilt with more additional lanes than recommended in the preliminary plan. Two (2) persons suggested depressing and tunneling the eastbound or westbound lanes of IH 94 between Mitchell Boulevard and Hawley Road rather than elevating the westbound lanes of IH 94. Two (2) persons suggested the additional lanes in the preliminary plan could be provided as reversible flow express lanes. One (1) person suggested that high occupancy vehicle (HOV) lanes should also be part of the preliminary plan. One (1) person suggested the preliminary plan should recommend providing sufficiently wide freeway medians for potential light-rail transit. One (1) person suggested adding to the preliminary plan the completion of the USH 12 freeway between the Cities of Elkhorn and Whitewater.

Twenty-three (23) persons expressed support for, and endorsement of, a subalternative to the preliminary recommended plan. Four (4) persons supported the subalternative which included 108 miles of additional lanes—no widening of IH 94 between the Marquette and Zoo Interchanges, no widening of IH 43 between the Mitchell Interchange and Bender Road, and widening of IH 43 between Bender and Brown Deer Roads to six rather than eight lanes. Nineteen (19) persons supported the alternative which would rebuild the freeway system to modern design standards, but not provide any additional lanes.

Nineteen (19) persons did not express support for, or opposition to, the preliminary plan and its subalternatives, but did offer related comments. Four (4) persons expressed opposition to any consideration of a service interchange on IH 94 at Calhoun Road in the City of Brookfield. One (1) person stated that during freeway system reconstruction, opportunities should be provided for disadvantaged business enterprises (DBE) to significantly participate, and for minorities to be a significant part of the labor force, and in particular, within Racine and Kenosha Counties. One (1) person suggested a new freeway should be constructed between IH 43 and USH 45. One (1) person suggested connecting the Fond Du Lac Freeway (STH 145) to IH 43 and/or USH 41. One (1) person suggested providing a new circumferential freeway around the Milwaukee area, and three (3) persons suggested completing the USH 12 freeway between the Cities of Elkhorn and Whitewater. Two (2) persons encouraged that the properties necessary to be acquired for freeway reconstruction be identified, and notified, as soon as possible. One (1) person suggested that the freeway system be reconstructed in a more aesthetically pleasing manner. One (1) person proposed that mitigating noise impacts be required as part of reconstruction. One (1) person noted the cost of freeway system reconstruction and questioned how it would be funded. Four (4) persons made comments about freeway and related improvements, including one(1) stating opposition to freeway ramp meters, one (1) noting the need for a southbound IH 43 off-ramp to State Street, one (1) noting the need to locate all IH 43 on- and off-ramps related to STH 100 directly on STH 100, and one (1) noting the need for improved signal timing and coordination on Bluemound Road in Milwaukee and Waukesha Counties.

Two hundred twenty-two (222) persons expressed specific opposition to the preliminary plan. One hundred forty-six (146) persons expressed concern that the preliminary plan only addressed freeways and did not include consideration of the potential effects of improved public transit, and did not recommend improved or expanded public transit. Seventy-five (75) persons expressed concern about the total construction cost of the preliminary plan, and two (2) persons suggested that the freeway system should be converted to a system of tollways to pay for freeway system reconstruction. Sixty-six (66) persons expressed concerns that the preliminary plan would lead to increased levels of air pollution. Sixty-three (63) persons expressed concern that the preliminary plan would contribute to urban sprawl, and eleven (11) persons stated that the plan did not promote “smart growth” land use principles. Thirty-three (33) persons expressed concern that the preliminary plan would benefit only those living in the suburbs. Thirty-three (33) persons expressed concern with respect to the impacts on wetlands and primary environmental corridors. Thirty (30) persons expressed concern that the preliminary plan would induce additional travel and traffic. Thirty (30) persons expressed concern that the preliminary plan would lead to increased levels of noise. Twenty-four (24) persons expressed concern that the preliminary plan would diminish the quality of life within Southeastern Wisconsin. Twenty-three (23) persons expressed opposition to the proposed elevation of the

westbound lanes of IH 94 between Mitchell Boulevard and Hawley Road. Twenty-one (21) persons expressed concern that the preliminary plan would lead to a substantial loss in the property tax base. Eleven (11) persons expressed concern that the preliminary plan would promote further use of nonrenewable resources such as crude oil. Six (6) persons suggested supporting methods advocated by a Florida-based traffic engineer—Walter Kulash—including instead improving public transit and surface arterial streets and accepting increased levels of traffic congestion. Five (5) persons expressed concern that there was no opportunity for public input in the study prior to the proposal of the preliminary plan. Five (5) persons expressed concern about the environmental justice impacts of the preliminary plan, that is, that the plan would have disproportionate impacts on minority and low income populations. Four (4) persons expressed concern that the preliminary plan would lower property values in Milwaukee County. Four (4) persons suggested replacing the freeways with boulevards. One (1) person opposed to the preliminary plan suggested instead providing a new northern freeway connecting IH 43 and USH 45.

Also, the Commission received a total of 1,483 postcards pre-printed by the Sierra Club stating opposition to highway expansion within Southeastern Wisconsin due to construction cost and air quality impacts, and suggesting instead the improvement of public transit. The Sierra Club also placed a full page advertisement with respect to the preliminary plan on the entire back page of an issue of the *Shepherd Express* newspaper, and 91 forms which were part of the advertisement and stated opposition to the preliminary plan were received by the Commission. Of the total 1,574 statements of opposition, about 90 percent were from residents of Southeastern Wisconsin, and about 14 percent were duplicates, with multiple postcards or both postcards and newspaper advertisement form being returned by the same person.

## **OUTREACH AND BRIEFING TO GROUPS**

The Commission staff also presented briefings on the preliminary plan and study to groups upon request, and conducted outreach on the preliminary plan and study to minority groups, with the assistance of Creative Marketing Resources, Inc., a Disadvantaged Business Enterprise (DBE) firm. Comments were received in particular from the Story Hill Neighborhood Association at their annual meeting stating opposition to the potential elevation of the westbound IH 94 lanes between the Mitchell Boulevard and Hawley Road interchanges, which may be attendant to the widening of IH 94 and rebuilding IH 94 to modern design standards. Comments received from the minority community leaders, businesses, elected officials, and media expressed particularly the need for minority-owned businesses to participate significantly in the reconstruction, as well as for minorities to be a significant part of the reconstruction labor force.

## **SURVEY OF SOUTHEASTERN WISCONSIN RESIDENT ATTITUDES ON FREEWAY CONGESTION AND RECONSTRUCTION**

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

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

More specifically, the results of the survey may be summarized as follows:

- More than 82 percent of Southeastern Wisconsin residents (including 83 percent of Milwaukee County residents and 81 percent of City of Milwaukee residents) believe freeway traffic congestion is a severe and growing problem during morning and afternoon peak traffic periods. Nearly one-half of these respondents also believe that freeway traffic congestion is a growing problem during other times of the day as well.
- More than 72 percent of Southeastern Wisconsin residents (including 72 percent of Milwaukee County residents and 71 percent of City of Milwaukee residents) consider a forecast doubling of freeway traffic congestion in Southeastern Wisconsin to be unacceptable. This doubling of freeway traffic congestion is projected even if public transit is significantly expanded, “smart growth” in land use occurs, and surface streets are improved and expanded, but the freeway system is rebuilt without additional lanes.
- More than 89 percent of Southeastern Wisconsin residents (including 88 percent of Milwaukee County residents and 86 percent of City of Milwaukee residents) agree that a modern and efficient freeway system is essential to the economic future of Southeastern Wisconsin.
- More than 87 percent of Southeastern Wisconsin residents (including 87 percent of Milwaukee County residents and 86 percent of City of Milwaukee residents) agree that the freeway system in Southeastern Wisconsin should be reconstructed to meet modern design standards, including relocating left-hand on-and off-ramps to the right-hand side of the freeway, eliminating lane drops at major interchanges, improving driver sight lines and freeway curves, and providing full inside and outside shoulders.
- More than 75 percent of Southeastern Wisconsin residents (including 78 percent of Milwaukee County residents and 76 percent of City of Milwaukee residents) agree that additional lanes should be added to the freeway system in their county as part of the reconstruction of the Southeastern Wisconsin freeway system.
- More than 76 percent of Southeastern Wisconsin residents (including 74 percent of Milwaukee County residents and 72 percent of City of Milwaukee residents) agree that additional lanes should be provided on IH 94 between the Zoo and Marquette Interchanges and IH 43 between the Mitchell Interchange and Brown Deer Road in Milwaukee County, widening these freeways to eight lanes as part of the reconstruction of the freeway system.

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



**Appendix A**

**RESOLUTIONS OF COUNTY BOARDS OF SUPERVISORS AND MUNICIPALITIES  
REGARDING THE PRELIMINARY FREEWAY SYSTEM RECONSTRUCTION PLAN**

RESOLUTIONS OF COUNTY BOARDS OF SUPERVISORS

OZAUKEE COUNTY

RESOLUTION NO. 02-19

PRELIMINARY PLAN FOR RECONSTRUCTION OF THE REGIONAL FREEWAY SYSTEM IN SOUTHEASTERN WISCONSIN

WHEREAS, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) is engaged in a major study, being undertaken at the request of the Secretary of the Wisconsin Department of Transportation, to develop a plan and program to be used to guide the efforts of the Department over the next 30 years as the deteriorating regional freeway system serving Southeastern Wisconsin is rebuilt; and

WHEREAS, an Advisory Committee created by SEWRPC, including representation from Ozaukee County, has been engaged in studying the regional freeway system, in considering alternative ways in which that freeway system may be reconstructed, and in preparing a preliminary recommended regional freeway system reconstruction plan; and

WHEREAS, the regional freeway system carries on an average weekday over one-third of the daily travel in Southeastern Wisconsin and, accordingly, represents the single most important subsystem of facilities in the regional transportation system; and

WHEREAS, the SEWRPC Advisory Committee is seeking review of, and comment on, its preliminary recommendations in a wide variety of ways, including public informational meetings and hearings; and

WHEREAS, the reconstruction of the regional freeway system in Southeastern Wisconsin will represent a major public works program over the next several decades; and

WHEREAS, the course of action that is being charted through the current freeway study will lead to a reconstructed regional freeway system that will have to serve the Region, the State, and the Nation for the next 50 to 60 years; and

WHEREAS, the SEWRPC Advisory Committee is seeking specific reaction to the preliminary plan from the Ozaukee County Board of Supervisors before developing a final plan that is intended to be formally adopted by each of the seven county boards in Southeastern Wisconsin and by the SEWRPC, all in an effort to demonstrate that a substantial consensus exists in the Region as to how the Department should approach reconstruction of the regional freeway system; and

WHEREAS, the preliminary plan released by the SEWRPC Advisory Committee recommends that the freeway system be reconstructed to accomplish the following two major objectives:

- 1. To ensure that as the regional freeway system is reconstructed, every effort is made to meet up-to-date design standards and to thereby achieve certain safety improvements, including relocating left-hand on and off-ramps to the right-hand sides of the freeways, eliminating lane drops at major freeway interchanges, improving driver sight lines and reducing sharp freeway curves, and providing full inside and outside shoulders for safety and refuge.
2. To provide additional capacity on 127 miles of freeways, or less than one-half of the 270-mile regional freeway system, in order to avoid a substantial increase in freeway system traffic congestion and the attendant inefficiencies, time delays, and safety and reliability problems that such increased congestion would bring; and

WHEREAS, the SEWRPC Advisory Committee desires formal County Board resolution on the preliminary plan as soon as possible so that that Committee can meet its charge and report its final recommendations to the SEWRPC in early fall 2002.

NOW, THEREFORE, BE IT RESOLVED, that the Ozaukee County Board of Supervisors hereby expresses its full support for the preliminary recommended regional freeway system plan as put forth by the SEWRPC Advisory Committee and encourages that Committee to include in its final set of recommendations all of the elements of freeway system improvement that were included in the preliminary recommended plan.

FURTHER RESOLVED, that the County Clerk forward a certified copy of the resolution to the SEWRPC.

Dated at Port Washington, Wisconsin, this 7th day of August, 2002.

TO WHOM IT MAY CONCERN:

I, Mary S. Marchese, County Clerk for Ozaukee County, Wisconsin, hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Ozaukee County Board of Supervisors on August 7, 2002.

(S E A L)

Mary S. Marchese, County Clerk

Frederick Kaul

John C. Groszklaus

James H. Uselding

John J. Hilber

Alan P. Kletti

HIGHWAY COMMITTEE

RACINE COUNTY

AUG 28 2002

July 23, 2002

RESOLUTION NO. 2002-65

RESOLUTION BY THE PUBLIC WORKS, PARKS AND FACILITIES COMMITTEE ENDORSING THE PRELIMINARY PLAN FOR RECONSTRUCTION OF THE REGIONAL FREEWAY SYSTEM IN SOUTHEASTERN WISCONSIN

To the Honorable Members of the Racine County Board of Supervisors:

BE IT RESOLVED by the Racine County Board of Supervisors hereby endorses and expresses its full support for the Preliminary Recommended Regional Freeway System Plan as put forth by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) Advisory Committee and encourages that Committee to include in its final set of recommendations all of the elements of freeway system improvement that were included in the preliminary recommended plan.

BE IT FURTHER RESOLVED by the Racine County Board of Supervisors that a certified copy of this resolution be transmitted by the County Clerk to the Southeastern Regional Planning Commission.

Respectfully submitted,

PUBLIC WORKS, PARKS AND FACILITIES COMMITTEE

Peter L. Hansen, Chairman

H. John Anderson, Vice-Chairman

1st Reading

2nd Reading

BOARD ACTION

Adopted For Against Absent

VOTE REQUIRED: Majority

Prepared by: Corporation Counsel

Q. A. Shakoov, II

Raymond J. DeFahn

Hubert H. Braun

John R. Hansen

Jeff Harbach

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INFORMATION ONLY

WHEREAS, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) is engaged in a major study, being undertaken at the request of the Secretary of the Wisconsin Department of Transportation, to develop a plan and program to be used to guide the efforts of the Department over the next 30 years as the deteriorating regional freeway system serving Southeastern Wisconsin is rebuilt; and

WHEREAS, an Advisory Committee created by SEWRPC, including representation from Racine County, has been engaged in studying the regional freeway system, in considering alternative ways in which that freeway system may be reconstructed, and in preparing a preliminary recommended regional freeway system reconstruction plan; and

WHEREAS, the regional freeway system carries on an average weekday over one-third of the daily travel in Southeastern Wisconsin and, accordingly, represents the single most important subsystem of facilities in the regional transportation system; and

WHEREAS, the SEWRPC Advisory Committee is seeking review of, and comment on, its preliminary recommendations in a wide variety of ways, including public informational meetings and hearings; and

WHEREAS, the reconstruction of the regional freeway system in Southeastern Wisconsin will represent a major public works program over the next several decades; and

WHEREAS, the course of action that is being charted through the current freeway study will lead to a reconstructed regional freeway system that will have to serve the Region, the State, and the Nation for the next 50 to 60 years; and

WHEREAS, the preliminary plan released by the SEWRPC Advisory Committee recommends that the freeway system be reconstructed to accomplish the following two major objectives:

- 1. To ensure that as the regional freeway system is reconstructed, every effort is made to meet up-to-date design standards and to thereby achieve certain safety improvements, including relocating left-hand on-and-off-ramps to the right-hand sides of the freeways, eliminating lane drops at major freeway interchanges, improving driver sight lines and reducing sharp freeway curves, and providing full inside and outside shoulders for safety and refuge.

6 2. To provide additional capacity on 127 miles of freeways, or less than one-half of the  
7 270-mile regional freeway system, in order to avoid a substantial increase in freeway  
8 system traffic congestion and the attendant inefficiencies, time delays, and safety  
9 and reliability problems that such increased congestion would bring; and

10 WHEREAS, the preliminary plan was presented to the Racine County Board's  
11 Committee of the Whole on June 11, 2002 and was reviewed by the Public Works,  
12 Parks and Facilities Committee on July 11, 2002.

13 WHEREAS, the SEWRPC Advisory Committee is seeking specific reaction to the  
14 preliminary plan from the Racine County Board of Supervisors before developing a final  
15 plan that is intended to be formally adopted by each of the seven county boards in  
16 Southeastern Wisconsin and by the SEWRPC, all in an effort to demonstrate that a  
17 substantial consensus exists in the Region as to how the Department should approach  
18 reconstruction of the regional freeway system; and

19 WHEREAS, the SEWRPC Advisory Committee desires formal County Board  
20 reaction on the preliminary plan as soon as possible so that the Committee can meet its  
21 charge and report its final recommendations to the SEWRPC in early fall 2002.  
22  
23  
24

**WALWORTH COUNTY**

RESOLUTION NO. 39-08/02

RESOLUTION PROVIDING COMMENTS ON THE PRELIMINARY PLAN  
FOR RECONSTRUCTION OF THE REGIONAL FREEWAY SYSTEM  
IN SOUTHEASTERN WISCONSIN

WHEREAS, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) is engaged in a major study, being undertaken at the request of the Secretary of the Wisconsin Department of Transportation, to develop a plan and program to be used to guide the efforts of the Department over the next 30 years as the deteriorating regional freeway system serving Southeastern Wisconsin is rebuilt; and

WHEREAS, an Advisory Committee created by SEWRPC, including representation from Walworth County, has been engaged in studying the regional freeway system, in considering alternative ways in which that freeway system may be reconstructed, and in preparing a preliminary recommended regional freeway system reconstruction plan; and

WHEREAS, the regional freeway system carries on an average weekday over one-third of the daily travel in Southeastern Wisconsin and, accordingly, represents the single most important subsystem of facilities in the regional transportation system; and

WHEREAS, the SEWRPC Advisory Committee is seeking review of, and comment on, its preliminary recommendations in a wide variety of ways, including public informational meetings and hearings; and

WHEREAS, the reconstruction of the regional freeway system in Southeastern Wisconsin will represent a major public works program over the next several decades; and

WHEREAS, the course of action that is being charted through the current freeway study will lead to a reconstructed regional freeway system that will have to serve the Region, the State, and the Nation for the next 50 to 60 years; and

WHEREAS, the SEWRPC Advisory Committee is seeking specific reaction to the preliminary plan from the Walworth County Board of Supervisors before developing a final plan that is intended to be formally adopted by each of the seven county boards in Southeastern Wisconsin and by the SEWRPC, all in an effort to demonstrate that a substantial consensus exists in the Region as to how the Department should approach reconstruction of the regional freeway system; and

WHEREAS, the preliminary plan released by the SEWRPC Advisory Committee recommends that the freeway system be reconstructed to accomplish the following two major objectives:

1. To ensure that as the regional freeway system is reconstructed, every effort is made to meet up-to-date design standards and to thereby achieve certain safety improvements, including relocating left-hand on- and off-ramps to the right-hand sides of the freeway, eliminating lane drops at major freeway interchanges, improving driver sight lines and reducing sharp freeway curves, and providing full inside and outside shoulders for safety and refuge.
2. To provide additional capacity on 127 miles of freeways, or less than one-half of the 270-mile regional freeway system, in order to avoid a substantial increase in freeway system traffic congestion and the attendant inefficiencies, time delays, and safety and reliability problems that such increased congestion would bring; and

WHEREAS, the SEWRPC Advisory Committee desires formal County Board reaction on the preliminary plan as soon as possible so that that Committee can meet its charge and report its final recommendations to the SEWRPC in early fall 2002; and

WHEREAS, the SEWRPC study lists the reconstruction of the freeway system in Walworth County to take place beginning 20 to 25 years from today; and

WHEREAS, the Walworth County Board of Supervisors desires SEWRPC and the Wisconsin Department of Transportation to re-evaluate the needs of the freeway system in Walworth County 5 years prior to scheduled reconstruction.

NOW, THEREFORE BE IT HEREBY RESOLVED:

FIRST: That the Walworth County Board of Supervisors hereby expresses its full support for the preliminary recommended regional freeway system plan as put forth by the SEWRPC Advisory Committee and encourages that Committee to include in its final set of recommendations the elements of freeway system improvement that were included in the preliminary recommended plan; and

A-2

SECOND: That SEWRPC and the Wisconsin Department of Transportation re-evaluate the study 5 years prior to scheduled reconstruction of the freeway system in Walworth County to assure that the improvements are consistent with the transportation demands at that time; and

THIRD: That the County Clerk transmit a certified copy of the resolution to the SEWRPC and the District Director of the Wisconsin department of Transportation.

Dated this 13 day of August, 2002.

W. E. ...  
County Board Chair

...  
Attest: County Clerk

Policy and Fiscal Note Attached:  Yes  No

This resolution was adopted, laid over, and referred to the Committee Report

DA30 6 Aug 02  
Date  
County Administrator

Approved as to Form:  
Date 8/13/02

Dennis Costello 8/16/02  
Date  
Corporation Counsel

Reviewed  
Budget/Fiscal Impact:

N. Andersen 8/16/02  
Date  
Finance Director

Circle  
Action Required: Majority Vote Two-thirds Vote Other  
(Please Specify)

Committee  
Consideration: Highway Date: June 25, 2002 \*Vote: 4-0  
\*Supervisor Ann Lohrmann being excused and Supervisor Jerry Grant substituting for Supervisor Bill Norem.

POLICY AND FISCAL NOTE

I. Title:

Resolution No. 39-08/02  
Resolution: Resolution Providing Comments on the Preliminary Plan for Reconstruction of the Regional Freeway System in Southeastern Wisconsin

This resolution is in support of preliminary reconstruction plan which was approved by the Southeastern Regional Planning Commission Advisory Committee for freeway reconstruction planning.

II. Purpose and Policy Impact Statement:

Phil Evenson, Executive Director of SEWRPC, has requested that the County Board of Supervisors in each of the seven counties which comprise SEWRPC boundaries provide for input on the preliminary freeway reconstruction plan. This item was presented to the Highway Committee which voiced concerns that by endorsing this preliminary plan which did not include constructing additional lanes along the freeways in Walworth County that the County would be agreeing to a plan which would not serve the future transportation needs of the County.

At the Highway Committee meeting of June 25, 2002, Leslie Fafard, the Wisconsin Department of Transportation District 2 Director assured the Committee that endorsement of this preliminary plan would not limit the Department of Transportation from constructing the necessary facilities to meet future transportation needs. Mr. Fafard indicated that during the detail design phase for the freeways in Walworth County consideration would be given to traffic needs at the time of the final design.

This resolution requests that the Department of Transportation and SEWRPC review the conclusions of the preliminary plan 5 years prior to the reconstruction of any of the freeway systems in Walworth County in order to assure that the County residents are being provided with a freeway system to serve the future traffic demand.

III. Budget and Fiscal Impact:

There is no direct fiscal impact to the County for the reconstruction of the freeway system. Current funding mechanisms for freeway reconstruction by the Department of Transportation are provided through state and federal taxes for fuel and registration of vehicles.

IV. Considered by the Following Committees Prior to County Board Consideration and Date of Referral:

Highway Committee, June 25, 2002  
Vote: 4 - 0 with Supervisor Ann Lohrmann being excused and Supervisor Jerry Grant substituting for Supervisor Bill Norem.

V. Committee Consideration:

Highway Committee.

VI. Approved as to Form:

DA30 6 Aug 02  
County Administrator

Dennis Costello 8/16/02  
Corporation Counsel

N. Andersen 8/16/02  
Finance Director



WASHINGTON COUNTY

WASHINGTON COUNTY, WISCONSIN

Date of enactment: \_\_\_\_\_
Date of publication: \_\_\_\_\_

2002 RESOLUTION 12

Comments on the Preliminary Plan for Reconstruction of the Regional Freeway System in Southeastern Wisconsin

WHEREAS, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) is engaged in a major study, being undertaken at the request of the Secretary of the Wisconsin Department of Transportation, to develop a plan and program to be used to guide the efforts of the Department over the next 30 years as the deteriorating regional freeway system serving Southeastern Wisconsin is rebuilt; and

WHEREAS, an Advisory Committee created by SEWRPC, including representation from Washington County, has been engaged in studying the regional freeway system, in considering alternative ways in which that freeway system may be reconstructed, and in preparing a preliminary recommended regional freeway system reconstruction plan; and

WHEREAS, the regional freeway system carries on an average weekday over one-third of the daily travel in Southeastern Wisconsin and, accordingly, represents the single most important subsystem of facilities in the regional transportation system; and

WHEREAS, the SEWRPC Advisory Committee is seeking review of, and comment on, its preliminary recommendations in a wide variety of ways, including public informational meetings and hearings; and

WHEREAS, the reconstruction of the regional freeway system in Southeastern Wisconsin will represent a major public works program over the next several decades; and

WHEREAS, the course of action that is being charted through the current freeway study will lead to a reconstructed regional freeway system that will have to serve the Region, the State, and the Nation for the next 50 to 60 years; and

WHEREAS, the SEWRPC Advisory committee is seeking specific reaction to the preliminary plan from the Washington County Board of Supervisors before developing a final plan that is intended to be formally adopted by each of the seven county boards in Southeastern Wisconsin and by the SEWRPC, all in an effort to demonstrate that a substantial consensus exists in the Region as to how the Department should approach reconstruction of the regional freeway system; and

WHEREAS, the preliminary plan released by the SEWRPC Advisory Committee recommends that the freeway system be reconstructed to accomplish the following two major objectives:

Page 1 of 2

1. To ensure that as the regional freeway system is reconstructed, every effort is made to meet up-to-date design standards and to thereby achieve certain safety improvements, including relocating left-hand on- and off-ramps to the right-hand sides of the freeways, eliminating lane drops at major freeway interchanges, improving driver sight lines and reducing sharp freeway curves, and providing full inside and outside shoulders for safety and refuge;

2. To provide additional capacity on 127 miles of freeways, or less than one-half of the 270-mile regional freeway system, in order to avoid a substantial increase in freeway system traffic congestion and the attendant inefficiencies, time delays, and safety and reliability problems that such increased congestion would bring; and

WHEREAS, the SEWRPC Advisory Committee desires formal County Board reaction on the preliminary plan as soon as possible so that that Committee can meet its charge and report its final recommendations to the SEWRPC in early fall 2002;

NOW, THEREFORE, BE IT RESOLVED that the Washington County Board of Supervisors generally supports the preliminary recommended regional freeway system plan as put forth by the SEWRPC Advisory Committee;

BE IT FURTHER RESOLVED that the County Clerk transmit a certified copy of the resolution to the SEWRPC.

APPROVED: Kimberly A. Nass, County Attorney
Dated 6/20/02

Introduced by members of the HIGHWAY COMMITTEE as filed with the County Clerk.

Considered 6/18/02
Adopted 6/18/02
Ayes 27 Noes 1 Absent 2
Voice Vote

John B. Kohl, Chairperson

(This Resolution supports the SEWRPC study and results in no cost to the county.)

WAUKESHA COUNTY

ENROLLED RESOLUTION 157-3

SUPPORT FOR THE PRELIMINARY PLAN FOR RECONSTRUCTION OF THE REGIONAL FREEWAY SYSTEM IN SOUTHEASTERN WISCONSIN

WHEREAS, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) is engaged in a major study, being undertaken at the request of the Secretary of the Wisconsin Department of Transportation, to develop a plan and program to be used to guide the efforts of the Department over the next 30 years as the deteriorating regional freeway system serving Southeastern Wisconsin is rebuilt; and

WHEREAS, an Advisory Committee created by SEWRPC, including representation from Waukesha County, has been engaged in studying the regional freeway system, in considering alternative ways in which that freeway system may be reconstructed, and in preparing a preliminary recommended regional freeway system reconstruction plan; and

WHEREAS, the regional freeway system carries on an average weekday over one-third of the daily travel in Southeastern Wisconsin and, accordingly, represents the single most important subsystem of facilities in the regional transportation system; and

WHEREAS, the SEWRPC Advisory Committee is seeking review of, and comment on, its preliminary recommendations in a wide variety of ways, including public informational meetings and hearings; and

WHEREAS, the reconstruction of the regional freeway system in Southeastern Wisconsin will represent a major public works program over the next several decades; and

WHEREAS, the course of action that is being charted through the current freeway study will lead to a reconstructed regional freeway system that will have to serve the Region, the State, and the Nation for the next 50 to 60 years; and

WHEREAS, the SEWRPC Advisory Committee is seeking specific reaction to the preliminary plan from the Waukesha County Board of Supervisors before developing a final plan that is intended to be formally adopted by each of the seven county boards in Southeastern Wisconsin and by the SEWRPC, all in an effort to demonstrate that a substantial consensus exists in the Region as to how the Department should approach reconstruction of the regional freeway system; and

WHEREAS, the preliminary plan released by the SEWRPC Advisory Committee recommends that the freeway system be reconstructed to accomplish the following two major objectives:

1. To ensure that as the regional freeway system is reconstructed, every effort is made to meet up-to-date design standards and to thereby achieve certain safety improvements, including relocating left-hand on and off-ramps to the right-hand sides of the freeways, eliminating lane drops at major freeway interchanges, improving driver sight lines and reducing sharp freeway curves, and providing full inside and outside shoulders for safety and refuge.

Referred on: 06/25/02 File Number: 157-R-004 Referred to: EX - PW

2. To provide additional capacity on 127 miles of freeways, or less than one-half of the 270-mile regional freeway system, in order to avoid a substantial increase in freeway system traffic congestion and the attendant inefficiencies, time delays, and safety and reliability problems that such increased congestion would bring, and

WHEREAS, the SEWRPC Advisory Committee desires formal County Board reaction on the preliminary plan as soon as possible so that that Committee can meet its charge and report its final recommendations to the SEWRPC in early fall 2002.

NOW THEREFORE BE IT HEREBY RESOLVED BY THE WAUKESHA COUNTY BOARD OF SUPERVISORS that full support is hereby expressed for the preliminary recommended regional freeway system plan as put forth by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) Advisory Committee and encourages that Committee to include in its final set of recommendations all of the elements of freeway system improvement that were included in the preliminary recommended plan.

BE IT FURTHER RESOLVED that the County Clerk is directed to transmit a certified copy of this Resolution to SEWRPC.

Referred on: 06/25/02 File Number: 157-R-004 Referred to: EX - PW

NOTE: AT THE TIME OF PUBLICATION OF THIS DOCUMENT, THE KENOSHA AND MILWAUKEE COUNTY BOARDS OF SUPERVISORS HAD NOT FORMALLY TAKEN ACTION ON THE PRELIMINARY FREEWAY SYSTEM RECONSTRUCTION PLAN.

RESOLUTIONS OF MUNICIPALITIES

CITY OF BROOKFIELD

RESOLUTION NO. 6923
By the Board of Public Works

RESOLUTION OF SUPPORT FOR THE PRELIMINARY PLAN FOR RECONSTRUCTION OF THE REGIONAL FREEWAY SYSTEM IN SOUTHEASTERN WISCONSIN

WHEREAS, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) is engaged in a major study, being undertaken at the request of the Secretary of the Wisconsin Department of Transportation (DOT), to develop a plan and program to be used to guide the efforts of the DOT over the next 30 years as the deteriorating regional freeway system serving Southeastern Wisconsin is rebuilt; and

WHEREAS, an Advisory Committee created by SEWRPC, including representation from the City of Brookfield, has been engaged in studying the regional freeway system, in considering alternative ways in which that freeway system may be reconstructed, and in preparing a preliminary recommended regional freeway system reconstruction plan; and

WHEREAS, the regional freeway system carries on an average weekday over one-third of the daily travel in Southeastern Wisconsin and, accordingly, represents the single most important subsystem of facilities in the regional transportation system; and

WHEREAS, the SEWRPC Advisory Committee is seeking review of, and comment on, its preliminary recommendations in a wide variety of ways, including public informational meetings and hearings; and

WHEREAS, the reconstruction of the regional freeway system in Southeastern Wisconsin will represent a major public works program over the next several decades; and

WHEREAS, the course of action that is being charted through the current freeway study will lead to a reconstructed regional freeway system that will have to serve the Region, the State, and the Nation for the next 50 to 60 years; and

WHEREAS, the City of Brookfield has opportunity to provide input on the preliminary plan before developing a final plan that is intended to be formally adopted by each of the seven county boards in Southeastern Wisconsin and by the SEWRPC, all in an effort to demonstrate that a substantial consensus exists in the Region as to how the DOT should approach reconstruction of the regional freeway system; and

WHEREAS, the preliminary plan released by the SEWRPC Advisory Committee recommends that the freeway system be reconstructed to accomplish the following two major objectives:

- 1. To ensure that as the regional freeway system is reconstructed, every effort is made to meet up-to-date design standards and to thereby achieve certain safety improvements, including relocating left-hand on- and off-ramps to the right-hand sides of the freeways, eliminating lane drops at major freeway interchanges, improving driver sight lines and reducing sharp freeway curves, and providing full inside and outside shoulders for safety and refuge.
2. To provide additional capacity on 127 miles of freeways, or less than one-half of the 270-mile regional freeway system, in order to avoid a substantial increase in freeway system traffic

-2-

congestion and the attendant inefficiencies, time delays, and safety and reliability problems that such increased congestion would bring; and

NOW, THEREFORE, BE IT RESOLVED that the City of Brookfield Common Council hereby expresses its full support for the preliminary recommended regional freeway system plan as put forth by the SEWRPC Advisory Committee and encourages that Committee to include in its final set of recommendations all of the elements of freeway system improvement that were included in the preliminary recommended plan.

AND BE IT FURTHER RESOLVED that the City Clerk transmit a certified copy of this resolution to the SEWRPC and Waukesha County.

ADOPTED June 18, 2002

Krishne A. Schmidt, City Clerk

APPROVED June 18, 2002

Jeff R. Speaker, Mayor

CITY OF GLENDALE

STATE OF WISCONSIN :: CITY OF GLENDALE :: MILWAUKEE COUNTY

Resolution Regarding the Reconstruction of the Freeway System, Specifically I43, Glendale

WHEREAS, the Southeastern Wisconsin Regional Planning Commission has prepared a preliminary plan for the reconstruction of the freeway system over the next thirty (30) years; and

WHEREAS, the preliminary plan alternatives indicate either an eight-lane or a six-lane construction configuration along Interstate 43 which bisects the City of Glendale; and

WHEREAS, the City of Glendale Common Council has reviewed both alternatives and its probable impacts on the City.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Common Council of the City of Glendale, Milwaukee County, Wisconsin, that the proposed eight-lane construction configuration of I43 is rejected as being an impediment to the economic and social well being of the City of Glendale.

BE IT FURTHER RESOLVED that the Regional Planning Commission, along with the Wisconsin Department of Transportation, be requested to analyze very carefully the impact their plans may have on the North Shore Water Filtration Plant located on the northwest corner of West Bender Road and North Jean Nicolet Road. The underground water storage facilities and water filtration systems appear to be negatively impacted by the freeway alternative plans and would have a major financial impact on the City of Glendale, as well as the Villages of Fox Point and Whitefish Bay, who jointly own the North Shore Water system.

BE IT FURTHER RESOLVED that the Regional Planning Commission be requested to review the proposed impact the widening of the freeway system would have on adjacent residential subdivisions, specifically the added increase of noise, traffic, trucking and air pollution.

BE IT FURTHER RESOLVED that the impact of the construction of the freeway on property values and the quality of life within adjacent neighborhoods needs to be explored more carefully.

PASSED AND ADOPTED by the Common Council of the City of Glendale this 24th day of June, 2002.

CITY OF GLENDALE
By R. Jay Hintze, Mayor

Countersigned:

Richard E. Maslowski, Deputy City Clerk

CITY OF MILWAUKEE
City of Milwaukee
Office of the City Clerk
200 E. Wells Street
Milwaukee, Wisconsin 53202
Certified Copy of Resolution

FILE NO: 011729

Substitute resolution setting forth the City of Milwaukee's position on the draft findings of a study entitled "A Regional Freeway Reconstruction System Plan for Southeastern Wisconsin", a.k.a. SEWRPC Planning Report No. 47, dated March 3, 2002.

Whereas, The Secretary of the Wisconsin Department of Transportation in 2000 requested the Southeastern Wisconsin Regional Planning Commission to lead a study entitled "A Regional Freeway Reconstruction System Plan for Southeastern Wisconsin" to prepare a plan and program for rebuilding the regional freeway system in the 21st Century; and

Whereas, The study was requested due to the age of the 273-mile Southeastern Wisconsin freeway system and the need to reconstruct the entire system within the next 30 years; and

Whereas, The study addressed the relative importance of the freeway system, obsolescence of the freeway system design, traffic congestion on the freeway system, and relative cost of rebuilding the freeway system; and

Whereas, The City of Milwaukee was represented on the Study Advisory Committee and the Study Technical Subcommittee by Mayor John O. Norquist and Commissioner of Public Works, Mariano A. Schifalacqua; and

Whereas, The study alternatives and preliminary study findings are presented in the final draft of SEWRPC Planning Report No. 47 - A Regional Freeway Reconstruction System Plan for Southeastern Wisconsin - Chapter VI - Design, Evaluation, and Consideration of Freeway System Reconstruction Alternatives, dated March 3, 2002; and

Whereas, The Study Advisory Committee met on March 21, 2002, to review the findings; and

Whereas, The Study Advisory Committee voted, with the City of Milwaukee representative and the State of Wisconsin Department of Natural Resources representative voting "no" and the Milwaukee County representative "abstaining", to send three alternatives forward to all towns, villages, cities, and counties in the region for their review and comment back to the Advisory Committee prior to the alternative(s) being formalized and recommended to be included in the regional transportation plan; and

Whereas, The 3 alternatives sent forth included, in all cases, the reconstruction of the freeway system with design and design related safety improvements at a base cost of \$5.5 billion with the taking of 577 acres of land, 166 residences, 23 commercial/industrial buildings and 2

governmental/institutional buildings, as well as adding additional freeway lanes to:

127 miles of the freeway system at an additional \$ 700 million (\$6.25 billion), and an additional 81 acres of land, 50 residences, 8 commercial/industrial buildings, and 1 governmental/institutional building. This alternative also requires the double decking of the freeway on I-94 between Miller Park and Hawley Road to accommodate the additional lanes.

121 miles of the freeway system (No widening on I-94 between the Zoo Interchange and the Marquette Interchange) at \$90 million less than the 127 mile widening alternative (\$6.16 billion) and 22 less acres, 18 fewer residences, 5 fewer commercial/industrial buildings (all as compared to the 127 mile widening alternative). This alternative also requires the double decking of the freeway on I-94 between Miller Park and Hawley Road to accommodate modern shoulder design standards unless design exceptions are requested and granted by the Federal Highway Administration.

108 miles of the freeway system (No widening on I-94 between the Zoo Interchange and the Marquette Interchange; no widening on I-43/94 between the Mitchell Interchange and the Marquette Interchange; no widening on I-43 between the Marquette Interchange and Silver Spring Drive) at \$260 million less than the 127 mile widening alternative (\$5.99 billion) and 46 fewer acres, 36 fewer residences, 8 fewer commercial/industrial buildings and 1 fewer governmental building (all as compared to the 127 mile widening alternative). This alternative also requires the double decking of the I-94 freeway between Miller Park and Hawley Road to accommodate modern shoulder design standards unless a design exception is requested and granted by the Federal Highway Administration; and

Whereas, Based on the presentation of the analysis it appears that none of the alternatives satisfactorily addresses the needs of the City of Milwaukee; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the City of Milwaukee supports the following modified alternative for further consideration in the analysis of the reconstruction of the Southeastern Wisconsin Regional Freeway System:

The reconstruction of the freeway system with design and design related safety improvements at a base cost of \$5.5 billion with taking of 577 acres of land, 166 residences, 23 commercial/industrial buildings and 2 governmental/institutional buildings, as well as adding additional freeway lanes to 108 miles of the Freeway System (No widening on I-94 between the Zoo Interchange and the Marquette Interchange; no widening on I-43/94 between the Mitchell Interchange and the Marquette Interchange; no widening on I-43 between the Marquette Interchange and Silver Spring Drive) at an additional \$490 million over the base safety related alternative (\$5.99 billion) and 35 additional acres, 14 additional residences, no additional commercial/industrial buildings and no additional governmental buildings; and, be it

Further Resolved, That the City of Milwaukee does not support adding lanes above design related safety improvements at a cost of \$170 to \$250 million when a minimal reduction in travel time is estimated for the affected areas; and, be it

Further Resolved, Furthermore that while the City of Milwaukee generally sees the benefit from

upgrading freeway facilities to current standards where it makes sense, is in good judgement and adds value to the City, it does not condone actions simply for the sake of upgrading. As such the City of Milwaukee does not support the double decking of the I-94 Freeway from Miller Park to Hawley Road simply for the purpose of meeting modern freeway shoulder design standards, due to the negative impacts such a double-decking would impose on the Story Hill Neighborhood including but not limited to noise, air quality, and aesthetics.



I, Ronald D. Leonhardt, City Clerk, do hereby certify that the foregoing is a true and correct copy of a(n) Resolution passed by the COMMON COUNCIL of the City of Milwaukee, Wisconsin on April 23, 2002.

*Ronald D. Leonhardt*

Ronald D. Leonhardt  
City Clerk

July 31, 2002  
Date Certified

RESOLUTION NO. 4822

By Alderman Shields:

WHEREAS, an adequate and efficient freeway network system is necessary to the health and growth of Southeastern Wisconsin; and

WHEREAS, the Southeastern Wisconsin Regional Planning Commission (SWRPC) has presented a preliminary plan for the expansion of the Southeastern Wisconsin freeway system by adding additional lanes to 127 miles of the 270 miles of freeway network within Southeastern Wisconsin.

NOW, THEREFORE, BE IT RESOLVED, that the Common Council of the City of Racine, Wisconsin go on record in support of SWRPC's preliminary plan for the expansion of the Southeastern Wisconsin freeway system.

FURTHER RESOLVED, that a copy of this resolution be forwarded to the Executive Director of SWRPC showing the City of Racine's support of the proposed plan.

**FISCAL NOTE:** There will be no cost to the City of Racine for this development of the freeway system. However, failure to expand the freeway system to meet future transportation needs may negatively impact business and industry within the City of Racine which rely on the freeway system to efficiently transport goods and services.

VILLAGE OF HALES CORNERS

STATE OF WISCONSIN : MILWAUKEE COUNTY : VILLAGE OF HALES CORNERS

RESOLUTION 02 - 39

RESOLUTION REGARDING STH 100 IMPROVEMENT PLANNING

WHEREAS, the Village Board of Trustees of the Village of Hales Corners approved Resolution 95-24 on May 22, 1995, opposing the widening of STH 100 from six to eight lanes between Edgerton Avenue to Janesville Road in the Village of Hales Corners; and

WHEREAS, the Village Board remains deeply concerned that the contemplated widening threatens the future integrity and character of our community by further dividing the Village and is, therefore, inconsistent with Smart Growth principles as embodied in Section 66.1001, Wis. State Statutes; and

WHEREAS, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) is preparing a regional freeway system reconstruction study that includes alternatives for redesign of the freeway system and the Hale Interchange; and

WHEREAS, the freeway system and the Hale Interchange directly integrate with the STH 100 corridor, and any reconstruction of the freeway system and the Hale Interchange will have a significant impact on the future design of STH 100.

NOW, THEREFORE, BE IT RESOLVED, that Village Board of the Village of Hales Corners reaffirms its opposition to STH 100 widening from six to eight lanes because of anticipated adverse community impacts.

BE IT FURTHER RESOLVED, that the Village Board requests SEWRPC to include an analysis of the effects of freeway system and Hale Interchange redesign on the STH 100 corridor, and to develop alternatives that would not require the widening of STH 100 from six to eight lanes such as alternate routes to the freeway system and improved frontage roads, turn lanes, access controls, and local street integration.

PASSED and ADOPTED this 12th day of August, 2002.

*James R. Ryan*  
James R. Ryan, Village President

(VILLAGE SEAL)

*Michael F. Weber*  
Michael F. Weber, Admin./Clerk

## **Appendix B**

### **RECORD OF PUBLIC INFORMATION MEETINGS AND HEARINGS ON THE PRELIMINARY RECOMMENDED REGIONAL FREEWAY SYSTEM RECONSTRUCTION PLAN**

- Kenosha City Hall, City of Kenosha, May 8, 2002
- Gateway Technical College, City of Elkhorn, May 9, 2002
- Washington County Fair Park Pavilion, Town of Polk, May 15, 2002
- Gateway Technical College, City of Racine, May 16, 2002
- Downtown Transit Center, City of Milwaukee, May 22, 2002
- Goodwill Industries Community Center, City of Waukesha, May 23, 2002
- Martin Luther King Community Center, City of Milwaukee, May 29, 2002
- Northwest Senior Center, City of Milwaukee, May 30, 2002
- Zoofari Conference Center, City of Milwaukee, June 4, 2002
- Manitoba Elementary School, City of Milwaukee, June 5, 2002
- Ozaukee County Administration Center, City of Port Washington, June 6, 2002



Appendix B-1

TRANSCRIPT AND ATTENDANCE RECORD  
PUBLIC INFORMATION MEETING AND HEARING,  
KENOSHA CITY HALL, CITY OF KENOSHA, MAY 8, 2002

PUBLIC HEARING ON THE PRELIMINARY RECOMMENDED  
REGIONAL FREEWAY SYSTEM RECONSTRUCTION PLAN

KENOSHA CITY HALL  
CITY OF KENOSHA, WISCONSIN  
6:30 p.m.  
WEDNESDAY, MAY 8, 2002

(No testimony was received at this public hearing)

ATTENDANCE RECORD

PUBLIC HEARING ON THE PRELIMINARY RECOMMENDED  
REGIONAL FREEWAY SYSTEM RECONSTRUCTION PLAN

Wednesday, May 8, 2002  
6:30 p.m.  
Kenosha City Hall  
City of Kenosha, Wisconsin

SIGN-IN ROSTER

Name	Address	Community
1. FRED PATESE	17540 45th ST	BOSTON
2. John Blumer, Jr.	3835 16th St	Kenosha WI
3. LOUIS RUGANI	4526 99th Avenue	Kenosha
4. Mike Smith	7305 14th	Kenosha
5. M. Franke	179 S. 60	Milwaukee
6. B. Wankel	" "	"
7. Randy by Claire	625 - 57th	Kenosha
8. W. Hoare	4824 26th Street	Kenosha, WI 53144
9. Donald Rust	8030-15 AVE	Kenosha 53143
10. J. C.	1249 SHAR RO.	KENOSHA 53140
11. Fred G. Elwood	16223-92nd (Bristol)	53104
12. S I KEV. SHVMS	2616 12th HWY	1 H.M.P.S.
13. RICHARD A. KESSLER	1850 18th Ave.	Kenosha
14. GARY SIPSMA	Kenosha Co. Drive 108th Ave	BOSTON, WI 53104
15. POW BURSEK	625 - 57th Kenosha 53140	Kenosha
16. FELMA DEGEFA	6200 28th St	"
17. Mike Lemcus	625 52nd St.	City of Kenosha
18. JERRY WILLKOMM	4818-67 PL.	KENOSHA, WI 53142

COMMISSION STAFF

Kenneth R. Yunker ..... Assistant Director  
Robert E. Beglinger ..... Chief Transportation Engineer  
Gary K. Korb ..... Regional Planning Educator  
Patrick A. Pittenger ..... Senior Planner

Appendix B-2

TRANSCRIPT AND ATTENDANCE RECORD  
PUBLIC INFORMATION MEETING AND HEARING,  
GATEWAY TECHNICAL COLLEGE, CITY OF ELKHORN, MAY 9, 2002

PUBLIC HEARING ON THE PRELIMINARY RECOMMENDED  
REGIONAL FREEWAY SYSTEM RECONSTRUCTION PLAN

ELKHORN GATEWAY TECHNICAL COLLEGE  
CITY OF ELKHORN, WISCONSIN  
6:30 p.m.  
THURSDAY, MAY 9, 2002

(No testimony was received at this public hearing)

ATTENDANCE RECORD

PUBLIC HEARING ON THE PRELIMINARY RECOMMENDED  
REGIONAL FREEWAY SYSTEM RECONSTRUCTION PLAN

Thursday, May 9, 2002  
6:30 p.m.  
Elkhorn Gateway Technical College  
City of Elkhorn, Wisconsin

SIGN-IN ROSTER

Name	Address	Community
1. Pat Ellen	N6258 Co. Rd H.	Sugar Creek
2. Brian DuPont	Wauwatosa Co Highway	Commissioner
3. Steve Shultz	Elkhorn WI	L. Gering
4. Tom Ann	W 2950 Hwy 11	Elkhorn
5. Jim Hungen	N7425 Jackson Rd	Elkhorn

COMMISSION STAFF

Kenneth R. Yunker ..... Assistant Director  
Robert E. Beglinger ..... Chief Transportation Engineer  
David M. Jolicœur ..... Engineer  
Gary K. Korb ..... Regional Planning Educator  
Patrick A. Pittenger ..... Senior Planner



Appendix B-3

TRANSCRIPT AND ATTENDANCE RECORD  
PUBLIC INFORMATION MEETING AND HEARING,  
WASHINGTON COUNTY FAIR PARK PAVILION, TOWN OF POLK, MAY 15, 2002

PUBLIC HEARING ON THE PRELIMINARY RECOMMENDED  
REGIONAL FREEWAY SYSTEM RECONSTRUCTION PLAN

WASHINGTON COUNTY FAIR PARK PAVILION  
TOWN OF POLK, WISCONSIN  
6:30 p.m.  
WEDNESDAY, MAY 15, 2002

(No testimony was received at this public hearing)

ATTENDANCE RECORD

PUBLIC HEARING ON THE PRELIMINARY RECOMMENDED  
REGIONAL FREEWAY SYSTEM RECONSTRUCTION PLAN

Wednesday, May 15, 2002  
6:30 p.m.  
Washington County Fair Park Pavilion  
Town of Polk, Wisconsin

SIGN-IN ROSTER

	Name	Address	Community
1.	WED T. MILLER	1420 RIDGEWOOD DR.	WEST BEND
2.	David A. Schwengel	174 Minz Park Circle	West Bend
3.	Deb Sielski	333E Washington St. Suite 200	Washington Co. Planning & Perke
4.		→ add to new letter list if not on list	
5.	GEORGE LAUGE	202 HARTFORD ST.	HARTFORD, WI
6.	Brenda Hicks Sorensen	333E Washington St. Suite 200	Washington Co
7.	Kirk Mow	1410 HATFIELD DR	WEST BEND WI 53090
8.	Colleen McKay	PO Box 308	Richfield, WI
9.	BURT NAYMANN	125 SO. 84TH ST. SUITE 901	MILWAUKEE, WI
10.	Betty Darrow	739 Summit Dr.	WB 53093
11.	Paul Kirsch	4168 N 123rd Century Ln.	Germania WI 53022
12.	Ken Pegg	227 TERRACE	WEST BEND
13.	Tom Behm	3157 Kettlewell Dr	Stuyvesant

COMMISSION STAFF

Kenneth R. Yunker ..... Assistant Director  
Robert E. Beglinger ..... Chief Transportation Engineer  
Christopher T. Hiebert ..... Senior Engineer  
Gary K. Korb ..... Regional Planning Educator

Appendix B-4

TRANSCRIPT AND ATTENDANCE RECORD  
PUBLIC INFORMATION MEETING AND HEARING,  
GATEWAY TECHNICAL COLLEGE, CITY OF RACINE, MAY 16, 2002

PUBLIC HEARING

REGIONAL FREEWAY RECONSTRUCTION STUDY

Public hearing of Southeastern Wisconsin Regional Planning Commission of the preliminary recommended plan under the regional freeway reconstruction study at Gateway Technical College, 1001 S. Main Street, Racine, Wisconsin, on the 16th day of May, 2002, commencing at 6:30p.m. and concluding at 6:55 p.m.

2

TRANSCRIPT OF PROCEEDINGS

(The public comments were preceded by a presentation by Southeastern Wisconsin Regional Planning staff describing the preliminary recommended freeway reconstruction plan.)

Mr. Yunker: The first person registered to speak is Alfonso Gardner. Mr. Gardner, would you mind coming forward and using the microphone?

Mr. Gardner: The first question I'd like to ask is, are you guys from the Department of Transportation?

Mr. Yunker: Again, we don't want to get into a question and answer session. We are from the Southeastern Wisconsin Regional Planning Commission. We are conducting the study at the request of the Wisconsin Department of Transportation.

Mr. Gardner: The reason I asked that question is because you might not be able to answer my question then. \$6.25 billion over the next 30 years to build this freeway? What type of guarantee that minorities will get a chance to work on these projects?

Mr. Yunker: Can you give us your concerns as a statement?

Mr. Gardner: My comment is, since we're all taxpayers, will minorities and women get an opportunity work on this freeway project?

Mr. Yunker: The Wisconsin Department of Transportation will conduct the preliminary engineering, the final engineering, and the construction. The first segment that is to be reconstructed is the Marquette interchange. They will establish goals they wish to achieve to obtain a percentage participation by disadvantaged business enterprises, principally

3

minority and women firms. The Department has advisory committees that have been active in the Milwaukee area, looking at ways to establish and achieve those goals. It's a question that we find difficult to answer. We have your name and mailing address here; we will have the Wisconsin Department of Transportation staff contact you.

Let me tell you again that we are violating the rules of the public hearing here by getting into a question and answer format. The purpose of the public hearing, and this is how we would like to work from here, is to get your concerns in the form of a comment. We understand that your concern is that the freeway system reconstruction is a significant project with significant public expenditures, and we ought to be sure there are substantial opportunities for the participation of minority and women business enterprises. We'd like to record your comment. The purpose of this hearing is to get your comment so it can be considered and addressed, rather than to get into a question and answer session, or debate.

Mr. Gardner: I wasn't going to debate you.

Mr. Yunker: Some people have been waiting since 6:30 p.m. We don't have a large crowd here, but people have been waiting for the opportunity to tell us what they think. Ok, after we get through the hearing, and after we have heard all of the comments, we will stay here and answer your questions one-on-one. Ok?

Mr. Gardner: Ok, thank you.

Mr. Yunker: Was that your full comment then?

Mr. Gardner: I want to respond to something that you said--the freeway needs to be upgraded and all of that. You said that the Milwaukee people are working on that, but the freeway stretches all the way down to Racine and Kenosha. My comment is that I don't

4

think that Milwaukee should be the only place that minority firms get a chance to participate.

Mr. Yunker: We will communicate that to the Wisconsin Department of Transportation, that as well, there are concerns in Racine and Kenosha, and that there needs to be similar efforts in the Racine and Kenosha communities.

Mr. Gardner: Right

Mr. Yunker: Ok Thank You. The second person registered to speak is Jim Roever.

Mr. Roever: I'm here to testify against widening the freeways. All you are doing by widening the freeways is encouraging more traffic, more suburban sprawl, and making the environment worse than it is already. It's a big mistake to widen freeways. You have to widen it because of traffic. Because there is so much traffic in the suburbs, I recommend widening IH 894 around Milwaukee and IH 894 west of the Zoo west to wherever. Also I particularly oppose the timing through Racine and Kenosha Counties at this time while there is a mass transit study expected to expand commuter rail from Kenosha through Racine to Milwaukee where it would take a lot of traffic off that stretch of highway. Also, I think historically I've been dealing with SEWRPC for years and you've always been supportive of mass transit. You've been in the regional transportation authority study. Now, you seem to talk like the DOT. Their concrete lobby is very popular; I am very distressed with that. Thank you.

I had one more thing. I saw in the *Milwaukee Journal Sentinel*--they had a big spread last week that by 2020 the traffic on the widened freeway would be as bad as it is now. So, why are we spending \$7 billion if the problem will be repeating itself in 18 years...why? Why are we spending all this money, going to raze houses, businesses. They're taking away tax revenue from municipalities, for what?

Mr. Yunker: The third person registered to speak is Scott Kuznicki.

Mr. Kuznicki: Good evening. First I'd like to thank the Regional Planning Commission for this opportunity to express our feelings and our opinions in a public environment. I think that is an important part of the planning process, that the people get involved and have a chance to talk about what they feel is needed based upon the information that has been given after what is hopefully an objective analysis.

I'd like to start off by first saying that the transportation infrastructure in Southeastern Wisconsin is an important part of not only helping get around, but also the growth that we should hopefully expect to experience within the next 20, 50, or even 100 years. And, one thing that you find in the transportation planning process is that if you don't plan for growth, and if you don't expect that growth will happen, then the first of all the growth is still going to occur and to a certain extent it is going to overwhelm the capacity of the existing transportation system and your existing mass transit facilities. Secondly, you will actually be impeding growth that is good for the economy in Southeastern Wisconsin. As most people know, an infrastructure that favors business expansion is what ultimately raises the standard of living for people in an area. I think that the gentleman that mentioned DBE participation is gone but I think his concern would actually be addressed by improving our transportation system in that it will encourage more businesses to locate in Milwaukee, which is what broadens the job market and the job base and encouraging first of all providing more jobs for people and encourage people to move to Milwaukee which ultimately improves the economy because they spend more money in that area.

To get more specific in addressing the technical aspects of the plan, I think the Regional Planning Commission should not back down from insisting that freeway system is expanded as shown in the preliminary plan of 127 miles of widening. First off, one of the major problems that I would see in not widening certain segments of the freeway system

is that it would create bottlenecking points which backs up traffic on other segments that have been improved. In essence that negates the improvements of the segments. So I think we need to insist upon constructing the entire plan to take a modular approach to looking at the freeway system and say we need to have a continuous stretch of four lanes from this segment to this segment, so that there are no bottleneck points.

And also I understand that the purpose of this presentation was to discuss the freeway system reconstruction, I would also encourage the Regional Planning Commission to think about the possibility of new corridors and constructing new facilities in the future to relieve congestion on the existing freeway system as the need for these new corridors arises. It's basic common knowledge that traffic volumes will increase in the next 20 years. There's no getting around that, but what we need to do is to expand not only the existing system but also add new lane miles to the system on new corridors so we can keep this level of delay at a level that is not out of control and actually inhibits growth and generally makes life unpleasant for people that choose to live in this region. So I would encourage the Regional Planning Commission to adopt their full study, and I would also encourage them to look at the future corridors in addition of course thinking about how can we create a system that adapts to intermodal access. One thing is perhaps if we want to encourage the use of Metra then maybe we need to look at extending facilities such as like from Hartland to make it easier for people to use different routes rather than IH 94 to access Metra stations and also I understand that there's work, too, being done in public transit in downtown Milwaukee to provide access to certain attractions in downtown Milwaukee. Well, maybe we need to look at improving access points on the freeway system to make it easy for people to get to those facilities so that we reduce the number of cars in the central business district of Milwaukee. Those are my comments, thank you for your time.

Mr. Yunker: Does anybody else wish to speak at this time? No, then I think that concludes the formal public hearing and staff is available now this to try and answer your questions.

#69533 v1 - meeting minutes  
5/20/02

ATTENDANCE RECORD

PUBLIC HEARING ON THE PRELIMINARY RECOMMENDED  
REGIONAL FREEWAY SYSTEM RECONSTRUCTION PLAN

Thursday, May 16, 2002  
6:30 p.m.

Racine Gateway Technical College, Great Lakes Room  
Racine, Wisconsin

SIGN-IN ROSTER

Name	Address	Community
1. Owen Daves	1624 Deam Blvd	Racine
2. Glenn Lampark	5929 3 mile Rd.	Racine
3. Scott Kuznicki		SCHAUMBURG, IL
4. CRAIG HOLL	14420 W. DAKOTA ST	NEW BERN
5. Reid Knutson	2423 American Lane	Madison
6. Arturo Garcon	5411 RYAN	RACINE
7. Jim ROBER	555 S. LAYTON BLVD #710	MILWAU
8. Phil Virekovich	5914 Lecours Ave	Racine

COMMISSION STAFF

Kenneth R. Yunker ..... Assistant Director  
 Robert E. Beglinger ..... Chief Transportation Engineer  
 Christopher Hiebert ..... Senior Engineer  
 David M. Jolicœur ..... Engineer

TRANSCRIPT AND ATTENDANCE RECORD  
PUBLIC INFORMATION MEETING AND HEARING,  
DOWNTOWN TRANSIT CENTER, CITY OF MILWAUKEE, MAY 22, 2002

BROWN & JONES REPORTING, INC.

SOUTHEASTERN WISCONSIN  
REGIONAL FREEWAY SYSTEM  
RECONSTRUCTION STUDY  
PUBLIC HEARING

**COPY**

Public hearing of the Southeastern Wisconsin Regional Freeway System Reconstruction Study, before MELISSA J. STARR, a Certified Realtime Reporter and Notary Public in and for the State of Wisconsin, at the Downtown Transit Center, 909 East Michigan Street, Milwaukee, Wisconsin, on the 22nd day of May, 2002, commencing at 6:30 p.m. and concluding at 7:50 p.m.

312 East Wisconsin Avenue  
Suite 508  
Milwaukee, WI 53202  
PHONE (414) 224-9533  
FAX: (414) 224-9635

A P P E A R A N C E S

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION, by

MR. KENNETH R. YUNKER, P.E.  
Assistant Director

MR. ROBERT E. BEGLINGER  
Chief Transportation Engineer

MR. DAVID J. JOLICOEUR  
Engineer

I N D E X

Registered Speakers:	Page
Ms. Mary Lohmeier .....	4
Mr. Richard Schreiner .....	7
Mr. David Schlueter .....	8
Mr. R. Michael McCann .....	10
Mr. Mike Nelson .....	14
Mr. Justice Fellin .....	15
Mr. Charles Stewart .....	19
Mr. Dave Wehnes .....	23
Mr. Maurice Williams .....	27
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Ms. Amanda Reavey .....	42
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Ms. Krista Chapdelaine .....	54
Mr. Charles Stewart .....	55

TRANSCRIPT OF PROCEEDINGS:

KEN YUNKER: It's now time to begin the public hearing portion of the meeting. This hearing is intended to receive your comments concerning the preliminary plan. I want to emphasize that the purpose of the hearing is to hear your comments and not to be a question and answer period. There was an opportunity to meet with study staff earlier to ask questions and study staff will be available after the hearing this evening to answer additional questions. About how many people have signed up so far, Bob?

BOB BEGLINGER: I'm up to 23.

KEN YUNKER: 23. Okay. I guess we will ask based on those number of comments that everybody limit their comments to about five minutes and we'll notify you when you have about one minute remaining. If you don't have enough time to do your comments in that five minutes, we'll put your name aside and we'll give you an opportunity to speak again after all of the 23 people and other people who have asked to speak have been given an opportunity to speak.

When you provide your comments, please come up to the front and use the microphone,

particularly so the court reporter and staff can hear your comments and appropriately record them for the consideration of the advisory committee, and I'm going to twist this podium around so that you can direct your comments particularly at the court reporter. The audience will be able to hear as well. I want to point out, too, that the comments may also be provided in writing, which may be submitted at this meeting or mailed or you can e-mail or fax to us. They're available at the entrance of the room at the registration table and I think now we're going to start with the first speaker. Do you want to call that name, Bob?

BOB BEGLINGER: Mary Lohmeier.

KEN YUNKER: And if you -- Mary, while you're coming up, if you decided you want to speak, just raise your hand and we'll get you a form. If you have a form that's filled out, raise your hand with that form and a member of the staff will pick it up.

MARY LOHMEIER: Well, I would support maintaining the system that we already have, which will already cost us over \$3 billion, but I do not think that the residents of the City of Milwaukee should be asked to contribute one more shovelful of

1 our soil to the expansion of an expressway system  
 2 which I don't think promotes people coming to the  
 3 City of Milwaukee. We have already contributed  
 4 whole neighborhoods. If you look out there, what  
 5 was the Italian neighborhood is now freeway and if  
 6 you remember the recommendations of the highway  
 7 commission in the '60s, I believe if we looked out  
 8 this way, we would also have an expressway because  
 9 the Park West Expressway was supposed to continue  
 10 on and go along our lakefront, so what is  
 11 recommended is not always the best, and it took  
 12 many residents to fight to have that freeway end  
 13 where it now ends and will eventually be torn down  
 14 and we have a lovely community there and we have a  
 15 lakefront where you can now walk out on this  
 16 balcony and see a wonderful lakefront because that  
 17 expressway was not built.

18 If you go to any other major city which  
 19 has increased its expressways, it has not helped to  
 20 bring down congestion. In fact, congestion remains  
 21 and it does not promote smart growth. It does  
 22 promote sprawl and I would like to know if you are  
 23 going to also have committees -- I mean groups to  
 24 discuss your mass transit improvements so that  
 25 people can also make comments on how they would

1 growing metropolitan areas have consumed extremely  
 2 large amounts of land for urbanization in order to  
 3 accommodate very small quantities of population  
 4 growth, and those are the things which promote  
 5 sprawl and increased funding in highways and a  
 6 disinvestment in the urban areas that already exist  
 7 so I totally am opposed to having more highways.

8 KEN YUNKER: Thank you, Mary. Second  
 9 person registered to speak is Richard Schreiner.

10 MR. SCHREINER: Good evening and thank  
 11 you for this opportunity to speak. My name is  
 12 Richard Schreiner. I reside at 912 East Pleasant  
 13 Street in the City of Milwaukee. I would like to  
 14 express my strongest opposition to freeway  
 15 expansion in Milwaukee County. I'm old enough to  
 16 remember how freeway construction destroyed  
 17 Milwaukee neighborhoods or slashed many of them  
 18 into halves and left them to die. Milwaukee has  
 19 already paid its dues for a treeway system that as  
 20 it turns out has largely benefited others. This  
 21 proposal in my opinion is just the latest  
 22 manifestation of SEWRPC's and WISDOT's notion that  
 23 Milwaukee is just a place to be moved through as  
 24 quickly as possible.

25 Meanwhile, transportation proposals that

1 like to have the mass transit recommendations  
 2 implemented. And 70 percent increase, 70 percent  
 3 of what? Does it anywhere compare with the 6.5  
 4 billion that you're recommending for highways? And  
 5 so I really strongly oppose any more highway lanes  
 6 and I think you should get more serious about mass  
 7 transit, be it light rail or buses or whatever.

8 I don't think people should have to wait  
 9 a half hour and if we have billions of dollars to  
 10 spend, let's spend it on buses so you can wait 10  
 11 minutes and get a bus or on some other means that  
 12 does not promote sprawl, and I have this document  
 13 which I will leave with you which was done by the  
 14 Center on Urban & Metropolitan Policy which asks  
 15 who sprawls most. I'll just read two little  
 16 paragraphs and then I'm done. It says that between  
 17 1982 and 1997, 15 years, the amount of urbanized  
 18 land in the United States increased by 47 percent.  
 19 In 15 years the amount of urbanized land in the  
 20 United States increased by 47 percent. During this  
 21 same period the nation's population grew by only 17  
 22 percent and in the northeast and the midwest slow  
 23 growing metropolitan areas, the midwest and the  
 24 northeast is not where the population explosion is.  
 25 It's in the west and the south. Nonetheless, slow

1 would benefit city residents are routinely  
 2 dismissed or studied into oblivion. Expanding  
 3 freeways in Milwaukee will do little to solve the  
 4 true problem of our region, which is suburb to  
 5 suburb traffic. Expanded freeways in Milwaukee  
 6 won't solve the problem sprawl has given us on  
 7 Bluemound Road in Waukesha and dozens of other  
 8 similar roads that are emerging in the counties.  
 9 I'm a firm believer that you can't build your way  
 10 out of congestion. Let's break this cycle and come  
 11 up with some fresh approaches. Thank you.

12 KEN YUNKER: The next speaker we have  
 13 registered is -- and we're doing our best in  
 14 pronouncing the names -- David Schlueter.

15 DAVID SCHLUETER: Pretty close.

16 KEN YUNKER: We have some gaps in people  
 17 returning your forms so you might want to check  
 18 again to make sure you've given it back to us  
 19 because David was registered number four and number  
 20 three must not have been returned. Go ahead.

21 DAVID SCHLUETER: My name is David  
 22 Schlueter. I live in St. Francis and I'm here  
 23 tonight to support building even more and bigger  
 24 freeways. Otherwise, in 20 or 30 years we're going  
 25 to be sitting here going through the same thing

1 again saying gee, why didn't we do this back then  
2 just as we're doing now, why didn't we plan a  
3 little bit further ahead. A couple things these  
4 first two people said is that freeways promote  
5 sprawl, so what is this we're saying? You cannot  
6 build and live out in the country and work in the  
7 city. If you want to work in the city, you have to  
8 live in the city, like teachers and policemen. I  
9 don't get that. We're going to have to have rules  
10 where you live and drive around now and as far as  
11 more pollution, what could be more polluting than  
12 stop and go traffic rather than traffic that  
13 constantly keeps flowing smoothly.

14 One of the things, too, is I think about  
15 tearing down this freeway, I don't know the exact  
16 name, right over here and going back to city  
17 streets and being a person that lives in  
18 St. Francis and at times goes up to the east side  
19 of Milwaukee, if they're making this more difficult  
20 for me to get there, why would I want to go there?  
21 If I have to drive down the city streets and so on,  
22 why don't I just go and do my shopping and whatever  
23 out in the suburbs I guess where I live. What else  
24 did I have to say?

25 The other thing is I hope when we're

1 thinking about doing this that we're planning on  
2 rebuilding this with concrete instead of asphalt,  
3 which five years from now is going to require  
4 repaving again and more construction. That's it.  
5 Thank you.

6 KEN YUNKER: Okay. The next slip that  
7 has been returned in order is E. Michael McCann.

8 E. MICHAEL McCANN: My name is E. Michael  
9 McCann. I live at 414 North 50th Street. I've  
10 lived there for approximately 30 years. That is a  
11 beautiful residential neighborhood. It is in the  
12 city. It is near to the downtown. It is one of  
13 those neighborhoods near to the downtown that are  
14 jewels of the city. Many of the people that live  
15 in that neighborhood could live elsewhere. They  
16 have the money to live elsewhere but they have  
17 chosen to live in the city and to contribute  
18 through their taxes to their participation in city  
19 communal activities.

20 They have -- they bring leadership. They  
21 bring inspiration in many ways and it's a good  
22 place to live. What you are doing here with  
23 expanding the lanes and elevating it is driving  
24 people out of the neighborhood. I've lived in  
25 other cities and I know what an elevated freeway

1 looks like. I live in this city and know it. I  
2 like to walk in the very -- I frequently walk in  
3 the area at night and on weekends during the day.  
4 You will totally change that. A beautiful  
5 neighborhood that is relatively quiet will become  
6 loud with a clangorous roar of trucks and other  
7 traffic elevated above the roadway so that you can  
8 hear it.

9 In the winter now with the leaves  
10 diminished, you can sometimes hear the traffic. I  
11 live a block or so north of the freeway. You can  
12 sometimes hear the traffic. If you elevate it as  
13 you will 15 or 20 feet in the air, the sound, of  
14 course, will be easily heard through that  
15 neighborhood. What is now a quiet view will be  
16 seeing the racing of truck lights, different  
17 colors. It's a route frequently used by medical  
18 emergency vehicles to get out to the Froedtert  
19 Medical Center and the roar of those sirens, the  
20 roar of the trucks as they go up and down the grade  
21 and, of course, that means the pollution of air, so  
22 there will be site pollution. There will be sound  
23 pollution, and those who now are pleased and choose  
24 to live in the city and to contribute to the city  
25 tax base, some will choose to leave.

1 I cannot help but believe that you will  
2 drive down the value of the property by doing this  
3 and whatever you say about who uses the county  
4 freeways, only a half wouldn't appreciate that most  
5 of that traffic going westbound and eastbound at  
6 the stadium are people from Waukesha County  
7 commuting into work here. To save a few minutes  
8 off their time and indecently impose upon the  
9 people that live where we presently live is  
10 unconscionable in my opinion. If they choose to  
11 live in elegant residences, to flee the county  
12 where they make their living and not to contribute  
13 either through their leadership or their attendance  
14 at schools or their payment of taxes, that is their  
15 option in a free land and they can do it, but  
16 please don't diminish the quality of life of those  
17 of us who have chosen to live in the city.

18 Don't impose upon us. Do not introduce  
19 more sound and sound pollution, site pollution and  
20 air pollution. If they choose to live -- we have  
21 expanded downtown options. Let them come here but  
22 please to save them a few minutes is too much.  
23 Don't tear down the businesses, the 216 homes, the  
24 31 businesses throughout the county, the 6.2  
25 billion to be shouldered by the persons who have



1 borne the burden of the diminished quality of life.  
 2 What you do here is you -- those who choose to live  
 3 in the city and in my neighborhood, the Story Park  
 4 neighborhood, many of them that is their option.  
 5 Don't drive them out. Don't diminish the quality  
 6 of life in that neighborhood and in other  
 7 neighborhoods.

8 We see despite the expansion lanes that  
 9 there will be -- the congestion will be there. I  
 10 had occasion to go to Waukesha County in mid  
 11 afternoon just a few days ago for a court hearing.  
 12 There was some slow down. I anticipated that.  
 13 Still the freeway itself saved time and I plead  
 14 with you as a person who doesn't want to see a  
 15 beautiful neighborhood in Milwaukee diminished, as  
 16 a person that doesn't want to see the tax base of  
 17 our already struggling city diminished, as a person  
 18 who wants to maintain attractive neighborhoods, to  
 19 keep persons who could otherwise move elsewhere  
 20 instead to stay in the Milwaukee area, so my plea  
 21 to you is don't impose upon the residents of this  
 22 city to serve the interest of those who have chosen  
 23 to leave the county. Don't diminish the quality of  
 24 this great neighborhood. Thank you.

25 KEN YUNKER: The next person for which we

1 congestion. It will only be business as usual for  
 2 the construction companies to get huge amounts of  
 3 public money for unnecessary and unwanted work,  
 4 which will also cause huge headaches for the people  
 5 who live in this area. What we need is a mix of  
 6 transportation choices. The days of the almighty  
 7 automobile may be drawing to a close.

8 KEN YUNKER: Thank you. Next is Justice  
 9 Fellin.

10 JUSTICE FELLIN: Hi. I'm Justice Fellin.  
 11 I live in Milwaukee. First of all, I just wanted  
 12 to address the map from St. Francis. People who  
 13 are against freeway expansion are not telling  
 14 people where to live. They're just trying to give  
 15 them a viable option because if you have a  
 16 double-decker freeway near your house, there's not  
 17 much of an option that you're going to want to live  
 18 there. That's pretty much common sense. Now,  
 19 besides just the obvious reasons why this freeway  
 20 expansion shouldn't be built, the \$6 billion in  
 21 state deficit, that it doesn't address the root  
 22 cause of the traffic congestion, that it dictates  
 23 bad land use patterns, that it causes disinvestment  
 24 in the central city, that it causes traffic  
 25 congestion that in the end will be -- well, they're

1 have a registration to speak is Mike Nelson.

2 MIKE NELSON: Hello. I have some  
 3 prepared comments here. This primary focus on the  
 4 use of automobiles for transportation cannot go on  
 5 forever. Now we're talking about an expenditure of  
 6 an enormous amount of money to further encourage  
 7 the use of automobiles. I don't believe this will  
 8 solve the problems of slow going in rush hours and  
 9 traffic backups. It will only increase the number  
 10 of cars which are involved. To those of you who  
 11 live in the suburbs and enjoy the quiet peaceful  
 12 life that you have out there, this freeway widening  
 13 will increase the likelihood that development will  
 14 visit your doorstep. In other words, this will  
 15 encourage urban sprawl.

16 Of course, the highway construction  
 17 industry is I imagine all for this and is probably  
 18 pushing hard for it. They've been doing pretty  
 19 good for the past 50 years, what with our fixation  
 20 on automobile transportation and, of course,  
 21 they'll not only get paid to widen the expressway,  
 22 they'll also get paid to maintain it. The more  
 23 lanes there are, the more work there will be for  
 24 them. In conclusion, I don't believe this freeway  
 25 expansion project will solve the problem of traffic

1 predicting 20 years. I predict that traffic  
 2 congestion with extra lanes will be just as bad in  
 3 as little as 10 years.

4 Despite all of the very obvious reasons,  
 5 I'm going to point out something that's -- some  
 6 additional points even to those that should be  
 7 stern people right down the face and knocking them  
 8 over the head that this is a bad idea. The most  
 9 obvious thing is that this is a quality of life  
 10 issue and not just for people in Milwaukee. It's  
 11 for people everywhere. I grew up in Oconomowoc and  
 12 I enjoyed a rural small town atmosphere. Well,  
 13 that's coming to an end there and it's not  
 14 improving the life of people there. The freeways  
 15 and the expansion are not going to make it better  
 16 for the people that grow up there, like I had it,  
 17 and I hate to see my hometown go the direction it's  
 18 going and this will only accelerate that.

19 I also wanted to point out a little bit  
 20 something about what this freeway building says  
 21 about our values today. There's a proposal to  
 22 build a bike path and walking lane across the Hoan  
 23 Bridge. This would have been done to something of  
 24 the tune of \$1 per citizen of the five county  
 25 region, and on top of that most of the money was

1 set aside at the federal level for alternative  
2 transportation and would have covered the cost.  
3 Wisconsin exports federal tax dollars and this  
4 would have been a way to get some of that back for  
5 good, high quality recreational opportunities, so  
6 despite the fact that this would have been \$1 a  
7 person to build this bike path across there, it's  
8 being shuttered by many people who I think lack  
9 vision in my opinion, but despite that we're  
10 willing to spend 700 million extra dollars for the  
11 extra lane, we're ready to spend \$1,000 per person  
12 in the five or six county area to save five minutes  
13 and for a few years. I don't understand this.

14 There's also -- if anybody has been  
15 reading the paper or knows what's going on in  
16 Wisconsin, I went to the University of  
17 Wisconsin-Madison, and we're losing our young  
18 educated people out of the state. They're leaving.  
19 They're leaving to Chicago. They're leaving to  
20 other cities that offer options and a high quality  
21 of life. These people are seeking high quality  
22 recreational opportunities and if we want to do  
23 what's best for the city, one of the things is to  
24 provide a high quality of life and high  
25 recreational opportunities. These young people are

1 the type of people that are out there creating  
2 jobs, creating family supporting jobs and we're  
3 losing them. They grew up in Milwaukee. They went  
4 to Madison and they're like well, yeah, I could go  
5 back but -- and I'd like to live here, prefer to  
6 live here but I don't like the direction the city  
7 is going, and that's an unfortunate thing and I  
8 think people need to change their mindset on some  
9 of these things because you don't sell your city on  
10 big ugly spewing freeways. You sell your city on  
11 recreational opportunities and beauty, cultural  
12 amenities. These are the things that make people  
13 come to your city and make the city grow.

14 Last, some other current events on if  
15 you've been reading what's going on, hunters in  
16 suburban counties have been chased off their land  
17 that they used to hunt on for years. It's because  
18 people have moved to the suburbs thinking they're  
19 going to have a quiet life but eventually they're  
20 not going to have their say, don't hunt in my  
21 backyard because all the open land is gone and  
22 obviously people don't want -- what I'm essentially  
23 saying is the city is becoming wider. It's part of  
24 the sprawl.

25 KEN YUNKER: Justice, we're at five

1 minutes, if you want to try and wrap up real quick.

2 JUSTICE FELLIN: One last point. There's  
3 another article that citizens of Delafield are  
4 fighting a big suburban office building and it's  
5 only going to accelerate those sort of issues.  
6 It's degrading their quality of life. Oconomowoc  
7 fought over a hospital for the same sort of thing.  
8 It's obvious it's not good for the region. Please  
9 stop this plan. The region's quality of life  
10 depends on it. Thanks.

11 KEN YUNKER: The next person registered  
12 is Charles Stewart. The next person after Charles  
13 Stuart is Dave Wehnes.

14 CHARLES STEWART: I'm in Milwaukee.  
15 Presently I'm on the east side close to downtown.  
16 I've lived in several parts of Milwaukee and  
17 Milwaukee County and a couple other adjoining  
18 counties. My reason for being here now is there's  
19 something about the design of the Marquette  
20 interchange that bothers me a little bit. For  
21 about 40 years there's been a bypass planned. This  
22 would be a straight shot from I-43 a little bit  
23 north of Milwaukee where I-43 goes through the  
24 northern suburbs and would be a straight shot west  
25 down to US-45. US-45 also goes north and south.

1 As you go south on US-45, it runs right into 894.  
2 894 is the bypass that bypasses the south half of  
3 Milwaukee, so we've got almost a bypass, all except  
4 this one short east/west shot from I-43 down to 45.

5 That's been on the plans off and on for  
6 the last 40 years. It was in the original plan and  
7 then taken on and off several times. I think this  
8 time around I think we have to build the rest of  
9 that bypass. I think we're forced into it really.  
10 I think the reason it didn't get in this time is  
11 two errors that I think are errors in the way the  
12 planning was set up. I'm not condemning anyone  
13 just because they didn't do it my way but here is  
14 what I think happened.

15 The two planning groups, one I guess to  
16 just work on the Marquette interchange and the  
17 other one works on the whole Southeastern  
18 Wisconsin, and they've got a big stack of little  
19 projects and I think that little piece of bypass  
20 got stuck in this big stack and it got lost in the  
21 shuffle. The people who work on the -- that design  
22 the Marquette interchange, they can only go this  
23 far north as I think it's North Avenue, which is  
24 about five miles short of where I want to go. I  
25 think that the bypass -- the bypass all the way



1 around the city is an integral part of the  
2 Marquette interchange. Since if that bypass is  
3 there or isn't there, that's what determines what  
4 the volume of traffic is into the Marquette  
5 interchange and, of course, the main problem that  
6 the designers of the Marquette interchange face is  
7 the overwhelming volume of traffic that goes into  
8 the Marquette interchange and they have no way of  
9 suggesting anything for that.

10 They aren't allowed to do that. They had  
11 a study sometime last year about this very thing  
12 and they determined in this study that putting this  
13 complete -- completing this bypass would divert  
14 only a minimal amount of traffic from the Marquette  
15 interchange. Sorry but I just don't believe that.  
16 I think what may have happened is they probably  
17 figured out how many people were going to commute  
18 from Fox Point to Brown Deer every day and that  
19 would be minimal, but I don't think that is what  
20 really happens. If you think of the traffic coming  
21 southbound on 43 heading for the Marquette  
22 interchange, these are people from the whole upper  
23 Wisconsin, anything that's north of North Avenue  
24 and up to the Michigan border.

25 There are a lot of industrial little

1 of them would give their right arm to be able to  
2 just duck off of I-43 and duck around and go where  
3 the heck they're going without going right smack  
4 dab through the middle of the city. Thank you.

5 KEN YUNKER: Thank you. Dave Wehnes and  
6 following Dave Wehnes is Maurice Williams.

7 DAVE WEHNES: Thank you. My name is Dave  
8 Wehnes. I live in Wauwatosa and I work downtown.  
9 I'll admit I drive my car alone 90 percent of the  
10 time to get to work, 5 percent of the time I take  
11 the bus, the city bus, and the other 5 percent of  
12 the time I telecommute and work out of my house. I  
13 don't drive an SUV. I drive a Dodge Shadow and an  
14 old one at that. I tend to take the freeway to  
15 work and take the city streets to get home. It  
16 takes me about an equal amount of time either way.

17 You did mention in your earlier comments  
18 that people in Milwaukee spend a lot more time on  
19 the freeways and maybe I didn't quite understand  
20 it. I believe that if you look at the number of  
21 miles traveled, you could probably say that far  
22 more miles are traveled on the freeways but  
23 probably an equal amount of time is spent on city  
24 streets versus on the freeways. I myself probably  
25 travel further on the freeways every year but I

1 towns up there, some bigger ones, Manitowoc,  
2 Kohler, and whatever else down here and they send  
3 out thousands and thousands of semis down here,  
4 besides their traveling salesmen and businessmen  
5 and whoever else has to travel on business and they  
6 come down here, down I-43. Most of them are not  
7 coming to Milwaukee. Most of them are going to  
8 places west of Milwaukee, Brockfield, Waukesha,  
9 Madison, Los Angeles and everything in between or  
10 if they're not going west of Milwaukee, they want  
11 to go south of Milwaukee.

12 St. Francis is about the first stop,  
13 huge, huge commercial areas, commercial and  
14 industrial areas where there are literally hundreds  
15 of semis pulling in and out of there every day and  
16 St. Francis is only the first stop. Then you go on  
17 to Racine, Kenosha and Chicago and from Chicago you  
18 got the other half of the United States.

19 KEN YUNKER: Excuse me, Charles, we're at  
20 five minutes. If you want to wrap up or else we'll  
21 call you after everybody else was given an  
22 opportunity.

23 CHARLES STEWART: I'll wrap it up. Well,  
24 anyway, all these commuters, some of them are  
25 commuters and some of them are truckers but any one

1 probably spend more time traveling on city streets.  
2 I think that the current proposal is too expensive  
3 at \$6 billion, and I'm worried about what Milwaukee  
4 County gets out of it. I think what we get is more  
5 noise, more pollution, a loss of a tax base, a  
6 third more pavement to plow in the winter and to  
7 salt and we end up with higher maintenance costs  
8 and we're left with a bus system that continues to  
9 lose money.

10 Recent freeway systems in other parts of  
11 the country have failed to solve the problems. I  
12 think if we look, Atlanta is a great example. A  
13 recent article was published on May 16th, just last  
14 week, in the Chicago Sun Times talking about the  
15 Hillside interchange in Chicago where they just  
16 spent \$150 billion and they finished the work last  
17 fall. The goal was to reduce commute time by 17  
18 minutes. Six months later the reduction is 30  
19 seconds, so what's happened is the volume of  
20 traffic has increased to fill whatever available  
21 capacity was there. I feel that the same thing  
22 will happen to this system, especially as we build  
23 over time and every time we complete a segment, it  
24 will become clogged immediately with additional  
25 traffic.

1 I think that the comments made earlier  
2 about assuming no increase in traffic as a result  
3 of building the additional lanes is flawed. The  
4 follow quoted in the Chicago Sun Times article last  
5 week from the Illinois DOT said if you build it,  
6 they will come and I think that's very true. I  
7 think Wisconsin has been adding lanes to highways  
8 at a much faster rate than we've been adding  
9 population over the last 20 years and I think a  
10 good example of that is the Highway 29 bypass  
11 around Shawano, the huge four-lane highway that  
12 never has any traffic on it. So \$3 billion for  
13 rebuilding to save five minutes, best case, I doubt  
14 it.

15 The other concern I have is that the  
16 congestion that will be the result of all the  
17 construction and all the time lost during  
18 construction will never be recovered by whatever  
19 savings results from what we get when we get done.  
20 There was an article in the Milwaukee Journal  
21 awhile ago where the comment was made that  
22 Milwaukeeans are wedded to their automobiles.  
23 That's true. Why is that? Mass transit is never  
24 going to succeed in this city unless it is both  
25 cheaper and faster than using your car, so what's

1 the solution? Let's spend less on freeways, spend  
2 more on mass transit. Let's let the travel time  
3 degrade on the freeways until the improvements in  
4 mass transit catch up and we have a mass transit  
5 system that provides equal transportation time.

6 Specifics, I'd like to suggest something  
7 and that is that in Wauwatosa, MMSD is tearing down  
8 a whole bunch of houses along the Menomonee River  
9 because of flooding problems near Hart Park. We  
10 have a rail line that runs right through there.  
11 What if we -- as we do that kind of thing in the  
12 metropolitan area, if we were to take some of that  
13 land and use that as parking for light rail or rail  
14 based mass transit, get those people off of the  
15 city streets, off of the freeways onto the rail  
16 systems, I think we'd have an excellent solution  
17 there and we're taking the land away anyway.

18 KEN YUNKER: David, five minutes.

19 DAVID WEHNES: Okay. Thank you. Just  
20 about done. A couple of comments were made  
21 earlier. One of them was about the Brown Deer  
22 ramps and I thought that was rather interesting.  
23 You said that the problem was people couldn't  
24 decide which ramp to take. I think that -- that's  
25 not true at all. If you have ever traveled in that

1 intersection, the problem is that the entrance ramp  
2 getting on northbound becomes the exit ramp and  
3 people have a real time and space crunch to try and  
4 merge so I would hope that the rest of the analysis  
5 here is better than that one. Like I said, similar  
6 levels of traffic, you mentioned that. I think  
7 that's not true. If we add all these lanes, we're  
8 going to have traffic. Thank you.

9 KEN YUNKER: Dave, be assured that that  
10 also is a problem we identified but within the  
11 space of the 20 minutes, we can only touch on so  
12 many things. Maurice Williams. Next after Maurice  
13 is Michael Brady.

14 MAURICE WILLIAMS: Good evening. My name  
15 is Maurice Williams. I'm the transportation  
16 coordinator with Citizens for a Better Environment.  
17 I guess -- first I guess I want to ask the folks  
18 who kind of coordinated the meeting here, could you  
19 please contact the city about getting some parking  
20 lots. I had a bear of a time trying to get my bike  
21 locked up tonight. I have a brief comment here  
22 regarding the freeway system reconstruction study.  
23 Planning for a current transportation system should  
24 be multi-modal as provided by T-21, the federal  
25 funding legislation for transportation. Citizens

1 for a Better Environment supports transportation  
2 planning efforts that are balanced and account for  
3 diverse mobility needs in one system.

4 The intent of our current transportation  
5 system may be to allow for all modes of travel but  
6 due to insufficient facilities, policies and  
7 planning we instead have sparse accommodations for  
8 those using alternative forms of transportation.  
9 It is quite as heartening to anticipate spending  
10 6.2 billion for widening freeways when there are  
11 communities in Southeastern Wisconsin that do not  
12 have ADA compliant pedestrian facilities or have  
13 made it unlawful for children to walk or bike to  
14 their community school due to road expansion and  
15 induced traffic volumes.

16 Citizens for a Better Environment  
17 supports having one, one flexible transportation  
18 system that promotes and encourages, not just  
19 allows but promotes and encourages walking,  
20 wheelchair access, bicycling, bus rail transit and  
21 passenger rail service as legitimate modes of  
22 transportation. We need transportation equity for  
23 the future of Southeastern Wisconsin. Thanks for  
24 your time.

25 KEN YUNKER: Michael Brady and following

1 Michael Brady is David Schlabowske.

2 MICHAEL BRADY: My name is Mike Brady.  
3 I'm a lifelong resident of Milwaukee. I've lived  
4 in the Story Hill and Merrill Park neighborhoods  
5 for 55 years. For the past 30 years or so I've  
6 worked downtown and I've gotten downtown on either  
7 a bicycle or on the bus from the near west side  
8 neighborhood. I want to strongly oppose any  
9 expansion of additional lanes on the freeways. I  
10 want to point out that people who live in Waukesha  
11 and Ozaukee County choose to do that and if that's  
12 their desire, that's fine; and if it takes them an  
13 extra five minutes to get to work and they work in  
14 Milwaukee, that's fine with me, too.

15 I hope our new county executive will see  
16 and support neighborhood and neighborhood  
17 preservation in Milwaukee and not support this  
18 Waukesha/Ozaukee County plan that destroys  
19 neighborhoods. I want to support strongly any mass  
20 transit improvement. The freeway congestion  
21 clearly is caused by urban sprawl and if somebody  
22 wants to deal with an urban sprawl problem, fine.  
23 If people want to choose to move there, that's part  
24 of the consequences of moving further out. I like  
25 the direction the City of Milwaukee is moving with

1 new housing downtown, with things going on along  
2 the riverfront and lakefront.

3 I want to strongly support that and I  
4 want to say that this plan for building expanding  
5 freeways and even the main freeways is such a  
6 misnomer and should be really calling them what  
7 they are, is billion dollar roadways, so let's  
8 refer to them as billion dollar roadways instead of  
9 freeways. Thank you for your time.

10 KEN YUNKER: David Schlabowske and  
11 following David is Jill Gaertner.

12 DAVID SCHLABOWSKE: Hi. My name is Dave  
13 Schlabowske. Good job pronouncing that. I'm the  
14 Milwaukee program manager from the Bicycle  
15 Federation of Wisconsin, so I'm sort of a paid  
16 bicycle advocate so take what I have to say with  
17 that in mind, but I'm also a resident of Milwaukee,  
18 the Washington Heights area on 54th and Lloyd. I'm  
19 mostly a bike commuter but I do drive a car. I put  
20 lots of miles on my bike, about 10,000 miles a year  
21 but I also put a lot of miles on a car. Today I  
22 had to go out to Pewaukee to GE Medical and to  
23 Dousman to a bike store out there and I had to  
24 drive to make the thing work today, so I drove, so  
25 I'm not like completely anti-car.

1 I am completely anti-freeway expansion.  
2 I've lived in Milwaukee a long time but I've also  
3 lived in other larger cities and I've also worked  
4 in a lot of larger cities and I've yet to be in a  
5 city with more freeway lanes than Milwaukee that  
6 has less congestion. We have less congestion  
7 currently than most cities with three times the  
8 amount of freeway lanes that we have. Adding lanes  
9 induces traffic. It's the same with bikes. If you  
10 add a bike lane somewhere where nobody rides a  
11 bike, all of a sudden lo and behold there's people  
12 riding bikes on that bike lane. If you had a bike  
13 path where there wasn't one before, all of a sudden  
14 there's people riding bikes. You add an extra  
15 freeway lane where no one was using it before, all  
16 of a sudden there's going to be people driving cars  
17 in that lane.

18 Adding lanes always induces traffic.  
19 That's why adding lanes doesn't solve the  
20 congestion problem. I use the freeways when I have  
21 to. I want to know that they're safe. I want to  
22 know that the bridge isn't going to collapse when I  
23 drive over it or hopefully bike over it some day.  
24 So I want them repaired. Three-and-a-quarter or  
25 whatever, \$3 billion, that's still a lot of money

1 to me, you know, that's the way our system is  
2 designed right now. If we have to fix it and  
3 that's the cost, then we have to pay it. I don't  
4 want to have to pay an extra dime than what it  
5 costs to maintain it. Designing it to current  
6 standard, I understand that you want to design to  
7 current national standards but I sort of liken it  
8 to when I remodeled my kitchen.

9 I've heard this statement said before at  
10 the regional planning meeting where they say if  
11 we're going to rebuild it, we have to rebuild it  
12 the right way. Well, if I was going to rebuild my  
13 kitchen in the ideal manner, I'd have a sub zero  
14 freezer and a Viking range and, you know, granite  
15 countertops and, you know, I'd have an extra sink  
16 to wash my salad in and stuff but I'm a bicycle  
17 advocate. I don't make a heck of a lot of money  
18 and I live in a little house in the city so I don't  
19 have those things because that's my economic  
20 reality. Our economic reality in our state is we're  
21 pinched at money from every level we look at, from  
22 the federal to the state to the county level to the  
23 city level.

24 If I agreed that we should expand the  
25 freeway in our fiscal reality right now, I'd have

1 to say it's going to have to wait and we'll have to  
 2 fix it again pretty soon anyway, so if you want to  
 3 expand it later and we have the money then, then  
 4 let's maybe do that but right now I haven't seen  
 5 anyone show me where this money is coming from so I  
 6 mean show me the money. Where is the money? I can  
 7 show you where the money is for three-quarters of  
 8 the path on the Hoan Bridge. That's sitting there.  
 9 I can't see anybody showing me where this money is  
 10 and even if somebody showed me a pile of  
 11 six-and-a-quarter billion dollars that's set aside  
 12 for this, I'd say let's rebuild what we have and  
 13 spend the rest somewhere else paying debt or  
 14 building an extra school or maybe even a bike lane  
 15 somewhere. Thank you.

16 KEN YUNKER: Next is Jill Gaertner. Jill  
 17 Gaertner? Jill? We'll call Jill again at the end.  
 18 Jill is not here. Michael Maierle and following  
 19 Michael is Millard Johnson.

20 MICHAEL MAIERLE: Hello. My name is  
 21 Michael J. Maierle. I'm commenting this evening in  
 22 my capacity as the long-range planning manager for  
 23 the City of Milwaukee. I'm testifying against the  
 24 preliminary recommended option of rebuilding with  
 25 additional lanes. I would like to enter into the

1 record a letter and attachment from City of  
 2 Milwaukee Mayor John O. Norquist to Mr. Phil  
 3 Evenson, executive director of the Southeastern  
 4 Wisconsin Regional Planning Commission, dated  
 5 May 20th, 2002. The letter refers to a proposal  
 6 that I wrote in September of 1998 as a planner at  
 7 the Wisconsin Department of Transportation calling  
 8 for a public dialogue leading to a regional  
 9 consensus on implementable freeway related  
 10 improvements in Southeastern Wisconsin.

11 The approach to planning freeway  
 12 improvements that I recommended in 1998 differs  
 13 from yours in a number of respects but it boils  
 14 down to this. Obtaining a consensus will likely  
 15 require addressing freeway related issues such as  
 16 multi-modal transportation, intelligent  
 17 transportation systems, land use controls, demand  
 18 management as well as freeway capacity, design and  
 19 operation. It is disturbing that the commission  
 20 chose to ignore this proposal for a balanced  
 21 approach to regional transportation and instead  
 22 focused all their energy and public resources on a  
 23 plan that is limited to freeway expansion. By only  
 24 focusing on freeway design and capacity issues  
 25 instead of dialoguing with the communities within

1 the City of Milwaukee, you've ended up with an  
 2 alternative that adds \$2.8 billion or 83 percent to  
 3 the cost of simply replacing the freeway with no  
 4 assurance that all the associated features of a  
 5 well-functioning urban transportation system that  
 6 you assumed in your analysis will be implemented.

7 Maybe I should put that in plainer  
 8 language for some folks. You assume that there's a  
 9 lot of transit in place and intelligent  
 10 transportation systems and ramp meters and public  
 11 information systems, land use -- a very good land  
 12 use plan but there's no assurance that that will  
 13 actually take place along with the freeway  
 14 expansion, and the freeway expansion costs about  
 15 double just replacing the freeway system as it is  
 16 now. In addition, the preliminary recommended plan  
 17 will not promote the land use goals laid out by  
 18 Wisconsin's comprehensive planning and smart growth  
 19 loss; for example, promotion of the redevelopment  
 20 of land with existing infrastructure and public  
 21 services, encouragement of neighborhood designs  
 22 that support a range of transportation choices,  
 23 encouragement of land uses, densities and  
 24 regulations that promote efficient development  
 25 patterns and relatively low municipal and state

1 government and utility costs, and lastly, providing  
 2 an integrated, efficient and economic  
 3 transportation system that provides mobility,  
 4 convenience and safety which meets the needs of all  
 5 citizens, including transit dependent and disabled.

6 At the City of Milwaukee we take the  
 7 comprehensive planning goals and smart growth laws  
 8 goals very seriously. I recently spoke to a group  
 9 of professionals and asked them what they felt  
 10 would be the effect of this preliminary  
 11 recommendation if implemented on development  
 12 patterns in Southeastern Wisconsin. Only one  
 13 person in the audience said it would promote  
 14 development in the city. Four of them felt that it  
 15 would have no effect and 34 felt that it would  
 16 promote development on the urban periphery. That's  
 17 a pretty common understanding of what happens when  
 18 you build freeways in my experience in talking with  
 19 people about this issue. These office parks and  
 20 commercial centers built adjacent to freeway  
 21 interchanges in turn load more local trips on the  
 22 most expensive type of roadway, the freeways. It  
 23 would be helpful to discuss how to deal with these  
 24 issues as part of a freeway plan.

25 Southeastern Wisconsin has been very good

1 at implementing the highway recommendations of the  
2 planning commission over the course of its history  
3 but only roughly half of the land use development  
4 is recommended and almost none of the transit  
5 recommendations are implemented and now you expect  
6 the city and its residents to support an additional  
7 \$2.8 billion, an increase of 83 percent in costs  
8 for more sprawlways. No deal. A consensus  
9 approach would have required that a transportation  
10 plan be conceived of from the beginning as an  
11 opportunity for a win-win deal. You didn't seek to  
12 obtain a consensus and instead chose to isolate the  
13 City of Milwaukee and you ended up with a  
14 preliminary recommendation that is opposed by the  
15 mayor and the common council of this city.

16 KEN YUNKER: Mike, five minutes.

17 MIKE MAIERLE: Okay. Thank you.

18 KEN YUNKER: Wrap up or we'll call you  
19 back later.

20 MIKE MAIERLE: I'll wrap up. I am here  
21 today because I work for the almost 600,000  
22 residents of this city and come to think of it, so  
23 do you. This process is a lost opportunity to  
24 bring various communities together to agree on a  
25 set of freeway related transportation improvements

1 that we could all live with. Thank you.

2 KEN YUNKER: Millard Johnson and after  
3 Millard is Jim Roeever.

4 MILLARD JOHNSON: My name is Millard  
5 Johnson. I live in Germantown. I have a car and I  
6 drove it here tonight. I would have taken public  
7 transportation but I didn't have much choice.  
8 Germantown doesn't have convenient service to the  
9 downtown area. As I drove here, you know, it  
10 occurred to me that a lot of other people on the  
11 freeway, which this was at about 4 o'clock, very  
12 crowded this afternoon, perhaps would feel the same  
13 way as I do that if they did have a choice for  
14 good, dependable and clean, safe public  
15 transportation, they would use it and, you know, I  
16 just feel that, you know, I don't want to be out  
17 there on the freeway but I don't have a choice. I  
18 just have one final thought. The subject of this  
19 study is freeway reconstruction and, you know, I  
20 would hope that it's just part of a larger study  
21 for the entire transportation strategy for  
22 Southeastern Wisconsin and if it's not, it should  
23 be. Thank you for the opportunity to speak.

24 KEN YUNKER: Jim Roeever followed by Glen  
25 Snyder.

1 JIM ROEVER: I find it ironic that we're  
2 here discussing adding lanes to the freeway and  
3 worsening pollution and talk about sprawling worse  
4 than it is now and we're sitting in the downtown  
5 transit center. We have a logo of Milwaukee County  
6 on this podium. Milwaukee County is in no way  
7 going to give up the courthouse annex. They need  
8 it for parking. They need it for office space.  
9 Your study proposes to spend \$6.2 billion of  
10 taxpayer money and you're going to acquire an  
11 additional 658 acres of additional land, tear down  
12 216 homes and 31 businesses. Those properties,  
13 homes and businesses pay taxes. Every municipality  
14 in Southeastern Wisconsin is already at a tight  
15 budget crunch and they cannot afford to lose this  
16 additional tax base. It's ludicrous.

17 The urban sprawl in Milwaukee is somewhat  
18 resulting of Los Angeles, which has the worst  
19 sprawl in the country, of the world. They have six  
20 and eight lane wide freeways about five or ten  
21 miles apart and you know what, in the last ten  
22 years they've built two light rail systems. They  
23 built a heavy rail subway and they are developing  
24 one of the finest commuter rail systems in the  
25 country. We can do that in Milwaukee on a smaller

1 scale. Our sprawl goes to Mukwonago to the  
2 southwest to almost Oconomowoc to the west and  
3 Slinger to the northwest and Grafton to the north.  
4 If you continue widening freeways, you're not going  
5 to have people from Madison and Green Bay. The  
6 answer is not widening the freeways. The answer  
7 should be containing the freeway presently and  
8 maintaining the freeways.

9 You need commuter rails to Racine and  
10 Kenosha, which is already being studied. This is  
11 the fifth study. We can have rails to Waukesha and  
12 we can have commuter rails to Germantown and West  
13 Bend and Slinger and north to Grafton. We also in  
14 Milwaukee need to develop the downtown connector  
15 project to put the electric bus system in, a light  
16 rail built in Milwaukee to join these different  
17 facilities that first go to like Summerfest  
18 grounds, the Amtrak station, the museums, the  
19 stadium and other venues. I am glad to see the  
20 majority of the people in this room are favoring  
21 transportation, less pollution and less urban  
22 sprawl and I'm glad to see you all come out. Thank  
23 you.

24 KEN YUNKER: Next speaker is Glen Snyder  
25 and following Glen Snyder is Amanda Reavey.

1 GLEN SNYDER: Hi. I'm Glen Snyder. The  
2 last guy just about gave my speech for me but I'll  
3 make this one short. Transportation issues, you're  
4 concerned that the state and counties are going to  
5 spend 6.2 billion dollars on the freeway system  
6 over the next 30 years and there is no mention of  
7 transit service of any kind. I suggest that half  
8 the money be spent on public transit systems such  
9 as rapid transit, commuter trains, buses, et cetera  
10 and have a complete transportation package. We  
11 need a commuter rail system because it would be  
12 faster, safer and comfortable.

13 I suggest extending the metro line from  
14 Chicago to Kerosha up to Milwaukee. There should  
15 be a better choice of transportation modes, okay,  
16 more commuter oriented. On the freeways I suggest  
17 a bypass at Good Hope Road and turning it into  
18 freeway between I-43 and US-41 to complete an outer  
19 route. When we're redoing the Marquette  
20 interchange, this is needed for the downtown  
21 streets to be clogged with traffic. Six lanes are  
22 wide enough. I was against tearing down the Park  
23 East freeway. The wider freeway rail will knock  
24 out the Milwaukee County annex. Walker's cutting  
25 government in half and that I think we should have

1 a better choice in transportation modes in the  
2 Milwaukee area. Thank you.

3 KEN YUNKER: Amanda Reavey and after  
4 Amanda is Philip Hohlweck.

5 AMANDA REAVEY: Hi. My name is Amanda  
6 Reavey and I'm 16 years old and I live in  
7 Milwaukee. Though the new highway seems like it  
8 would make everything more efficient, I believe in  
9 the long run it would only create more problems.  
10 More roads encourage more cars, which will lead to  
11 delays and traffic jams, basically what we have  
12 now, so it really won't solve anything. More cars  
13 mean we would need more parking lots. Eventually  
14 this will lead to urban crisis and a consequence of  
15 that is urban sprawl. Furthermore, approximately  
16 92 percent of the air pollution is caused by cars.  
17 The cars release emissions that lead to respiratory  
18 infections such as lung disease and cancer. It  
19 interferes with the blood's ability to carry oxygen  
20 and leads to acid precipitation. More cars will  
21 contribute to smog and that will reduce visibility  
22 causing more accidents.

23 Soon Milwaukee will become a city like  
24 L.A. or Mexico City. I think what you plan to do  
25 is a mistake that later my generation will have to

1 clean up. You aren't only affecting your  
2 generation but you are also affecting the health of  
3 the generations that will follow. Other options  
4 such as mass transportation should be considered  
5 first. Thank you.

6 KEN YUNKER: Thank you, Amanda. Philip  
7 Hohlweck and then after Philip I only have two more  
8 people registered to speak and if you haven't  
9 spoken and you've changed your mind and you want  
10 to, raise your hand, we'll get a registration slip  
11 to you. Go ahead.

12 PHILIP HOHLWECK: Thank you. I live in  
13 the City of Milwaukee. I work downtown and I'm  
14 here kind of representing the rest of the people of  
15 this area and I'm in kind of the minority here  
16 tonight so I appreciate you don't throw anything at  
17 me or anything, but the facts are mass transit is  
18 losing ridership. Buses are losing ridership.  
19 People in this area are using their car more.  
20 People enjoy using their car. It is why we call it  
21 the freeway. It is the free way to go in a free  
22 country. I work five days a week down here  
23 downtown. I go about four different places after  
24 work on a typical week and I like that. That is  
25 part of what makes me an American.

1 I like to be able to experience different  
2 things and go different places when I want to and I  
3 certainly appreciate everybody's opinion here about  
4 mass transit and so on and certainly respect that  
5 and a lot of people are talking about pollution up  
6 here but nobody seems to want to answer the  
7 question about why it would be any less pollution  
8 by having cars moving more freely and why there  
9 would be more pollution by having cars right now  
10 stay in a more traffic jammed environment. I guess  
11 maybe the assumption is that there's no more  
12 highways and people just will stay home. I guess  
13 that's what people are talking about here. I don't  
14 think that's going to happen. I think people move  
15 about the way they need to.

16 The cost is talked about a lot and some  
17 people were talking about the Hoan Bridge idea for  
18 a bike path. The gentleman said it might only be a  
19 dollar per person to do something like that for  
20 people who live in this area but I would guess it  
21 would be about \$1 million per user for something  
22 like that considering the three people that may use  
23 that type of thing, whereas on the highways \$6  
24 billion is certainly a lot of money but that may  
25 truly be something that comes down to a dollar or



1 under a dollar per user and we talk about the time  
2 saving five minutes or ten minutes per ride. For  
3 the hundreds of thousands of people that use the  
4 freeways in this area times five or ten minutes,  
5 you're talking about thousands, tens of thousands,  
6 hundreds of thousands of man hours lost to this  
7 economy in efficiency if we don't save that five or  
8 ten minutes.

9 That is an extremely big strain on this  
10 economy to lose that amount of man hours in  
11 efficiency. So I do think that I am with the  
12 recommendation to build. I also appreciate some of  
13 the people's comment here that did mention the  
14 northern bypass and it's not really part of the  
15 study anymore so that was kind of shot down. I  
16 think maybe that would have been a good alternative  
17 to widening east/west on 94 and I certainly would  
18 be interested in that but it's kind of a dead issue  
19 for the time being, so I guess this is what we're  
20 left with and if we do nothing, you know, we lose  
21 our freedom in a lot of ways because people do like  
22 the cars.

23 They like -- personally I get my news in  
24 the car. I like the environment or I get to kind  
25 of think about the day either going to work or back

1 from work or you get to listen to music. That's  
2 the only place I listen to music, and I think a lot  
3 of people are like that and not to say anything  
4 against all being together going in the same  
5 direction and not having the personal choices of  
6 what you want to listen to, where you want to go,  
7 there is some people that will do that but it's --  
8 it seems to be a declining amount of people in this  
9 area, so the trolleys are dead just about. The  
10 buses -- again I work on Wisconsin Avenue. I can't  
11 tell you how many empty buses I see going by and  
12 cars trying to get around them.

13 It makes me really question what -- if  
14 people who are against highways are really trying  
15 to find the -- or are trying to force people what  
16 they really don't want to do. I think maybe we  
17 should focus some of that energy on maybe some  
18 cleaner cars. That would help the pollution  
19 problem because people are going to use cars.  
20 They're going to continue to use cars as they have.  
21 That's just a fact, so the energy maybe could be  
22 refocused on something more useful like cleaner  
23 cars. I think that would be a good compromise, but  
24 I know I'm in the minority but thank you anyway.

25 KEN YUNKER: Next registered is Tim

1 Richter. Tim Richter. Following Tim is John  
2 Connelly.

3 TIM RICHTER: Thank you for giving us the  
4 opportunity to speak our concerns. First just  
5 based on the last comments, driving is a privilege,  
6 not a right. It's kind of sad that it's become a  
7 patriotic image of America, driving a car. I'm  
8 concerned a little bit about what our car base  
9 society shows about our ideals of our society. You  
10 know, I grew up in Franklin and it was a very  
11 secluded way to grow up. I didn't know many  
12 neighbors and it was a direct result of the way the  
13 society in Franklin designed the neighborhood, so I  
14 wish I had more time to prepare myself, but I had a  
15 few concerns just listening to the proposal today.  
16 How much tax revenue will exactly be lost? We were  
17 told how many properties will be gone but how much  
18 revenue is going to be lost?

19 I think that freeways dissolve  
20 traditional neighborhoods, the kind of places that  
21 promote safety. Sidewalks promote safety because  
22 you have lots of eyes looking upon the street.  
23 Freeways don't promote that. There's an issue of  
24 money of freeways versus public transportation. We  
25 throw a lot of money away into freeway structures

1 and we get no return of investment. I think  
2 there's been a lot of criticism to Amtrak lately  
3 about how it's going bankrupt and doesn't make  
4 money. Well, how much money does our freeway  
5 system make us? Nothing. At least with Amtrak,  
6 with the bus service, with things like that we get  
7 a return of investment, and I think the way that --  
8 the reason why public transportation is failing is  
9 because we don't invest a substantial amount of  
10 money into it.

11 I think when cars became very popular it  
12 was because there was ambitious campaigns to  
13 destroy public transportation, GM being a big  
14 promoter of destroying the trolley lines.  
15 Milwaukee used to have an elegant interurban line  
16 connecting -- I forget -- Burlington, East Troy,  
17 Wisconsin, beautiful system. You could ride to  
18 Milwaukee in 90 -- or ride to Chicago in 90 minutes  
19 but that was ripped out. Now here we are stuck  
20 with just freeways. I think the cost of the  
21 highway lifestyle is getting unbearable. If you  
22 take into account what it costs, here we have six  
23 point something billion dollars, the cost of  
24 plowing it, the cost of paying patrol guards to  
25 make sure we drive the right speed limit, the cost

1 of insurance, the cost of accidents, health  
2 accidents, concerns from injuries, the court costs  
3 for all the lawsuits filed. It goes on and on and  
4 on. We are pissing money away on the car  
5 lifestyle. It's sad.

6 I don't know how many people have heard  
7 of James Kunstler. He's a wonderful author of  
8 things like Geography of Nowhere, What Freeways  
9 Build, and I'm going to do one little quote just as  
10 far as public transportation goes. It's a couple  
11 sentences. Mind you this guy is somebody who I  
12 wrote to and just sent me a letter a couple weeks  
13 ago really complimenting Norquist on his  
14 contributions to Milwaukee, Norquist, a person who  
15 is apparently very much against this expansion.  
16 But as far as public transportation versus cars, a  
17 basic formula of traveling, state traffic engineers  
18 state that one lane of limited access highway can  
19 accommodate 2,500 cars per hour while one lane of  
20 light rail can accommodate 40,000 passengers per  
21 hour.

22 Now, cars on average take about 1.1  
23 persons on their journey. The numbers logic shows  
24 that this is bad. I've heard more good ideas from  
25 everybody talking here than I've heard at this

1 proposal. It's kind of sad. I think that we  
2 should build a society that we love our  
3 neighborhood. Freeways we don't love. A  
4 neighborhood that we can look at, you know,  
5 architecture. Why don't we have money for public  
6 architecture. Look at the courthouse. Do you  
7 think we could build something like that, no,  
8 because we throw it away on freeways, ugly  
9 freeways, so I challenge you to reconsider your  
10 proposal and focus on building an environment that  
11 we can care about, that we love because this is not  
12 responsible.

13 KEN YUNKER: John Connelly and following  
14 John is Scott Stieg.

15 JOHN CONNELLY: Good evening, ladies and  
16 gentlemen. I would first like to take the  
17 opportunity to thank the Southeastern Wisconsin  
18 Planning Commission for allowing public input  
19 tonight. However, I will fault them. I do believe  
20 they should have allowed public input at the very  
21 genesis of this planning process versus the near  
22 end of the process. With that I rise this evening  
23 to strenuously object to this proposal as it is in  
24 its current form and I will object on two fronts.  
25 Although in an ideal world I would like to object

1 on a plethora of fronts, although my five minutes  
2 doesn't allow me to do that.

3 First, I take issue with the fact I do  
4 not believe this plan takes into account a wide  
5 variety of transportation issues, and with that I  
6 would like to take issue with two comments that a  
7 speaker -- predecessor two speakers ago made before  
8 me. He asserted the fact that he did not use  
9 public transportation because it was not convenient  
10 enough for him. What I believe he fails to  
11 recognize is that mass transportation issues must  
12 be dealt with in a larger context, a larger frame  
13 of mind, if you will. I believe that freeways and  
14 expansion of freeways furthermore develop  
15 neighborhoods and consequently and conversely  
16 destroy neighborhoods: therefore, making the grid  
17 system that mass transit systems work so eloquently  
18 upon diminish.

19 Secondly, I will concede to him that  
20 there are certain bus routes on which there are one  
21 or two individuals on the bus and that's counting  
22 the driver. I'm all for making a much more  
23 comprehensive plan to alleviate both freeway  
24 congestion and eliminate bus routes that no longer  
25 serve the public because of change of demographics.

1 I, therefore, will use this analogy to say that I  
2 believe the strategic plan that deals with freeway  
3 construction is a bus with two drivers, one being  
4 the Wisconsin Department of Transportation, the  
5 other one being the Southeastern Wisconsin Regional  
6 Planning Commission and somehow the public lost  
7 their bus pass and couldn't find their way onto the  
8 bus.

9 Secondly, the issue that I'd like to take  
10 up with and that turns in consequence to the second  
11 point I was making and that being that I believe  
12 that there's a lack of strategic and comprehensive  
13 planning that allows for alternative methods of  
14 transportation to be considered and, therefore, I  
15 must object to this program in its entirety. I  
16 believe that this region is facing a battle similar  
17 to the one that Jane Jacobs found herself in in New  
18 York City earlier last century and I do believe  
19 it's one that is worth fighting. Thank you.

20 KEN YUNKER: Scott Stieg and then the  
21 last slip we have is -- following Scott is Krista  
22 Chapdelaine.

23 SCOTT STIEG: Thank you for allowing me  
24 to make my comments on this plan. I represent the  
25 East Village Association and live on the lower east



1 side of Milwaukee. I've lived here for about 50  
2 years and I love this city and one thing that  
3 drives me nuts about Milwaukee is we're always the  
4 last place to figure stuff out. It's like it's  
5 happened everywhere else and then it takes us like  
6 20 years to figure this out and this plan has  
7 obviously been obsolete everywhere else. You  
8 cannot build your way out of a traffic problem and  
9 it's just incredible that this plan would sort of  
10 rise from the ashes and show up here but this is  
11 Milwaukee and I guess we have to fight this battle  
12 here.

13 This expensive and wasteful freeway plan  
14 should be quickly and mercifully put out of its  
15 misery. Southeast Wisconsin Regional Planning  
16 Commission needs to put forward a transportation  
17 plan that serves Milwaukee County and the region  
18 with transit, rail and bus included. We don't need  
19 to return to the '60s with this shortsighted,  
20 concrete-oriented plan. More or wider freeways are  
21 a failure in planning. Obviously new ideas and new  
22 people are needed in Southeastern Regional Planning  
23 Commission, those who can look ahead and not  
24 backwards. Thank you.

25 KEN YUNKER: Krista Chapdelaine.

1 KRISTA CHAPDELAIN: First of all, I just  
2 want to say that I'm actually addressing what  
3 somebody had said awhile ago and I am from out  
4 east. I've spent the last five years here in  
5 Milwaukee and enjoyed every single year, and one of  
6 the reasons I'm still here is because there wasn't  
7 an easier way to get west. I'm extremely glad that  
8 I stopped to see this and I can't see why anyone  
9 would want somebody to drive right through this  
10 gorgeous city and all the beauty that it has to  
11 offer and that's my little side note.

12 On the other hand, I understand how many  
13 people can be so drawn to the automobile and what  
14 it represents. It is a certain amount of freedom  
15 and I can understand that. I don't own a car. I  
16 walk to work and I do believe that the car is  
17 becoming a thing of the past. I do think that  
18 Milwaukee needs to move forward and work on better  
19 mass transit, light rail, which so many other  
20 cities have and you just can't seem to get off the  
21 ground, so that's that. Thanks.

22 KEN YUNKER: Krista was the last slip.  
23 I'm going to call again Jill Gaertner. Is Jill  
24 here? No. Charles Stewart asked if he could speak  
25 a bit longer. He went over his five minutes and

1 graciously agreed to postpone until everybody else  
2 was done. Charles.

3 CHARLES STEWART: Thank you. I was  
4 waiting for my second shot. We heard a lot about  
5 mass transit and just off on kind of a side issue,  
6 in Amsterdam you can get on the streetcar free. I  
7 don't know why everyone is afraid to call them a  
8 streetcar but you can get on the streetcar free and  
9 they have a mailbox on every streetcar and you can  
10 mail a letter there and it -- the letter costs  
11 something. You have to pay postage but the ride  
12 doesn't cost anything but, of course, you know  
13 where the money comes from to ride the street cars.

14 That's not what I'm here for. I was -- I  
15 came here to push for the completion of the bypass,  
16 which is just the short stretch from I-43 to US-45.  
17 I made a remark about I found fault with the study  
18 that determined that there would only be a minimal  
19 reduction of traffic volume. I didn't mean to be  
20 sarcastic but I was just -- when they said they  
21 were talking about just the people that commute  
22 from Fox Point to Brown Deer, I didn't mean to be  
23 sarcastic, I was just exaggerating to make a point  
24 but I still don't believe the survey.

25 I think that the bypass would reduce

1 travel a lot more. It would reduce the congestion  
2 a lot more. The backup -- I don't know if many --  
3 many of you have probably seen this backup on I-43  
4 coming south into Milwaukee and it's backed up from  
5 downtown all the way up to Hampton Avenue and  
6 sometimes Silver Spring. I drive either in it or  
7 past it almost every day. I am very impressed by  
8 the work that the planning commission has done.  
9 This thing about adding lanes and changing the  
10 ramps around and even the double deck, I don't like  
11 the looks of a double deck but I think they've done  
12 some very intelligent, very clever things. Of  
13 course, it's much more complicated than anything I  
14 can really comprehend, but I don't think that --  
15 those additions or those changes, I don't think  
16 that addresses the amount of traffic that actually  
17 comes into the interchange and I think that's what  
18 the big problem is.

19 The reason I think we ought to do it now  
20 is that I really think the next time around we're  
21 going to be forced to finish the bypass so people  
22 have some way to get from Northern Wisconsin to the  
23 rest of the world without going through downtown.  
24 It's not quite that bad but close. I'm  
25 exaggerating again to make a point. The reason

1 it's important to do it now is there are a number  
 2 of corridors that they can choose. It doesn't have  
 3 to be Good Hope Road but all of those corridors in  
 4 the next 10 or 20 years are going to be just jammed  
 5 full of condos and nursing homes and shopping malls  
 6 and business parks and churches and who knows what  
 7 else. They're going to be jampacked and  
 8 three-and-a-half billion or whatever the heck we're  
 9 talking about, you knock out about half of that  
 10 just by buying these places out so you can put in  
 11 that little piece of bypass.

12 That's the urgency I think of getting  
 13 this bypass completed and I think you really ought  
 14 to get a new crew in here and take a second look at  
 15 that survey. I just feel like -- either in the  
 16 method or the interpretation, I just feel there's  
 17 been a flaw in there somewhere and I really believe  
 18 that the volume through the Marquette interchange  
 19 would be reduced significantly. That's all.

20 KEN YUNKER: Okay. Well, I guess we have  
 21 no other requests to speak so seeing no others,  
 22 that completes the public hearing. I want to thank  
 23 all of you who attended tonight and I want to thank  
 24 all of you who gave comments tonight, those of you  
 25 who are still here, and I particularly want to

1 thank you for the demeanor in which you conducted  
 2 your hearing and provided your comments and were  
 3 kind people on both sides of the issue so thank you  
 4 very much. We will be -- we have a number of other  
 5 informational meetings and hearings. We'll be  
 6 compiling all the comments and providing it to the  
 7 advisory committee for their consideration. Thank  
 8 you.

9 (Proceedings concluded at 7:50 p.m.)  
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1 STATE OF WISCONSIN )  
 2 ) SS:  
 3 COUNTY OF MILWAUKEE )  
 4

5 I, MELISSA J. STARK, a Certified Realtime  
 6 Reporter and Notary Public in and for the State of  
 7 Wisconsin, do hereby certify that the above public  
 8 hearing was recorded by me on the 22nd day of May, 2002,  
 9 and reduced to writing under my personal direction.

10 I further certify that I am not a  
 11 relative or employee or attorney or counsel of any of  
 12 the parties, or a relative or employee of such attorney  
 13 or counsel, or financially interested directly or  
 14 indirectly in this action.

15 In witness whereof I have hereunder set  
 16 my hand and affixed my seal of office at Milwaukee,  
 17 Wisconsin, this 28th day of May, 2002.  
 18

19  
 20  
 21 \_\_\_\_\_  
 22 Notary Public  
 23 In and for the State of Wisconsin  
 24 My Commission Expires: April 27, 2003.  
 25

ATTENDANCE RECORD

PUBLIC HEARING ON THE PRELIMINARY RECOMMENDED REGIONAL FREEWAY SYSTEM RECONSTRUCTION PLAN

Wednesday, May 22, 2002  
6:30 p.m.

Downtown Transit Center, Harbor Lights Room  
Milwaukee, Wisconsin

SIGN-IN ROSTER

Name	Address	Community
1. <del>KEVIN MAN</del>	<del>14855 W. JARRET</del>	<del>NEW BELTON</del>
2. BRAD BARKENTZEN	757 E. Sunnyside Ave #201	Milwaukee
3. ROGER REIZLAFF	4434 MARLBOROUGH DR	SHOREWOOD WI
4. KURT CHANDLER	MILW MAGAZINE	Milw.
5. Robert J. G. Au	236 N. 27th St	Milw.
6. Gene Scidler	606 E. Otter St.	Milw.
7. Terry Beuthling	100 Horseshoe Bend	Madison 53705
8. Mary Wall	6730 W. Zebra	Milw 53216
9. Jim Zapp	424 C S Spring Slope Rd	West Allis WI 53191
10. Jim P. P. P.	3707 N. Hackett Ave	Kenosha
11. Alan Panko	1109 N. Gum Tree Rd.	Milw 53224
12. Ron Kozlowski	Milw Co. Dpw	Milw. WI 53208
13. Tom Chirak	2746 N. Danner	Milw. 53211
14. Bob Joanne Ellis	241 W. Appleton Rd	Glendale 53117
15. Sam McQueen-Rosen	1742 N. Prospect Ave #106	Milw 53202
16. P.D. Schlapel	1930 N. Warren Ave	Milw 53202
17. MARK SMITH	3548 N. FREDERICK AVE	SHOREWOOD 53211
18. Tim Kiefer	1007 N Cass St Apt 410	Milw 53202
19. Scott Littell	2809 S. 5th CT	Milw, WI 53207
20. Amy Fritz	929 N. 33rd St.	Milw. WI 53208
21. Louise Pflaum	7229 N. Santa Monica, #247	53217
22. Mike Nelson	822 A E. Burleigh	Milw 53212
23. Sherry Kamke	77 W. Jackson Blvd	Chgo, IL 60604
24. Ken Westlake	77 W Jackson	Chicago, IL 60604
25. MARK MILLER	2623 N 72nd	Tosa WI 53213
26. PETER J. SHAY	805 N. 28th ST	MILW. 53208
27. JENNIFER MEUER	5207 N. BAMELETT	MILW. 53211
28. JAMES STEARNS	3207 N. BARKETT	MILW 53211
29. MAURICE WILLIAMS	3152(A) S. 25th St.	Milw. 53215
30. Tim Richter	442 E Fremont Pl	Milw 53207
31. DAVE NOVAK	2711 W. WELLS ST	MILW. WI
32. LARRY SANDER	Milw 404th SENTINEL	PO BOX 371
33. MICHAEL BRADY	4718 W. Bluewood Rd	Milwaukee
34. Kevin Soucie	4810 So. 76th St #201	Greenfield
35. Steve Waldorf	1740 N. 57th St.	Milwaukee
36. Caitlin McKenzie	"	"
37. Melissa Home	Waukesha	"
38. David Salamone	2114 N. 54th St	Milw.
39. Michael J. Maierle	2018 E. GREENWICH AVE.	MILW. 53211
40. Jill Guenther	6829 Terrace Ct	Wauwatosa 53213
41. Robert Weiland Jr	3033 W. Mt. Vernon Ave	Milw WI 53208
42. WILIAM W. STROHBELO	236 N. 111th ST.	WALWATOSA WI 53222
43. R. L. M. J.	3266 N 52nd	Milw 53208
44. Jim ROBER	555 S. 184th Ave #110	Milw. 53215
45. David Doege	315 N. Pinecrest St.	Milw 53208
46. Steve Filmonowicz	1213 E. Townsend	MILW 53212
47. Kyle Lillis	620 N. 17th St #609	Milw 53233
48. John A. Connelly	5362 N Oakland	Milw 53211
49. Scott Stieg	1800 N. Arlington Pl.	Milw 53202

Name	Address	Community
50. Gus Ricca	1910 E. Jarvis St	Shorewood, WI 53211
51. James H. H. H.	840 W. VERGESSA ST	MILW. 53204
52. Donna Brown	2807 Park Ave Rd	Waukesha, WI
53. FORN BROS	1718 N. Prospect	Milw. 53202
54. Carolyn Boehmer	4405 W. Sunnyside Dr	Milw 53208
55. Davey STEVENSON	234 N. BROADWAY	MILW
56. Willy Pflaum	201 E. KOEHL ST.	53212 MILW. CITY
57. Brian Jansen	859 S. MARSHALL #402	MILWAUKEE
58. Charles Gansward	4311 N. HANCOCK ST	SHOREWOOD
59. Adalberto Adalberto	6150 W. Grand Ave. #100	Milw. 53213
60. Chuck W. Kenner	Milw. Co. Dpw 1001 W. Bluewood	Milw 53202
61. Pat KAMPE	135 E. 84th St.	Milwaukee WI 53214
62. Ed. Austin	1007 W. Base #334	
63. BOB TENNIS	8187 FOUR OAKS CT	FRANKLIN, WI 53132
64. Gary Peterson	312 E. BUFFALO ST #46	MILW. WI 53202
65. Susan Smith	P.O. Box 1313	Milw. 53201
66. RICHARD SCHREINER	912 E PLEASANT ST	53202
67. Milford JOHNSON	17051 Ashbury Lane #8	Greenfield 53022
68. MYRTLE KASNER	1129 N. JACKSON ST.	MILW 53202
69. DAVID W. SCHWARTZ	4500 S. WHITMAN	ST FRANCIS 53235
70. CARLO SANTARELO	3970 S. 13th ST.	MILWAUKEE 53205
71. Al Stavek	415 DOUGLAS CT	Whitefish WI 53190
72. CHRIS Ahmady	1039 N. Cass St	Milwaukee WI 53202
73. Susan Comstel	1420 N. Marshall #202	Milw 53202
74. Scott Grade	413 E. Birch Ave	Milw. WI 53217
75. Barry Eichinger	4652 N. ELM TREE RD	Glendale 53209
76. Barbara McCann	414 N. 50th St	Milw 53208
77. E. Michael McCann	414 N. 50th St	Milw 53208
78. Steve Smith	3424 N. Hackett Ave.	Milw 53211
79. Richard L. Stefanik	270 E. Highland Ave, apt 225	Milw 53202
80. Justice Pellan	1808 S. Menlo Blvd	Shorewood
81. Susan Thaller	2969 N. Maryland	Milw 53211
82. Charles Stewart	1626 N. Parkfield Ave	Milw 53202
83. Deb Ridgway	3152(A) S. 25th St.	MILW 53215
84. Keith Foster	2949 N. Hackett	Milw
85. David Welnes	7922 Jackson Rd. Blvd	Wauwatosa
86. James McLean	2917 W. Summit Ave	Milw 53207
87. LESTER	Wis DOT	WAUKESHA
88. Rosemary Patten	Transit NOW	
89. Van L. H. H.	2752 N. 46th	Milwaukee
90. Thomas Fritz	729 N. 33rd St	Milwaukee
91. David Windsor	841 N. Bradley	
92. Philip Holbeck	2557 W. Terrace Ave	Milwaukee
93. Gerald Ottone	2020 E. Park Pl. #108	Milwaukee
94. Ruthie Progan	315 N. Pinecrest St	Milwaukee
95. Kristina Chappell	430 N. 17th Ave	Milwaukee
96. Steve Snyder	1933 N. Prospect Ave	Milwaukee
97. Mary Rowley	3067 N. Hackett Ave	Milwaukee
98. Amanda Reavey	3067 N. Hackett Ave	Milwaukee
99. Steve Jacobson	3258 N. Shepherd	Milwaukee
100. Rene M. Miller	2302 N. 9th St.	Milwaukee
101. Krista Krueger	2971 N. Fenell Ave	Milwaukee

COMMISSION STAFF

Kenneth R. Yunker ..... Assistant Director  
Robert E. Beglinger ..... Chief Transportation Engineer  
Christopher Hiebert ..... Senior Engineer  
David M. Jolicœur ..... Engineer

TRANSCRIPT AND ATTENDANCE RECORD  
PUBLIC INFORMATION MEETING AND HEARING,  
GOODWILL INDUSTRIES COMMUNITY CENTER, CITY OF WAUKESHA, MAY 23, 2002

BROWN & JONES REPORTING, INC.

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 SOUTHEASTERN WISCONSIN  
 REGIONAL FREEWAY SYSTEM  
 RECONSTRUCTION STUDY  
 PUBLIC HEARING  
 -----

**COPY**

Public hearing of the Southeastern Wisconsin Regional Freeway System Reconstruction Study, before LINDA J. SAARI, a Registered Merit Reporter and Notary Public in and for the State of Wisconsin, at Goodwill Industries, 1400 Nike Drive, Waukesha, Wisconsin, on the 23rd day of May, 2002 commencing at 6:35 p.m. and concluding at 6:51 p.m.

312 East Wisconsin Avenue  
 Suite 608  
 Milwaukee, WI 53202  
 PHONE: (414) 224-9533  
 FAX: (414) 224-9635

2

TRANSCRIPT OF PROCEEDINGS

MR. YUNKER: Our Advisory Committee looked at a number of different alternatives; rebuilding the freeway system as-is, rebuilding it to modern design standards and not adding any additional lanes, and rebuilding it with additional lanes.

The preliminary plan that they have recommended is intended receive your comments concerning the preliminary plan.

I want to emphasize that the purpose of the hearing is to hear your comments and not to be a question-and-answer period. It was an opportunity to meet with study staff earlier to ask questions in a two-hour open house, and the study staff will be available after this hearing to answer additional questions.

How many slips do you have, Bob?

MR. BEGLINGER: I have one return.

MR. YUNKER: One return. Does anybody want a speaker registration slip? You got a second one?

MR. BEGLINGER: I have two returns. A second return. It says "Speaker Registration" at the top. It's the half sheet.

4

A P P E A R A N C E S

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION, by

MR. KENNETH R. YUNKER, P.E.  
 Assistant Director

MR. ROBERT E. BEGLINGER  
 Chief Transportation Engineer

MR. DAVID J. JOLICOEUR  
 Engineer

I N D E X

Registered Speakers	Page
Mr. Keith Butterfield .....	5
Ms. Jean A. Crotty .....	6
Mr. Eric Paulsen .....	7
Mr. Todd Olear .....	12

MR. YUNKER: Now, when you give your comments we do have a court reporter to take your comments. I'd like to ask, if you wouldn't mind, is if you come right up here where I'm currently standing. I'll be sitting down over there taking down your comments as well. But I'd like to you come up here and make sure you address your comments so the court reporter gets that as part of the official transcript of this meeting.

I want to note again that you can also provide comments at the other hearings. You can provide comments in writing, via mail, e-mail, or FAX. All the addresses that you would need are in the newsletter, or we have separate forms back there as well.

It would be particularly good and helpful to us and the Advisory Committee if you're commenting on the plan if you'd tell us what you agree with, what you disagree with, what you think ought to be done instead, because that helps us to tell the Advisory Committee how they should change the preliminary planning in going to a final plan.

Bob, can we have those?

Okay. The first person registered to speak is Keith Butterfield. Keith, could I ask you

1 to come up here? Thank you.

2 MR. KEITH BUTTERFIELD: I'm not sure  
3 about the long-term result here, but I think at  
4 this time we've got to go with the flow, and you  
5 should do all you can to get the system to work.  
6 But be flexible, because there's plenty of sleepers  
7 out there that can change the whole ball game. I  
8 won't go into those, but you can figure them out.

9 And the other thing would be to take a  
10 close look at the mass transit system that we've  
11 got now. The vehicles are too big, too costly,  
12 hard to drive, unsafe. And if you look at the  
13 vehicles used there's a wide range of more  
14 practical vehicles. And if those mass transit  
15 vehicles were more effective, and scheduled, and  
16 handled, and organized in a more effective manner,  
17 I think you will see a lot more people switching to  
18 them, because people -- The cars are getting too  
19 expensive, and I think that might affect your  
20 plans. Thank you.

21 MR. YUNKER: Thank you. Okay. The  
22 second person registered to speak is Jean Crotty.

23 MS. JEAN CROTTY: Yes.

24 MR. YUNKER: Did I pronounce that  
25 correctly?

1 building that it would be -- there would be some  
2 type of structure, wall structure that would be  
3 built rather than probably taking more land that it  
4 would, the embankment would be cut and the earth  
5 held back.

6 MR. YUNKER: Okay.

7 MS. JEAN CROTTY: Thank you.

8 MR. YUNKER: Okay. Thank you. The next  
9 person registered to speak is Eric Paulsen.

10 Eric, could I ask you to come up here?  
11 Or you can stand on that side too. That's fine,  
12 whichever.

13 MR. ERIC PAULSEN: Fine. Either way.  
14 Can I walk around at all, point anything out on the  
15 boards?

16 MR. YUNKER: well, just make sure we get  
17 your comments as part of the transcript.

18 MR. ERIC PAULSEN: Okay. I just want to  
19 tell you I get didn't get a chance to speak at the  
20 one last night. I live four blocks from where it  
21 was held last night at the Downtown Transit Center.  
22 It would have been a nice walk, but I didn't have  
23 time to get out there. So I wanted to make sure I  
24 at least came out to this one. And the crowd's  
25 opinion is probably a little different out here, I

1 MS. JEAN CROTTY: Yes.

2 MR. YUNKER: Okay. Got two so far.

3 MS. JEAN CROTTY: Jean Crotty. Do you  
4 want my address?

5 MR. YUNKER: No, we have it written down.  
6 That's fine.

7 MS. JEAN CROTTY: well, one of my  
8 interests at this time was because I have a  
9 commercial property on Greenfield right off of  
10 Fifth, and I already spoke with one of the  
11 gentlemen here in regard to that.

12 And there is -- you have the freeway, and  
13 then you have Fifth Street, and then you have a  
14 commercial property, two residential, and my  
15 property. And when I go -- I get off -- or I get  
16 on from Sixth Street, go up the ramp, and I take  
17 I-43, and then I take it to New Berlin where I  
18 live. And I feel that on that particular route  
19 that I take I feel that there wouldn't need to be  
20 any expansion. I feel that -- I go at different  
21 times on the freeway, and I feel that the traffic  
22 moves right along, and I feel it's comfortable  
23 driving.

24 And I understand that because of the  
25 embankment that if that were improved right near my

1 don't know, than the opinion of everybody last  
2 night.

3 But there is no question that we need to  
4 add freeway capacity, add additional freeway lanes  
5 in the Milwaukee area, especially if we are looking  
6 at towards 2020.

7 If you look at any of these maps it's  
8 actually kind of embarrassing the way there's  
9 absolutely no closure in some of these gaps here.  
10 They really should have finished some of them  
11 awhile back. And they still should look into that.  
12 And I know there was talk about connecting some  
13 freeways along the north side. And they really  
14 should. They could probably design it better with  
15 more sensitivity to the neighborhoods nowadays than  
16 they did when they built it in the '50s and '60s.

17 There's no question that when they moved  
18 people back in that area, and when they planned  
19 some right-of-way factor, they really weren't as  
20 sensitive to the surroundings as they probably  
21 would be today. So we should probably think of  
22 that, finishing some of the stuff, particularly on  
23 the north side, which would probably dramatically  
24 help this section of I-94.

25 In fact, if you built a by-pass across

1 the north side -- And it should be in the city,  
 2 because if you built in the suburbs too many  
 3 businesses will sprout up there and that will  
 4 contribute to urban sprawl. But if you build in it  
 5 the city, in an environmentally sensitive context,  
 6 it would probably actually lessen the need to widen  
 7 I-94 between the zoo and Marquette interchange. So  
 8 I think that's something that should be looked at,  
 9 along with expanding public transit. I would like  
 10 to see more detail later on about what kind of  
 11 transit expansion that is. And I'm sure that's  
 12 still being debated because of the whole light rail  
 13 versus commuter rail versus -- Something like the  
 14 Chicago E1, would that be a medium rail system or  
 15 something in between?

16 MR. YUNKER: Well, it would be called  
 17 heavy rail.

18 MR. ERIC PAULSEN: Heavy rail. Some sort  
 19 of heavy rail system.

20 And, of course, taking as little  
 21 right-of-way as possible should always be done,  
 22 even with safety concerns. If a freeway ramp is a  
 23 45-mile-an-hour ramp versus a 60-mile-an-hour ramp  
 24 I think it would be more important if we can save  
 25 some building and some property to have a ramp

1 where you've got to slow down a little versus if  
 2 you can just fly through there at 60 or 70 miles an  
 3 hour.

4 And at the Mitchell Boulevard segment --  
 5 and I brought this up to someone in back -- but I  
 6 think it would be good to see what the cost  
 7 estimates would be, if you have to double-deck the  
 8 road, if you could run one of the decks below. If  
 9 you could dig 15, 20 feet down and run one set of  
 10 lanes underground and one set at the surface.  
 11 Because I think a good future trend for freeways is  
 12 if you can put them low as much as possible. That  
 13 would be good for the surrounding areas.

14 So I think those are all things that  
 15 should be looked at, and I look forward to seeing  
 16 how that would shake out.

17 I think it's extremely important in  
 18 conjunction with an expansion of public transit,  
 19 well-planned good public transit, to widen the  
 20 freeway system, maybe not all of them, but most of  
 21 them for certain, close some gaps, if possible, if  
 22 it's done with responsibility to the surrounding  
 23 area.

24 It's very necessary, not just for the  
 25 commuters and individual people driving, but also

1 for the trucking and getting goods around. Because  
 2 one of the biggest functions of freeways is it gets  
 3 goods back and forth. And in this city -- well,  
 4 Milwaukee at least -- still makes a lot of stuff  
 5 that has to be brought in and out. And trucks  
 6 don't like rumbling up and down area narrow  
 7 streets. And if you widen the freeway in the city  
 8 you have a much better chance of getting more  
 9 businesses down in the city, as well as Waukesha  
 10 County. It's just part of good overall growth  
 11 planning, because this place is probably going to  
 12 double in population in the next 30 years.

13 So, that's all I have though say. Thank  
 14 you.

15 MR. YUNKER: Thank you. Eric was the  
 16 last person registered to speak. Does anyone else  
 17 wish to speak at the public hearing? We need to  
 18 have you, if you do, to fill out a registration  
 19 form. Anybody else wish to speak at the public  
 20 hearing?

21 MR. TODD OLEAR: Yeah, I'll speak.

22 MR. YUNKER: Give him a registration  
 23 form. Come on right up here. Anybody else? Okay.  
 24 Thank you, Ted.

25 MR. TODD OLEAR: Todd.

1 MR. YUNKER: Todd. I knew I would get  
 2 one wrong tonight. Todd Olear.

3 MR. TODD OLEAR: Yes.

4 MR. YUNKER: Okay.

5 MR. TODD OLEAR: I'd just like to speak,  
 6 because I'm kind of a little bit in opposition to  
 7 the previous gentleman.

8 I commute from Waukesha into downtown  
 9 Milwaukee everyday. To be honest, I think I try to  
 10 stay out of the peak hours of travel. Widening the  
 11 freeway system is expanding the system so that it's  
 12 comfortable to travel on during an hour in the  
 13 morning, an hour in the eveningtime. Otherwise  
 14 there's plenty of time the rest of the day for  
 15 these trucks to move in and out of Milwaukee when  
 16 the freeway system isn't usually too crowded.

17 If I leave my downtown office at 6:00 in  
 18 the evening I can -- in half an hour I can be out  
 19 by West High School here in Waukesha. To me that's  
 20 not a bad commute.

21 The other thing to consider is that,  
 22 unless I've forgotten something, the State  
 23 currently is facing a \$1.1 billion shortfall in the  
 24 budget. \$730 million is a significant amount of  
 25 money. I understand we need to plan for the



1 future, but I don't know if necessarily the highway  
 2 system is the way to do it.

3 I noticed on one of your boards here it  
 4 says that, "Highway capacity additions are measures  
 5 of last resort, addressing congestion not resolved  
 6 by land use, systems management, or public transit  
 7 measures."

8 Now you said you've been addressing the  
 9 public transit issues, but I've taken public  
 10 transit from waukesha. It's not enjoyable.

11 First of all, I wouldn't use Milwaukee  
 12 transit or waukesha city transit. It's too slow.  
 13 They use the local streets, stop for traffic  
 14 lights, stop to pick up passengers. Unless you're  
 15 in the city of waukesha then that's not a problem.  
 16 But it's too slow. It takes too much time.

17 On the other hand, I do occasionally use  
 18 wisconsin Coachlines. It's convenient, it's  
 19 quicker, it's a higher quality of service. You're  
 20 not riding on a city bus, you're riding on, you  
 21 know, a bus with bigger seats, more luxurious, but  
 22 it too is slow. It does get stuck in traffic just  
 23 like everybody else does. It could be faster. But  
 24 the other thing is too is that it has to get off  
 25 the expressway to make stops. So it slows things

1 down.

2 And I would like to see more thought put  
 3 into a commuter-type rail system. I don't support  
 4 light rail transit. I don't support these electric  
 5 buses with laser guided, whatever the heck it is  
 6 that Milwaukee is trying to do. But I think a  
 7 commuter rail system would be a possible solution  
 8 for our problems. It's faster. It's more direct.  
 9 If I get on in waukesha I know it's going to follow  
 10 this path. It will make stops along the way, but  
 11 it doesn't have to get off the railroad to make  
 12 stops. I think it would be quicker. I think it's  
 13 an option that should be seriously considered.

14 The other thing is too if you decide to  
 15 expand the highway, but don't do it in Milwaukee  
 16 County, then don't do it, because my experience is  
 17 is that all the congestion starts basically at  
 18 124th Street. Guaranteed.

19 And I think that more traffic slowdowns,  
 20 more delays are due to the current designed cars  
 21 interweaving. People coming off of 45 going south  
 22 onto 94 east so they can get off at 84th Street, so  
 23 they're weaving across all those lanes of traffic.

24 If there were some lanes of traffic that  
 25 were consistent all the way into downtown then

1 traffic might move better, more consistent flow.

2 Unfortunately for most of the standard  
 3 commuters we forget the sun glare. I don't think  
 4 there's anything you can do, but I think that the  
 5 sun contributes to the slowdown on the expressway.  
 6 I've experienced it myself. Issue them a good pair  
 7 of sun glasses or something.

8 That's my opinion. Thank you.

9 MR. YUNKER: Thank you. No one else is  
 10 registered to speak, or interested to speak?

11 Thank you. That concludes the hearing.  
 12 The staff will remain after if you have any  
 13 questions. Thank you for coming tonight, and thank  
 14 you for your comments.

15 (Proceedings concluded at 6:51 p.m.)  
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1 STATE OF WISCONSIN )  
 2 ) SS:  
 3 COUNTY OF MILWAUKEE )  
 4  
 5 I, LINDA J. SAARI, a Registered Merit  
 6 Reporter and Notary Public in and for the State of  
 7 Wisconsin, do hereby certify that the proceedings were  
 8 recorded by me on the 23rd day of May, 2002, and reduced  
 9 to writing under my personal direction.

10 I further certify that I am not a  
 11 relative or employee or attorney or counsel of any of  
 12 the parties, or a relative or employee of such attorney  
 13 or counsel, or financially interested directly or  
 14 indirectly in this action.

15 In witness whereof I have hereunto set my  
 16 hand and affixed my seal of offices at Milwaukee,  
 17 Wisconsin, this 28th day of May, 2002.  
 18  
 19 \_\_\_\_\_  
 20 Notary Public  
 21 In and for the State of Wisconsin  
 22  
 23 My commission expires December 14, 2003.  
 24  
 25

ATTENDANCE RECORD

PUBLIC HEARING ON THE PRELIMINARY RECOMMENDED  
REGIONAL FREEWAY SYSTEM RECONSTRUCTION PLAN

Thursday, May 23, 2002

6:30 pm.

Goodwill Industries Waukesha Community Center  
Waukesha, Wisconsin

SIGN-IN ROSTER

Name	Address	Community
1. Dick Mautke	648 Comstock Dr	Northland
2. Mike Ziegler	W22 N2940 Duplainville	Waukesha
3. Emory Hoppel	17660 Deer Park Dr.	Brookfield
4. Joe Griffin	13015 Lewis Rd	Brookfield
5. CRAIG HALL	14420 W. DARCOFF	NEW BERLIN
6. Keith Butterfield	211 W. Newhall	Waukesha
7. James D. BIKER	1835 S. Calhoun Rd	Brookfield
8. Barbara Ronck	17095 Ruby Ln	Brookfield
9. Neil Lorange	17025 Ruby Ln.	Brookfield
10. Jerry Kerner	2917 N. Seminole Av	Milwaukee
11. Janet Berton	16575 Louis Ln.	Brookfield
12. Tom Berton	16575 Louis Ln.	Brookfield
13. Kari Clappier	14745 Golf Pkwy	Brookfield
14. MURZER HANNA	100 Corina Blvd #440	Waukesha
15. Carol Cutshall	Wis. Dept. of Central Office - 5223 Wisconsin Ave	Madison
16. Kevin Hagen	635 Milwaukee Trail	Deerfield
17. Jean Crotty	5345 S. Majors Dr.	New Berlin
18. Kelly Langer	W22N1987 Bayberry Drive	Pewaukee
19. GERALD MELLONE	16980 Ruby Ln	BROOKFIELD
20. Laurel Mellone	16980 Ruby Ln.	Brookfield
21. Todd Olear	3637 Applewood Dr	Waukesha
22. Eric Paulsen	224 N Broadway #607	Milwaukee
23. Rodell L. Singert	W254 S 2890 Hillside Dr MILWAUKEE JOURNAL SENTINEL	Waukesha - muk
24. Larry Sudler	P.O. Box 371	MILWAUKEE
25. Brian Roper	1135 Wisteria Lane Waukesha	Waukesha
26. Benjamin Roper		
27. Jason Roper		
28. K. Chandler	MILW MAGAZINE	MILW.
29. Kenneth Coffeen	1920 Ruben Drive	Waukesha
30. Ken Lemuel	Wis DOT	Madison
31. Peter M. Miller - DNR	2300 N. Dr. MILK, Jr.	SEER
32. Dwayne Johnson-Dot	141 NW Barstow	Waukesha
33. Van Roberts	2752 N. 48th St	Milwaukee
34. Andy Muller	153-B Lakeview Ct	Pewaukee 53072

COMMISSION STAFF

Kenneth R. Yunker ..... Assistant Director  
 Robert E. Beginger ..... Chief Transportation Engineer  
 Christopher T. Hebert ..... Senior Engineer  
 David M. Jolicœur ..... Engineer



TRANSCRIPT AND ATTENDANCE RECORD  
PUBLIC INFORMATION MEETING AND HEARING  
MARTIN LUTHER KING COMMUNITY CENTER, CITY OF MILWAUKEE, MAY 29, 2002

BROWN & JONES REPORTING, INC.

SOUTHEASTERN WISCONSIN  
REGIONAL FREEWAY SYSTEM  
RECONSTRUCTION STUDY  
PUBLIC HEARING



Public hearing of the Southeastern Wisconsin Regional Freeway System Reconstruction Study, before MELISSA J. STARK, a Certified Realtime Reporter and Notary Public in and for the State of Wisconsin, at Martin Luther King Community Center, 1531 West Vliet Street, Milwaukee, Wisconsin, on the 29th day of May, 2002, commencing at 6:30 p.m. and concluding at 6:50 p.m.

312 East Wisconsin Avenue  
Suite 608  
Milwaukee, WI 53202  
PHONE: (414) 224-9533  
FAX: (414) 224-9635

1 TRANSCRIPT OF PROCEEDINGS  
2 MR. YUNKER: It's now time to begin  
3 the public hearing portion of the meeting and the  
4 hearing is intended to receive your comments  
5 concerning the preliminary plan and I want to  
6 emphasize -- Bob, do you have the slips? I want to  
7 emphasize that the purpose of the hearing is to  
8 hear your comments and not to be a question/answer  
9 period. There was an opportunity to meet with  
10 study staff earlier to ask questions, and study  
11 staff will be available after the hearing this  
12 evening to answer additional questions.

13 Now, I've got three slips on which people  
14 requested to speak. Are there any more at this  
15 time? Any more at this time? Okay. I don't  
16 think -- we're not going to place -- sometimes when  
17 we get 30 requests, we place a limit on how long  
18 people should speak. We're not going to place any  
19 limit and we would ask that -- we have a court  
20 reporter that will be keeping a full transcript of  
21 the meeting. It's important that she hear your  
22 comments. We're going to twist this table around  
23 so that the staff can sit here as well and record  
24 your comments. Bob and Chris, why don't you do  
25 that now. And what I'd like to do -- what I'd like

A P P E A R A N C E S

- SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION, by
- MR. KENNETH R. YUNKER, P.E.  
Assistant Director
- MR. ROBERT E. BEGLINGER  
Chief Transportation Engineer
- MR. CHRISTOPHER T. HIEBERT  
Senior Engineer

\* \* \* \* \*  
I N D E X

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Mr. Dennis Sell .....	6
Mr. Dan Zarwell .....	9
Mr. Brad Blankenheim .....	11

1 to ask you to do is I'm going to take the podium  
2 and twist it around and put it over there, simply  
3 right -- we're a little tight quarters here.  
4 I'm going to ask -- I'm going to ask that  
5 when we call your name, that you come up and speak  
6 from the podium. It's important that the court  
7 reporter get your full comments so that we can  
8 provide those to the advisory committee. The staff  
9 will be recording those as well. I do want to note  
10 that the public comment period extend through  
11 June 14th. You can also provide your comment, if  
12 you wish -- rather than speaking tonight or at one  
13 of the future hearings, you can provide your  
14 comment as a written comment. They all count the  
15 same, whether you give it as part of the hearing or  
16 you give a written comment. You can give that  
17 written comment via e-mail, via fax or US mail. We  
18 have slips in the back that you can use to provide  
19 your written comment. They also have our mailing  
20 address, our e-mail address and our fax number.

21 I think now I would ask the first speaker  
22 that has registered to come forward and provide  
23 their comments and the first -- I'm going to do my  
24 best with everybody's name. Please correct me when  
25 I'm wrong. Okay. First is Annie Woodward.

ANNIE WOODWARD: Yes.

MR. YUNKER: Can I ask you to come up to the podium. Would you mind?

ANNIE WOODWARD: Okay. I don't mind.

MR. YUNKER: This helps us getting comments in the record. Thank you.

ANNIE WOODWARD: Okay. I'd like to say good evening and I thank you for this opportunity to speak. This is not my first time speaking before this commission. I spoke on your 20-year plan a few years ago at the Zoofari Center and my opinion has not changed about highway expansion and resurfacing. I believe that the amount of cost that's being constantly put into resurfacing, reconstructing highways is a waste of dollars and I believe that we should be looking and coming into the 20th century and looking at other ways for people to get around in transportation.

I believe that to reconstruct for people, it has not did anything for people in our inner cities. Most of them do not have transportation to use those or access those highways. Air pollution, I cannot believe that an expansion of highway is going to decrease pollution. Maybe the newer cars may have more technology but how many people have

ironical that this meeting is being held at 15th and Vliet, only a short distance away from Walnut Street, which prior to the building of the original expressway back in the '60s was an economically thriving area that was torn apart by expressways, and that's the point I want to make. Expressways have proven to have an adverse impact on neighborhoods. They erode the tax base and why, so somebody living out in Pewaukee or Mequon can get home three or four minutes quicker.

I respect your studies. Ken, when you mentioned about the amount of freeway travel by county residents, I don't necessarily believe it because I live in the city and I take surface streets wherever I go. I live in the Story Hill neighborhood. I take Wells Street downtown. If I want to go to 84th and Bluemound, I just take Bluemound Avenue. One doesn't need to use the expressway when you live in Milwaukee County, so I'm definitely against it and then, too, there have been studies by Mr. Walter Kulosh (phonetic), a Florida transportation engineer, and Mark Hanson (phonetic), a university professor in California, that says that adding capacity to freeways is actually self-defeating in that it encourages more

new cars? So I still think there are cars out there traveling over the highways that does not have all the new things in them that would again promote air pollution.

Also with Wisconsin winters there's an ongoing cost to repair and maintenance of the highways. It doesn't just stop after reconstructing or a one-time deal. It's an ongoing process because of the winters here in Wisconsin and I still believe that we should be looking at light rail or other means of transportation, either the northwest line -- like I said, there was a line coming from Chicago through the northwest line. That came as far as Racine and I still can't see why it didn't continue on into Milwaukee, and I am -- I'm very perturbed about what freeways has already did for the inner city of Milwaukee. It tore it up economically and division and it did nothing to bring a better quality of life for residents in the inner city of Milwaukee, so I still say again I am opposed to reconstruction of the freeways or any further expansion.

MR. YUNKER: Okay. The next person registered to speak is Dennis Sell.

DENNIS SELL: Thank you very much. It's

traffic, and I think one only has to look to Houston and Atlanta as examples.

My sister and brother-in-law live in Houston and they've confirmed these facts that all the expansion has done is encouraged more transportation. I can remember a couple years ago when they resurfaced I-94, there were all sorts of devastating predictions about the congestion and everything and that never materialized because people left to their own means find other ways of getting around. They shift travel times. They take alternatives, and so I think leaving the system as it is and not adding any additional lanes, I don't think you're going to see the huge impact that you mentioned.

In closing I'll mention that -- I know this isn't germane to the particular issue at hand but whenever I hear people seeing -- promoting the fact we didn't complete the expressway system as it was planned back in the 1960s, I say thank God for our representatives in Madison that it didn't because if the expressway system had been completed as planned, you wouldn't have East Pointe Commons, a beautiful residential and commercial development. You wouldn't have the Milwaukee Art Museum because

1 both of those areas have been -- would have been  
2 covered by expressways and I really believe a city  
3 is more than just expressways and parking lots.  
4 It's business, commerce and residences, so I would  
5 urge you to reconsider your plans for adding  
6 capacity to the expressway.

7 MR. YUNKER: Okay. Thank you. The next  
8 person registered to speak is Dan Zarwell so Dan,  
9 do you want to come up?

10 DAN ZARWELL: Yes.

11 MR. YUNKER: Come up to the podium so the  
12 court reporter can be sure she gets your full  
13 comments and then I want to note I only have one  
14 other slip, so if anybody else wishes to speak, put  
15 your hand up and we'll get you -- we'll get you a  
16 registration slip to fill out.

17 DAN ZARWELL: I wrote something down on  
18 that piece of paper. I'm not used to public  
19 speaking but I'm glad to hear your comments. I'm  
20 glad I'm the last one on the list here but I feel  
21 the same way you do. I look at this whole  
22 situation from beyond -- I don't work for the  
23 highway commission. I don't work for the city.  
24 I'm a private businessman in the City of Milwaukee  
25 and on a psychological level people do like

1 congestion. That's why we have cities. I mean if  
2 people didn't like congestion, we wouldn't have  
3 cities. Okay. So I think your people ought to  
4 destroy the whole freeway system, get rid of the  
5 Marquette interchange and the stadium interchange  
6 and put in boulevards. In other words, allow  
7 people -- people do like congestion and they don't  
8 mind boulevards. If we had boulevards that you can  
9 go 40 miles an hour, you'd have less people dying  
10 on the highways.

11 Leave Milwaukee alone. I'm fighting for  
12 the City of Milwaukee. Leave Milwaukee alone.  
13 Move your expressways out of the city. I notice  
14 that in Watertown, the City of Watertown, they kept  
15 the expressway out of the City of Watertown. It  
16 goes around Watertown. That's kind of interesting  
17 because we were cattle ranchers in Beaver Dam and  
18 Watertown back in 1850. I also worked on the  
19 highway, expressway when I was a kid -- I was 20  
20 years old. I helped build this expressway but the  
21 expressway has destroyed Milwaukee and that's --  
22 you have to -- my brother is a psychiatrist and we  
23 all know that people like congestion. It's been  
24 proven that in New York City back in the 1700s that  
25 they tried to reduce congestion and scientifically

1 they found out you cannot stop people from being  
2 congested. Now, that's all I've got to say.

3 MR. YUNKER: Thank you. The last person  
4 registered to speak is Brad Blankenheim. Again if  
5 anybody wants to speak after Brad, please raise  
6 your hand and hand us your slip if you took one or  
7 raise your hand and we'll get you a registration  
8 slip.

9 BRAD BLANKENHEIM: Good evening. My name  
10 is Brad Blankenheim and I live in Milwaukee, a  
11 little less than a mile away from this very  
12 location. I was born and raised in Milwaukee and  
13 I'm in the minority tonight because of a few  
14 reasons. On your death bed if you're granted an  
15 extra two days of life, what would you do with that  
16 time? Would you take a walk with a loved one,  
17 watch a sunset or maybe as many of you would do,  
18 wave your hand saying no thanks, foolishly throwing  
19 away the time. What would you do with an extra two  
20 days added to your life? That is quite literally  
21 the question before us today, except the  
22 opportunity is not only two days at the end of your  
23 life, it's two days a year from now until the end  
24 of your life. That could be weeks or even years  
25 added to your life.

1 How is it possible? Very simply by  
2 adding -- excuse me -- expanding our city's  
3 freeways. Pessimists have made several points,  
4 many of which I hope to refute tonight, starting  
5 with the claim that expansion will only save a mere  
6 five minutes so it's not worth the trouble. In  
7 fact, the savings would be five minutes each way or  
8 ten minutes round trip. That's a savings of 50  
9 minutes a week, over three hours a month. When the  
10 current average commute time is 40 minutes round  
11 trip, a person will already spend seven full 24  
12 hours a day -- excuse me -- seven full 24-hour days  
13 a year stuck in traffic. A week of your life is  
14 gone in traffic. I say expand the freeway and give  
15 us back two days of our life. Not doing so would  
16 increase the time wasted in traffic by 30 percent,  
17 two days.

18 Pessimists will also claim that by  
19 expanding the freeway property values will plummet  
20 hurting the tax base. I claim that among one of  
21 the reasons, many reasons I'm sure, homeowners  
22 bought those homes in the first place was for the  
23 very reason they had easy access to the freeways.  
24 Anyone who purchases a home in the vicinity of a  
25 freeway certainly does so knowing that there's a

1 likely event that that freeway will undergo  
2 construction. Also no homeowner is going to flee  
3 the city unless they can first sell their house,  
4 meaning someone is going to buy the house and the  
5 tax base will still be there and any resulting  
6 decrease in revenue resulting in property value  
7 drop would be minimal when compared to what will  
8 result when the businesses of the city start to  
9 flee because their employees and goods can no  
10 longer freely flow to and from the plant.

11 Not only will the city lose revenue from  
12 those taxes but also the jobs that employ our  
13 residents as well as income garnered from those  
14 from suburbia who commute in and spend their lunch  
15 money and other disposable income here visiting the  
16 museum and other assets that somebody else  
17 mentioned earlier this evening.

18 Pessimists will also claim we should  
19 focus more on mass transit, let the freeway degrade  
20 until mass transit has to come in. What they  
21 failed to do is read the study which already  
22 assumes in the best case scenario of mass transit,  
23 which includes bus ridership as well as a  
24 functioning light rail system, which we all know  
25 does not look like it will happen, that

1 notwithstanding the fact is that there is simply  
2 little demand for mass transit in the metropolitan  
3 area or downtown Milwaukee for that matter. The  
4 buses are already heavily subsidized by the  
5 taxpayer that results in buses that are mostly  
6 empty. The trolley system runs a route that  
7 mirrors what a connector route would be.

8 Anyone familiar with the laws of supply  
9 and demand know that when supply goes down, prices  
10 drop. What's gotten so bad on the trolleys is that  
11 the county has resorted to giving away the service  
12 for free on weekends, the peak time for travel.  
13 That's zero demand. Nobody wants to use the mass  
14 transit.

15 The pessimists will argue we shouldn't  
16 develop Milwaukee land so suburbanites can travel  
17 through and leave the city. I say this Milwaukee  
18 versus the suburbs mentality is destructive to the  
19 long-term best interests of the region. If the  
20 experience of traveling to Milwaukee becomes so  
21 miserable that suburbanites quit coming, then once  
22 again there's a great risk that businesses will  
23 leave the city to be closer to their customers and  
24 employees. Furthermore, fewer people will attend  
25 the Brewers games, Bucks games, visit the museum,

1 the zoo, the festivals and other attractions all  
2 resulting in a net loss to the city and county that  
3 would be nothing less than crippling.

4 Pessimists will claim expansion will  
5 induce more traffic. Once again they fall victim  
6 to their emotions. This notion that there will be  
7 a net increase in traffic is misleading and one of  
8 the studies refutes that. Anyone who doubts us can  
9 simply reference the displays. We can't be  
10 expected to believe that simply because we add a  
11 lane, magically hundreds of more people who drive  
12 will materialize out of thin air. No, instead what  
13 is likely to happen is more traffic -- that instead  
14 of more traffic we'll have the same amount of  
15 traffic, only that traffic will use the expanded  
16 lanes instead of the surface streets that are  
17 currently teeming with speeders anxious to get home  
18 to their families and in the process endangering  
19 our families who play on the sidewalks, ride bikes  
20 and walk to and from markets.

21 I would argue it's preferable to have  
22 fewer motorists on the surface streets where we can  
23 walk and ride our bikes. It's safe to have them on  
24 the freeway so while there is likely to be more  
25 traffic on the freeway, yes, there will be a

1 proportional decrease on the surface streets. I  
2 think also statistics bear out that accidents and  
3 fatalities are more common on surface streets than  
4 they are on freeways and I think that was  
5 referenced in the rear end traffic incidents  
6 earlier in the study as well.

7 Pessimists can claim the congestion will  
8 be the same as it is now. Blinded by their emotion  
9 they miss the logical point, which is that this is  
10 the best case scenario. If we do not expand, it  
11 won't be the same as it is now. Congestion will be  
12 double and once again that assessment assumes we  
13 have a best case mass transit scenario, but I think  
14 it's a pie in the sky. That doesn't play out and  
15 there's room for much worse, particularly if we do  
16 nothing. We can't afford to look at these in a  
17 vacuum as the nay-sayers seem to do.

18 Pessimists will say the expansion will  
19 hurt central city by allowing jobs to move  
20 elsewhere. Once again I argue the opposite is  
21 true. The failure to expand the freeways will  
22 crush central city by forcing services and jobs to  
23 move elsewhere where they can easily distribute  
24 goods. The point of the business is to sell its  
25 product. Businesses will not remain in a place

1 customers cannot get to or it can't get to its  
 2 customers. Choose to strangle Milwaukee with  
 3 traffic congestion and you choose to kill jobs. In  
 4 addition, highway construction jobs will come along  
 5 with expanding the freeways and much of those jobs  
 6 will bring with them disadvantaged business  
 7 requirements as well as residency requirements that  
 8 I think would benefit the central city.

9 Pessimists argue that people who play and  
 10 work in Milwaukee should live in Milwaukee. This  
 11 elitist mentality is the same that chokes off the  
 12 city from other counties. Building barriers such  
 13 as this has been tried by other societies also.  
 14 One such society would be East Germany with its  
 15 notorious Berlin Wall. Building a Milwaukee wall  
 16 for cutting off the city will result in the same  
 17 demise, which will result in people fleeing to  
 18 where there is free and easy access to goods and  
 19 jobs, often the flee of people who spend their  
 20 money here, not impede them.

21 Pessimists will say look at the -- look  
 22 what the freeways have done to Los Angeles. I've  
 23 lived in Los Angeles. Milwaukee is not now, nor  
 24 will it ever be Los Angeles with its teaming and  
 25 ever booming population. Milwaukee does not have a

1 thriving aerospace industry, nor does it have an  
 2 ever tremendous flow of people from other  
 3 countries. Comparing Los Angeles oranges to  
 4 Milwaukee apples is a red arrow.

5 The same pessimists will then say why  
 6 expand when population is decreasing in Milwaukee.  
 7 First, the study takes this into account in its  
 8 projections. The facts remain. Second is possible  
 9 that the reason people, industry and businesses are  
 10 leaving the city is because impossible traffic  
 11 impedes these people.

12 The pessimists further cloud the issue  
 13 with the cry that the old 1960s plan called for a  
 14 freeway along the lakefront and other areas and  
 15 thank God that didn't happen so let's stop this  
 16 now. Once again they're blinded by their emotion.  
 17 This is 2002 and this is a new plan. Let's debate  
 18 it and not something 40 years dead and buried.  
 19 There's no plan for added freeways in new  
 20 territories. It's simply adding lanes to existing  
 21 freeways.

22 In conclusion ask yourself the question  
 23 what would you do if given back two days of your  
 24 life. Please look at the facts, not the hype, and  
 25 make the right decision. Thank you for the

1 opportunity.

2 MR. YUNKER: Okay. Thank you. I have no  
 3 one else registered to speak. I want to thank you  
 4 for coming tonight and for those of you who spoke  
 5 and I want to thank you for providing your  
 6 comments. They will be part of the official study  
 7 record. They will be provided to the advisory  
 8 committee as they consider the final plan. Thank  
 9 you. Let me just say that the hearing is over.  
 10 The staff will remain afterwards to further meet  
 11 with anybody here at the meeting.

12 (Proceedings concluded at 6:50 p.m.)

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1 STATE OF WISCONSIN )  
 2 ) SS:  
 3 COUNTY OF MILWAUKEE )

4  
5 I, MELISSA J. STARK, a Certified Realtime  
 6 Reporter and Notary Public in and for the State of  
 7 Wisconsin, do hereby certify that the above public  
 8 hearing was recorded by me on the 29th day of May, 2002,  
 9 and reduced to writing under my personal direction.

10 I further certify that I am not a  
 11 relative or employee or attorney or counsel of any of  
 12 the parties, or a relative or employee of such attorney  
 13 or counsel, or financially interested directly or  
 14 indirectly in this action.

15 In witness whereof I have hereunder set  
 16 my hand and affixed my seal of office at Milwaukee,  
 17 Wisconsin, this 3rd day of June, 2002.

18  
19  
20  
21 \_\_\_\_\_  
 22 Notary Public  
 23 In and for the State of Wisconsin  
 24 My Commission Expires: April 27, 2003.  
 25

ATTENDANCE RECORD

PUBLIC HEARING ON THE PRELIMINARY RECOMMENDED  
REGIONAL FREEWAY SYSTEM RECONSTRUCTION PLAN

Wednesday, May 29, 2002

6:30 p.m.

Martin Luther King Community Center  
Milwaukee, Wisconsin

SIGN-IN ROSTER

	Name	Address	Community
1.	Ken Piotrowski	Milwaukee Ave	Milwaukee
2.	Adelise Adeniyi	6150 W. Frank Ave	Milwaukee
3.	Charles Phung	1037 N. Chest	Milwaukee
4.	Donna Brown	2005 Milwaukee Rd	Milwaukee
5.	Mary Wace	6730 W. Lisbon	Milwaukee
6.	Annie Woodwood	1920 W. McKinley Ave	53205
7.	DANIEL W. ZARWEL	4658 W. STATE	53208
8.	LARRY SANDLER	PO. Box 371 MILWAUKEE JOURNAL SEMINEL	Milwaukee
9.	Brad Blankenhorn	909 E. Summit Ave #501 Pittsfield, WI	53202
10.	ELIA Smith	Milwaukee 1300 W. 4th	53212
11.	Keith Prochnow	1851 N. WARREN Ave	MILWAU 53202
12.	Jennie Skell	239 North Story Parkway	Milwaukee 53208
13.	Kurt Chandler	Milwaukee MAGAZINE	Milwaukee

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Kenneth R. Yunker ..... Assistant Director  
 Robert E. Beglinger ..... Chief Transportation Engineer  
 Christopher T. Hiebert ..... Senior Engineer  
 David M. Jolicœur ..... Engineer  
 Gary K. Korb ..... Regional Planning Educator

**TRANSCRIPT AND ATTENDANCE RECORD  
PUBLIC INFORMATION MEETING AND HEARING,  
NORTHWEST SENIOR CENTER, CITY OF MILWAUKEE, MAY 30, 2002**

BROWN & JONES REPORTING, INC.

SOUTHEASTERN WISCONSIN  
REGIONAL FREEWAY SYSTEM  
RECONSTRUCTION STUDY  
PUBLIC HEARING

Public hearing of the Southeastern Wisconsin Regional Freeway System Reconstruction Study, before MADONNA L. RANK, a Registered Professional Reporter and Notary Public in and for the State of Wisconsin, at Northwest Senior Center, 7717 West Good Hope Road, Milwaukee, Wisconsin, on the 30th day of May, 2002, commencing at 6:30 p.m. and concluding at 7:20 p.m.

312 East Wisconsin Avenue  
Suite 608  
Milwaukee, WI 53202  
PHONE: (414) 224-9633  
FAX: (414) 224-0615

1 TRANSCRIPT OF PROCEEDINGS  
2 MR. YUNKER: I'd like to start the formal  
3 public hearing. I'd like to ask that you come up  
4 to the podium and the microphone and in particular  
5 direct your comments to the court reporter who will  
6 be keeping the formal record of the public hearing  
7 and of your comments. The first person registered  
8 to speak is Rosemary Wehnes.  
9 ROSEMARY WEHNES: My name is Rosemary  
10 Wehnes. I'm here as a representative of the Sierra  
11 Club which is a national environmental  
12 organization. I'm here to express that the Sierra  
13 Club's belief is that widening the freeways will  
14 increase dramatically air pollution, and I will get  
15 to the reasoning in a few minutes. But first of  
16 all, I want to tell you why I came to this  
17 particular hearing at a senior center. There are  
18 122,000 adults 65 years and older in Milwaukee  
19 County who are at risk for health complications  
20 from breathing polluted air. More people either  
21 come to emergency rooms or die of heart disease  
22 during air pollution episodes, for instance when  
23 you have ozone alerts; and that information is  
24 according to Russell Teupker, cardiologist and  
25 professor at the University of Minnesota.

1 A P P E A R A N C E S  
2  
3 SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION, by  
4 MR. KENNETH R. YUNKER, P.E. and  
5 MR. ROBERT E. BEGLINGER  
6 #239 N1812 Rockwood Drive,  
7 P.O. Box 1607,  
8 Waukesha, Wisconsin 53187-1607  
9 \* \* \* \* \*  
10 I N D E X  
11  
12 Statement By: Page  
13 Rosemary Wehnes ..... 3  
14 Jerry Jeske ..... 9  
15 John Laatsch ..... 13  
16 Roger Winstanley ..... 15  
17 Mark Pinter ..... 22  
18 Wiley Vivians ..... 28  
19 Daniel Lee ..... 30  
20 Mike Hansen ..... 33  
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1 Based on EPA's most current data,  
2 Milwaukee County ranks among the worst 10 percent  
3 of all counties in the United States for cancer  
4 risk from hazardous air pollutants, for instance  
5 benzene which is a known carcinogen. The reason  
6 I'm bringing this up is because 76 percent of the  
7 air cancer risk is from mobile sources, from cars  
8 and trucks and airplanes.  
9 Why are we promoting driving more often  
10 and further by widening the freeways when we should  
11 be adding transportation choices like commuter  
12 rail? Widening the freeways will bring more  
13 pollution and more premature death to our senior  
14 citizens. The very title of the study, Regional  
15 Freeway System Reconstruction Study, shows its  
16 limitations. The preliminary recommended highway  
17 expansion plan calls for more lanes of roads to  
18 respond to projected increases in traffic. This  
19 plan does not include land use and multi-mobile  
20 transportation components. It does not address  
21 problems like sprawl, air pollution and the need to  
22 preserve neighborhoods. A plan that is projected  
23 to cost 6.25 billion dollars needs to take a more  
24 comprehensive approach.  
25 The Wisconsin Chapter of the Sierra Club



1 has a range of concerns about how this study has  
 2 been conducted. These concerns range from the  
 3 method in which projections have been made for the  
 4 volume of traffic and air pollutants released under  
 5 the different alternatives to the narrow focus of  
 6 the study and the lack of public input during the  
 7 initial phase of the study. Comments previously  
 8 submitted by the Sierra Club last August are also  
 9 re-submitted as part of the record.

10 In communities from Milwaukee to  
 11 Wauwatosa to Brown Deer residents work to improve  
 12 on the quality of life they enjoy. Our families  
 13 benefit when provided quality schools, scenic  
 14 parkways and trails and convenient access to local  
 15 businesses and jobs.

16 Great strides have been made to improve  
 17 our communities in Milwaukee County. Several  
 18 examples include revitalization of the business  
 19 district in Wauwatosa, the Calatrava addition to  
 20 the Milwaukee Art Museum, and plans for  
 21 redevelopment of the Menomonee Valley. It's easy  
 22 to take these amenities and efforts for granted;  
 23 however, we need to remain alert to projects that  
 24 might not be in the best interests of our  
 25 communities. The preliminary recommendation to

1 pave another square mile of Milwaukee County in the  
 2 name of saving commuters five minutes or less at a  
 3 cost of 6.25 billion is one of those questionable  
 4 projects.

5 Consider just one example of what the  
 6 plan costs. The 800 -- almost 800 million dollars  
 7 needed to add more lanes is equivalent to building  
 8 two more Miller Park stadiums. The claim in the  
 9 freeway reconstruction study that commuters could  
 10 save even five minutes in driving time from  
 11 downtown to Highway 45 is a claim that should be  
 12 questioned. The study does not include any  
 13 projections for traffic actually generated by the  
 14 widening of the road.

15 Research by Mark Hanson, a professor of  
 16 civil and environmental engineering at the  
 17 University of California, found that over a  
 18 five-year period a 10 percent increase in road  
 19 capacity results in a 9 percent increase in vehicle  
 20 miles traveled. And that goes to the adage if you  
 21 build it, they will come. And an example of that  
 22 is in Chicago, they spent 140 million on an  
 23 improvement on the Eisenhower Expressway and hoped  
 24 to increase the -- they hoped to improve the travel  
 25 times, but the travel times remained virtually

1 unchanged. In fact, an Illinois DOT spokesperson  
 2 said what really surprised us is the fact that  
 3 we're handling significantly increased amounts of  
 4 traffic which is basically holding down the greater  
 5 time savings we thought we would have achieved.  
 6 Adjusting the numbers to reflect induced demands  
 7 would reduce and possibly eliminate any commuter  
 8 time savings on the freeway segments that are  
 9 widened in Southeast Wisconsin.

10 There has also been no discussion of how  
 11 many years it will take to recover the time lost  
 12 during construction delays based on the different  
 13 alternatives, including an increase in traffic  
 14 volume. Based on induced demand for the  
 15 alternative with additional lanes would result in  
 16 increased air emissions, of asthma-inducing ozone,  
 17 global warming, carbon dioxide and toxic air  
 18 pollutants such as benzene.

19 Failure of SEWRPC to differentiate in  
 20 projected traffic volumes between the alternatives  
 21 is a serious deficiency of the freeway replacement  
 22 study. This highway expansion plan threatens the  
 23 ability of our loved ones in many neighborhoods to  
 24 breathe clean air and the health of 634,000  
 25 children and seniors in Southeastern Wisconsin at

1 risk from cancer and adds to the cause of air  
 2 pollution. This plan will degrade our quality of  
 3 life with additional traffic noise and would result  
 4 in the removal of property from the local tax base.

5 The Southeastern Wisconsin Regional  
 6 Planning Commission should replace their freeway-  
 7 only study with one that includes other options  
 8 including commuter rail. A priority should be  
 9 placed on protecting the air we breathe, preventing  
 10 more sprawl and providing us with options to travel  
 11 on congested highways. The Sierra Club recommends  
 12 that and asks for a comprehensive study that  
 13 includes a multi-mobile approach that emphasizes an  
 14 enhanced use of buses, car pools, trains and  
 15 bicycles. Land use, incorporate land use as a  
 16 component of the study to protect and enhance our  
 17 neighborhoods, retain jobs close to where people  
 18 live and control sprawl, and a cost comparison  
 19 analysis of health impacts resulting from air  
 20 pollution based on various alternatives that  
 21 include other transportation choices such as  
 22 commuter rail.

23 Secondly, we ask that the expansion of  
 24 freeway capacity be severely limited. Additional  
 25 lanes will just fill up in a few years and will

1 result in increased noise and air pollution. I  
 2 live in Wauwatosa, and I would rather have six  
 3 lanes of congested traffic than eight lanes of  
 4 congested traffic going through the neighborhoods  
 5 of Wauwatosa. Expanding lanes inside Milwaukee  
 6 County will reduce the quality of life in  
 7 neighborhoods close to the freeways, harm the  
 8 health of those who live along the freeway corridor  
 9 and drain resources from existing communities by  
 10 contributing to sprawl. Expanding lanes outside  
 11 Milwaukee County will result in traffic bottlenecks  
 12 and wetland and farmland destruction and also  
 13 encourage sprawl.

14 And, finally, I would recommend that the  
 15 Wisconsin Department of Transportation and the  
 16 Federal Highway Administration conduct a complete  
 17 environmental impact statement on whatever choice  
 18 is made so that the public will have more  
 19 opportunities to speak to this issue. Thank you  
 20 for letting me complete my statement.

21 MR. YUNKER: Thank you. The second  
 22 person registered to speak is Jerry Jeske; is that  
 23 right?

24 JERRY JESKE: Yes.

25 MR. YUNKER: Can you come up to the

1 I guess I'd like to see a study for what it would  
 2 cost and what could be -- to hook this up to get  
 3 some traffic but -- and to reduce this from four  
 4 lanes to -- or from six lanes down to four lanes I  
 5 think would be a very serious mistake. Because if  
 6 we hook this up, that freeway would be used a lot  
 7 more because right now it really don't go anywhere.  
 8 It dead ends into Fond du Lac Avenue down there and  
 9 it creates a big congestion. So I strongly support  
 10 that we should leave this at six lanes and look  
 11 into the feasibility of connecting that to where it  
 12 was intended to.

13 And overall, this idea that when we have  
 14 more congested freeways the more ozone and more  
 15 pollutants are by cars on there for five or so, we  
 16 want to get the speed up there where it should be,  
 17 and we should add these extra lanes that are  
 18 needed. I don't like spending all this money for  
 19 this too, but you take -- we spent almost  
 20 approaching a half a billion dollars on a stadium  
 21 that sits there empty most of the time, but yet we  
 22 want to quibble about the 6 billion dollars that  
 23 it's going to do this freeway properly and to get  
 24 it done right, you know.

25 I would love to see light rail but people

1 microphone so we can get a complete transcript of  
 2 your comments.

3 JERRY JESKE: My name is Jerry Jeske. I  
 4 live on the northwest side of Milwaukee, and I have  
 5 been deeply involved with community activities, and  
 6 I have lived all my life and my -- part of my  
 7 family lives on the northwest side of Milwaukee, so  
 8 we have a very vested interest in Milwaukee. I was  
 9 at the meeting last year here, and I know quite a  
 10 few people made the comment why this freeway was --  
 11 145 that dead ends down here on -- Fond du Lac  
 12 freeway down to Hampton Avenue, why this was not  
 13 being connected up. I really expected to hear some  
 14 study or some interest of hooking this thing up  
 15 because this actually is one of the reasons why the  
 16 current freeways are so congested, because the  
 17 northwest side of Milwaukee never got all the  
 18 freeways that they were intended to have. And then  
 19 you got that bottlenecks; you would probably get  
 20 a lot of traffic off of 45 and some probably off of  
 21 43. I don't have any statistics to say how many,  
 22 but certainly this would take some traffic.

23 But you take Fond du Lac Avenue down  
 24 around North Avenue or something, it's a mess. You  
 25 don't want to drive on that street down there. And

1 don't use it. We don't use public transportation  
 2 that -- you see the buses all going around empty  
 3 now, and every city -- they can't afford to keep  
 4 these light rail and other means of transportation  
 5 up because people don't use it. I mean do people  
 6 want to get up an hour earlier in the morning,  
 7 drive the car to a parking lot to jump on, hoping  
 8 it could be there in time? When they get there,  
 9 how are they going to get to where they're working?  
 10 That's why light rail is not an answer to this type  
 11 of thing. We need freeways.

12 And somewhere along the way we know we  
 13 will run out of oil and will have to come up with  
 14 alternate sources; but for the foreseeable future  
 15 we have to depend upon cars, and we've got to  
 16 update these freeways so they are accessible and  
 17 they don't get jammed up there and create all this  
 18 pollution. Cars are idling out there going five or  
 19 ten miles an hour; and if you talk to any car  
 20 mechanic, they'll tell you the amount of pollution  
 21 those cars cause when they're going along at slow  
 22 speeds. That's why it's a very serious mistake  
 23 ripping that spur downtown which is going to cost  
 24 25 billion of federal expense and 4 and a half  
 25 billion minimum to build city streets to replace

1 something that was paid for and serves 40,000 cars  
2 a day I'm told down there. So that is a very  
3 serious mistake. We need more freeways on the  
4 northwest side of Milwaukee. So that's all my  
5 comments.

6 MR. YUNKER: Okay. Thank you. The next  
7 person registered to speak is John Laatsch. Did I  
8 pronounce that correctly?

9 JOHN LAATSCH: Laatsch.

10 MR. YUNKER: Okay. Thank you.

11 JOHN LAATSCH: My name is John Laatsch.  
12 I live in Glendale, and my comments are  
13 specifically addressed to the area of I-43 from  
14 Bender Road going north and the proposal to widen  
15 it from its current four lanes to potential eight  
16 lanes. I see this as being extremely unnecessary,  
17 especially when you have wide -- eight lanes and  
18 when you go down to six lanes from Bender Road  
19 south would be a bottleneck. When you get to  
20 Milwaukee it's four lanes. Further north you're  
21 talking about six lanes again. It's only a small  
22 segment that you want to go to eight lanes. It's  
23 not going to accomplish anything or speed up  
24 traffic. Who's it going to benefit? Executives  
25 that want to have a multi-acre estate in Sheboygan

1 or someplace like that. How much time would they  
2 save in this one or two-mile section if you widen  
3 it to eight lanes? Seconds. Basically that's my  
4 comment. I've lived there all my life, 59 years.  
5 The highway used to be two lanes. Now you're  
6 talking about -- you have 14 lanes of highway. You  
7 have potentially eight lanes of expressway. You  
8 want to widen Port Washington over to a four-lane  
9 boulevard, that's 12 lanes. You have two lanes of  
10 Nicolet service road. That's 14 lanes of road that  
11 would be in that area. I think there should be  
12 some relationship to benefits and cost for the  
13 monies spent for a mile or two to go to eight  
14 lanes. Six lanes would be sufficient. I can  
15 appreciate widening if necessary but not to eight  
16 lanes. That's my comments.

17 MR. YUNKER: Okay. Thank you, John.

18 John, just widening to eight lanes would only be  
19 done if you widen the stretch to the south as well;  
20 otherwise, you would only have a six-lane. Okay.  
21 I want to thank you for your comment. The next  
22 person registered to speak is Neal Winsor  
23 (phonetic).

24 NEAL WINSOR: I'm going to pass and send  
25 in written comments so I don't ramble.

1 MR. YUNKER: Okay. Again, written  
2 comments carry the same weight as a verbal comment  
3 made at the public hearings. The next person  
4 registered to speak is Roger Winstanley.

5 ROGER WINSTANLEY: Thank you for giving  
6 me an opportunity to speak. My name is Roger  
7 Winstanley. I live on the west side of Milwaukee.  
8 I'm a Tosa neighbor from the Sierra Club. I'm in  
9 favor of the freeway expansion plan. I've taken a  
10 look at the plan that SEWRPC was looking at for  
11 6.25 billion dollars versus the 5.5 billion dollar  
12 plan and the Norquist plan or the City of Milwaukee  
13 plan. In terms of the land, improving the freeway  
14 right now with additional lanes is going to cost  
15 658 acres versus just improving the freeway  
16 rebuilding it as is 577 acres. It's going to save  
17 100 acres of land, going to save 750 million  
18 dollars. Using the Norquist plan would actually  
19 cost 500 million dollars more. He's going to take  
20 612 acres of land, he's going to save 40 acres.

21 In terms of homes, impact of homes, 216  
22 homes, rebuilding the freeway with the extended  
23 lanes, if you just do the freeway as is you're  
24 going to lose 166 homes, you're going to save 50  
25 homes. You're going to save -- as part of the 750

1 million dollars, businesses, 31 businesses going  
2 for the expansion plan, 23 businesses if you  
3 rebuild as is. You're going to save eight  
4 businesses. If you look at the Norquist plan, he's  
5 also going to lose 23 businesses. In terms of the  
6 homes, the Norquist plan is only going to save 36  
7 homes.

8 One thing I'm concerned about is that  
9 looking at the turnout here today, again it's  
10 narrow special interest. The majority of people  
11 are not here to speak in terms of freeway expansion  
12 because they're probably stopped in traffic trying  
13 to get home. I think historically the freeway plan  
14 system failed in the past because of poor planning  
15 and very poor relocation expenses to the businesses  
16 and homes that were taken in putting the original  
17 freeways in.

18 I'm concerned about looking at the cost  
19 of this plan, but nobody's talked about the  
20 positive economic benefits. I'm an engineer. I've  
21 traveled for the last five years. Louisville,  
22 Kentucky has improved their freeway system and  
23 business is actually booming down there. It's  
24 unbelievable. Nashville, Tennessee has improved  
25 their freeway system, business is just booming down

1 there economically. Atlanta, Georgia is still  
2 struggling. They doubled every decade for the last  
3 three decades in terms of businesses and homes.  
4 They're plowing 500 acres a week putting homes up  
5 because they improved the freeway system.  
6 Knoxville, Kentucky is another good example.  
7 They've got a beltway system they put up and  
8 improved their freeway system, business is  
9 absolutely booming down there.

10 I look around Milwaukee, we're stagnant.  
11 We've got the highest unemployment rates now than  
12 in the last 20 years. Talk about the Menomonee  
13 River Valley; if you can't get into the valley,  
14 you're not going to bring jobs into the valley. So  
15 I don't think the positive economic benefits are  
16 realized and I'm wondering why that was not put on  
17 in your presentation. You look at cost, but you  
18 don't say what the benefits are in terms of jobs.

19 In terms of air pollution, I disagree  
20 with Sierra Club's comments. I think that you  
21 people have done your homework. You showed that  
22 the emissions from the vehicles, primarily because  
23 newer vehicles are going to be on the road, is not  
24 going to be impacted by the expansion of the  
25 freeway system. I agree with the Sierra Club that

1 whatever plan you have to go through, you probably  
2 will have to do an environmental impact statement  
3 at the time, and we'll let the chips fall where  
4 they may.

5 One thing I'm concerned about is the  
6 decking plan over by County Stadium and Story Hill.  
7 The people in Story Hill are my neighbors even  
8 though they live across town, I'm not supporting of  
9 decking the freeway in that section. I fail to see  
10 why we can't move the VA graves and the Jewish  
11 graves on the south side of the freeway. I'd be  
12 concerned about the noise pollution that would come  
13 from the decking. I don't -- there's plenty of  
14 land left over on the VA. If you have to move  
15 graves down to Union Grove, I don't think the VA's  
16 going to have a problem with it. I think we should  
17 be sensitive to the Jewish people and their  
18 cemetery, but I think there's like 50 or less than  
19 100 graves in the Jewish cemetery alone. I think  
20 the decking plan is out, and I don't understand why  
21 you have not come up with an alternative plan for  
22 decking. It's either deck it or don't do it is the  
23 impression I have, and I don't think decking is a  
24 good way to go. I respect the concerns of the  
25 people of the Story Hill neighborhood.

1 Then again, if decking -- if you got a  
2 viable plan as a well engineered approach, put up  
3 noise barriers -- we have more and more acoustical  
4 knowledge from an engineering standpoint -- maybe  
5 we will be able to resolve the noise pollution  
6 concerns of people at Story Hill. But if you can't  
7 satisfy it, I don't blame them. I'd oppose it.  
8 But I'm not trying to engineer your system.

9 A gentleman brought up the comments about  
10 the Fond du Lac freeway. It's six lanes now. It's  
11 a freeway that goes nowhere. Why isn't there a  
12 study to complete the Fond du Lac freeway and  
13 relieve some of the pressure coming out of the  
14 Marquette interchange? He's right, he doesn't have  
15 the statistical data, but in your presentation you  
16 haven't addressed that issue. Why hasn't there  
17 been a study to complete the Fond du Lac --  
18 politically it's not feasible. The City of  
19 Milwaukee is opposed to it. But again, it goes  
20 back historically. The major reason why the  
21 freeway system was not completed in Milwaukee  
22 County is because you didn't properly plan and  
23 reimburse people for their relocation costs. I  
24 think some of these people have been around here  
25 for the last 25 to 30 years when you put the

1 freeways in; they all agree with that statement.

2 The other thing is why even bother  
3 screwing around with it? If the Fond du Lac  
4 freeway by your own study says it's good till 2015,  
5 with the few exits, why even bother spending the  
6 money in terms of quality or safety? It's hardly  
7 being used now. You can roll a bowling ball down  
8 there during rush hour.

9 The big concern I have right now is  
10 you're using a 20-year projection but you're using  
11 a 30-year plan. I don't get it, using a 20-year  
12 projection with a 30-year plan, 30 years to address  
13 issues that are going to occur in 20 years. I'm  
14 concerned we're not moving fast enough.

15 Last, but not least, I think what we need  
16 to do is this. We need for -- just for a change,  
17 go with an engineered approach and quit pandering  
18 to narrow social, local, parochial and political  
19 interest. We've got a high-powered engineering  
20 staff and we're going around -- I know you're  
21 obligated to do this and talk to the people out in  
22 the community. We don't need to be in here  
23 re-engineering the freeway system based upon public  
24 comments. If you've got a sound engineering  
25 approach, you've got elected officials, put it up

1 before them. That's the way it's supposed to go.  
2 As I said, most of the people are not here tonight  
3 because they're stuck out on the freeway trying to  
4 get home.

5 Last, but not least, I think you need to  
6 address the economic benefits. You talk cost,  
7 cost, cost. Look at Louisville, look at Nashville,  
8 look at Knoxville, look at Atlanta. Business is  
9 just booming down there, and it's all related back  
10 to the freeway system. Louisville put in a freeway  
11 system and expanded a beltline 15 years ago out  
12 beyond their airports, 35 miles long, six lanes.  
13 Business is just booming out there, and business is  
14 good within the City of Louisville itself. They've  
15 gone to a metropolitan form of government last  
16 year, took 90 municipalities and they're now all a  
17 metropolitan form of government, 1 million people.  
18 There's people that know how to plan and do a good  
19 job in terms of freeway systems down there. Thank  
20 you for your time and effort. I appreciate you  
21 people coming up here because you're pretty much on  
22 your own time giving up your dinner hour to listen  
23 to people like me speak. Thank you very much.

24 MR. YUNKER: Thank you for your comment.  
25 The next person registered to speak is Mark Pinter.

1 I think after Mark we have two more people  
2 registered to speak. So if you didn't turn a form  
3 in and you decide you do want to speak, raise your  
4 hand and we'll either pick up your form or we'll  
5 get one to you.

6 MARK PINTER: I haven't rehearsed so here  
7 goes. First of all, I'd like to voice my  
8 disappointment at not having a meeting like this  
9 set up on the north shore. I think -- I know  
10 there's only -- I know there's one guy here from  
11 Glendale, but I don't know how many other people  
12 are from the north shore, but I think that you  
13 could have had something scheduled over there  
14 because this is a bit out of the way for a lot of  
15 people who are mainly being impacted by what you're  
16 proposing here. And so that's one thing I want to  
17 get out of the way.

18 The other thing is these graphics, some  
19 are okay, but some of them, I don't know what you  
20 guys are thinking 'cause I can't even read some of  
21 them. They're so confusing. So perhaps you can  
22 make some of these graphics a little bit easier to  
23 understand because they look like they're pretty  
24 messed up. I've been in graphics for 20 years, and  
25 some of them I can read, but some of them are

1 pretty messed up. I can't even read -- some of the  
2 type is so fine.

3 I'm against any kind of expansion of the  
4 freeways. I am for making the medians safer which  
5 along -- some of the corridors on the north shore  
6 are still back from the '50s. I don't want to see  
7 businesses impacted by this. I don't want to see  
8 homes impacted by this expansion. They just  
9 completed the Silver Spring interchange, and it's  
10 still a bottleneck there, but the noise has really  
11 really gone up, and I live in Fox Point. My mother  
12 lives in Glendale right next to the freeway, only  
13 three houses away on Bender. I live about five  
14 blocks away, and by increasing the lanes you're  
15 going to obviously increase the amount of noise,  
16 and it's noisy right now, and it's not from the  
17 cars. It's from the number of semi trailers going  
18 through. And I just don't want -- there's only so  
19 much you can do to control the noise, and I'm not  
20 in favor of anything getting expanded at all.

21 If these people that commute back and  
22 forth into the City work in the City, then let them  
23 move back into the City and not commute out to  
24 Grafton or commute out to, you know, Mequon or, you  
25 know -- that's the problem, if they want to live

1 out there, then they got to pay the price to  
2 commute back into the City. And if they're going  
3 to work in the City, then let them pay that price.

4 There are still a lot of -- now, I'm not  
5 a train freak, but there's still a lot of empty  
6 corridors, abandoned rail corridors that go right  
7 directly into the City of Milwaukee, and before  
8 those get filled in with something, there should  
9 be, you know, something looked at in there because  
10 I don't think you're being fair by just proposing  
11 widening the freeways and impacting homes and  
12 businesses. I can't see that. I had my business  
13 and I know that it's tough to keep a business  
14 running if you're a business owner and it's hard  
15 enough to get employees, but to -- in order to  
16 move, say -- just tell the company to pack up and  
17 move, we're accessing your property, it's a real  
18 traumatic thing to do, because it's a lot of work  
19 to do. I'm not in favor of any businesses being,  
20 you know, removed. I'm not in favor of anybody's  
21 homes -- you can take the homes away and you're  
22 going to have high walls or something up there,  
23 you're going to have a lot more noise. You're just  
24 going to make it easier for people to move out of  
25 the City. You're going to make those communities

1 that are outside of the City, give them an excuse  
2 to expand their tax base by letting more people  
3 build homes, and, you know, that's fine if they  
4 want to live out there and they want to have a nice  
5 home out there and the school system, fine. But,  
6 you know, if they're going to work in the City, I'm  
7 not going to pay the price for that. I refuse.  
8 That's -- it's ridiculous.

9 I'm in favor of the Marquette Interchange  
10 because that's a fiasco. We all know that. The  
11 same goes for the -- 94 going out to Oconomowoc,  
12 the same thing's happening out there. The people  
13 that live out in Oconomowoc or Pewaukee or whatever  
14 commuting to the City, you know, if they got a  
15 problem with the commuting, then, you know, that's  
16 their problem. But that's not the people of  
17 Milwaukee -- it's not our problem. I was one of  
18 the people that were questioned by the Southeastern  
19 Regional -- is that what it is -- Southeastern --

20 MR. YUNKER: Wisconsin Regional Planning  
21 Commission.

22 MARK PINTER: Yeah, I did the -- they  
23 sent me a --

24 MR. YUNKER: Household travel survey.

25 MARK PINTER: Yeah.

1 people lose their homes. I am in favor of fixing  
2 the medians a little bit 'cause they are still back  
3 from the '50s all the way up past Brown Deer Road,  
4 and there's been some serious accidents there.

5 But, you know, if these people want to live out in  
6 the suburbs farther out like Grafton or Mequon or  
7 Saukville or Port Washington, you know, if they  
8 want to, that's fine, but to expand, it's just not  
9 -- I think that you're just doing this for them,  
10 and that's the feeling I'm getting. Because if  
11 people really seriously want to work in the City,  
12 then they should live closer to the City. And if  
13 they don't, then they should pay the price for  
14 commuting because most of them are driving, you  
15 know, one person in a car, and I just don't see the  
16 point of that. But I would like to see that some  
17 study be done on the rail corridors that are  
18 abandoned in the City because I think something  
19 should be done with that, and I guess that'll do  
20 it.

21 MR. YUNKER: Thank you, Mark. Mark, if  
22 you could put your phone number on that card, what  
23 I'll do is I'll -- we'll check to see about that  
24 survey, and we'll try and take care of that. Just  
25 walk over by the court reporter and put your phone

1 MR. YUNKER: Am I giving the comment or  
2 are you? I'm trying to help out.

3 MARK PINTER: Yeah, they gave me the  
4 thing, I filled it out, and then somebody called  
5 me. They made two attempts because I wasn't home  
6 the first time. I gave them my spiel of what I was  
7 doing, my commuting -- I commute east and west, so  
8 I wasn't really using the freeway, but I never --  
9 not that this is important, but I never got the 5  
10 bucks that they said they were going to give me.  
11 And the thing is it makes me feel like my comments  
12 were not used in the study because they -- they  
13 threw out my survey as far as because I didn't use  
14 the freeway to commute, and that's the feeling that  
15 I got. And it's not the 5 bucks, but I'm just  
16 saying that if they're going to take the time to  
17 have somebody do a survey, then they should  
18 complete it. And it makes me feel like, you know,  
19 what's the point of this if you guys aren't going  
20 to fulfill your obligation to make us feel that  
21 we're doing you, you know, a favor by telling you  
22 our driving habits.

23 So I probably forgot a couple other  
24 things, but, hmm, I'm definitely against it. I  
25 don't like the noise, and I don't like seeing

1 number and address. That was a travel survey  
2 whether you use public transit or certain streets  
3 or freeways. We have two more people registered to  
4 speak. Wiley Vivians, did I get your name right?

5 WILEY VIVIAN: Yes.

6 MR. YUNKER: So far I'm seven for seven  
7 on that.

8 WILEY VIVIAN: My name is Wiley Vivians,  
9 and I would like to say that I'm really overjoyed  
10 and happy, that it's like a breath of fresh air. I  
11 can finally get a chance to say something for a  
12 change. I went to the county exec voting thing and  
13 you really couldn't say anything there, so I feel  
14 good up here. With regards to I guess the  
15 Southeastern Regional Freeway Construction Study  
16 that you have proposed and done, what I'd like to  
17 say is that it is shortsighted and ill-advised.  
18 And the reason that I'm saying this is mainly  
19 because there's nothing really in there as a main  
20 component that talks about a light rail system or a  
21 subway system. I mean it doesn't take a rocket  
22 scientist to know that in order to alleviate this  
23 congestion that we have here in the southeastern  
24 part of Wisconsin that you're going to have to have  
25 a subway system or a light rail system.

1 This has been shown to be the case in  
2 other big cities too, such as Boston, Washington  
3 D.C. and Toronto. I think that, you know, we need  
4 to look at alternative methods that's faster,  
5 better and safer than the automobile, one that  
6 would deliver you faster from downtown Milwaukee to  
7 Waukesha or Ozaukee throughout rush hour, also  
8 during times of snow and rain. It's one that would  
9 take you out of this coneglin (phonetic) with  
10 present traffic roads -- traffic woes, one that  
11 would not be noisy, one that will not destroy many  
12 existing buildings, lights and trees, one that  
13 would contribute to less air pollution, and last of  
14 all, one that works and people will use it.

15 It has been stated -- well, at any rate,  
16 if we fixed I-94 road with a subway system having  
17 buses connect at main arteries at key points, we  
18 should be thinking of an alternative method of  
19 transportation that will last -- yeah, alternative  
20 method of transportation that will not last 10 or  
21 20 years, but one that will accommodate masses of  
22 people for the next 20 to 50 years. The best  
23 alternative method of transportation for the  
24 southeastern part of Wisconsin study here is the  
25 subway system or light rail. This is an

1 opportunity and a responsibility that we have to  
2 ourselves and future generations. Let's not fail  
3 and blow this opportunity. Let's do a time study  
4 and cost analysis of such a plan and present the  
5 best plan to the people. It makes no sense to  
6 build -- it makes no sense to expand the freeway  
7 system from three lanes to four lanes, and then  
8 you're still going to have a lot of congestion. I  
9 mean you can see that in other major cities such as  
10 Los Angeles, California. They got like 16 lanes of  
11 highway there, and guess what, they still have  
12 congestion there.

13 It does make sense to build a subway  
14 system that people will use. I think that this is  
15 the way that this study should incorporate into its  
16 main plan. It doesn't present it as a major  
17 alternative here, and that's what we really need  
18 here in this area. Thank you.

19 MR. YUNKER: Okay. Thank you for your  
20 comment. Last person registered to speak is Daniel  
21 Lee. Is there another? We have one person  
22 registered to speak after Daniel. I'm sorry.

23 DANIEL LEE: Can everybody hear me?  
24 Okay. That's good. I'm Daniel Lee and I live in  
25 Randall, what is now called the northwest side of

1 Milwaukee, and looking at the plans that are being  
2 talked about today I do favor modernizing the  
3 expressway system; but however, I do not favor  
4 adding lanes. I don't want to see eight-lane  
5 expressways. I would like to see the expressways  
6 be modernized to have auxiliary lanes to be added  
7 between the exit and entrance ramps pretty much  
8 similar to what we have currently on the Fond du  
9 Lac expressway. Secondly, I do want to see I-43  
10 north of Bender Road expanded to six lanes but not  
11 to eight lanes. And, third, I would like to see no  
12 double-decking at all in Story Hill neighborhood.  
13 And also I believe that what we're just talking  
14 about is not just an expressway system but a  
15 transportation system, and I wish that Southeastern  
16 Wisconsin had the foresight to follow up on Mayor  
17 Frank Zeidler's vision of 50 years ago of building  
18 both expressways and trying to save the interurbans  
19 or what we now call light rail.

20 We had a pre-determined urban system up  
21 until the 1950s and then this north shore line that  
22 ran between Waukesha and Chicago in 1963 that  
23 connected Milwaukee with Brown Deer, Cedarburg,  
24 Sheboygan, Waukesha and Watertown, Hales Corners,  
25 St. Martins, East Troy and Burlington, and also

1 down to Racine and Kenosha. I believe that had  
2 Mayor Zeidler been successful in saving the  
3 interurban system we wouldn't be having this very,  
4 you know, fractious debate over both expressway  
5 reconstruction and light rail planning over the  
6 past ten years. I do believe that we do need to  
7 have -- we should revive the interurbans or as  
8 they're called now, light rail, because I think  
9 that both reconstructing the expressway system and  
10 having interurban/light rail will help to make  
11 economic growth in Southeastern Wisconsin stronger.  
12 Public transit does have an important  
13 role to play because we have seen in cities such as  
14 Chicago, San Francisco, Toronto, Boston, that good  
15 public transit systems help to move people around  
16 and also help to relieve a little bit of  
17 congestion. If we didn't have a good public  
18 transit system in those cities imagine all those  
19 people getting on the expressways and all the exit  
20 ramps.

21 Secondly, I think that our current public  
22 transit system just relies on buses. Having a bus-  
23 based system is not -- doesn't work because buses  
24 are not the backbone of any good public transit  
25 system. In other cities it's some sort of rapid



1 transit system or light rail that serve as the  
2 backbone of public transit systems. We have seen  
3 public ridership increase over the past eight to  
4 nine years. Chicago has seen a 25 percent increase  
5 in ridership since 1993 and the reason ridership is  
6 up -- a 67 percent increase in ridership over the  
7 last 20 years hoping to fuel redevelopment in  
8 neighborhoods such as Lakeview and Albany Park.  
9 San Francisco's system has seen a 20 million  
10 ridership increase during the last five years. And  
11 according to the American Public Transportation  
12 Association for the first time ever in 1999 public  
13 transit ridership increased faster than the number  
14 of new drivers, you know, who received their  
15 licenses.

16 So I think we need to plan for the long  
17 term and reconstruct our expressways and add the  
18 safety features of reconstructing the changes so  
19 that the exit and entrance ramps are on the  
20 right-hand side, and also add auxiliary lanes  
21 between the exit and entrance ramps, and above all,  
22 bring back interurbans in the form of light rail.  
23 Thank you.

24 MR. YUNKER: Thank you for your time.  
25 The last person registered to speak is Mike Hansen.

1 MIKE HANSEN: I got a question. I don't  
2 know if you can answer.

3 MR. YUNKER: Go ahead.

4 MIKE HANSEN: In August you make the  
5 final recommendation by the study committee. How  
6 many people in the study committee have you picked  
7 out that actually live right next to the expressway  
8 where they want to tear those houses down? Do they  
9 have a word?

10 MR. YUNKER: Well, Mike, what we're  
11 doing, we're not in a question and answer session.  
12 We're in a formal public hearing and taking  
13 comments. So you're saying what voice do people  
14 living next to the freeway have in deciding.

15 MIKE HANSEN: Well, if you have that  
16 committee, you should have people that have their  
17 homes and businesses -- that if they go through  
18 with that you destroy over 200 homes, 20  
19 businesses, 2 county buildings and I think one  
20 church. But there was -- is there anybody on that  
21 committee, that's basically my question, that makes  
22 this recommendation in August? They should pick  
23 people that own homes right along the expressway so  
24 they have a word. 'Cause from what I understand  
25 the governor's got \$92,000 from highway building

1 contractors. You know what side he's on. I mean  
2 we need a more stronger input on -- for the  
3 citizens that live in Milwaukee.

4 Now, I got a brother that lives up in  
5 Minneapolis/St. Paul. He was born there, he lives  
6 there, he works there, but he likes it  
7 environmentally better here the way our expressways  
8 are now. He says it's worse up there. The  
9 expressway's more -- 'cause they're wider and more  
10 people go to it, and they're more crowded. It's a  
11 magnet. Environmentally living in Milwaukee  
12 sticking with the three lanes and three-lane  
13 expressways he thinks -- he tells me he likes it  
14 better here environmentally compared to living up  
15 there in Minneapolis/St. Paul.

16 So back to the other point, you know, I  
17 think they should have some people on this  
18 committee, they should pick people out who -- for  
19 that August committee that own houses right along  
20 the expressway so they have a voice, 'cause the  
21 governor, he's only hearing from people from --  
22 he's getting money from -- he's gotten \$92,000 in  
23 six months from highway builders for use that --  
24 for re-election.

25 But, okay, the other thing, state and

1 federal, we pay 49 cents in gas tax. It's going to  
2 cost 3 -- no, 6.25 billion dollars. It doesn't  
3 come free. Now, the governor says he doesn't want  
4 any tax increase, so it would make sense to stick  
5 to the 3.4 billion dollar version, build it in the  
6 same lanes without expansion 'cause he's preaching  
7 keeping a cap on taxes, and you got two bills of  
8 sale here. You got, you know, the 6.25 billion.  
9 Obviously gas tax is going to go up. And  
10 registration fee, instead of paying \$45, are we  
11 going to pay \$450. Instead of 49 cent gas, paying  
12 a dollar for gas tax. It doesn't come free. When  
13 you go to a restaurant, you got to pay when you're  
14 done. 6.25 billion dollars you're going to have to  
15 pay when it's done. It costs more -- you know,  
16 increase the cost of living besides hurting us  
17 environmentally, the people that want to live in  
18 the City.

19 I agree with what the Sierra Club says,  
20 more congested, more pollution, more noise.  
21 Environmentally it would be worse for us. But back  
22 like -- I repeat myself. My brother says he likes  
23 the way it is environmentally here compared to  
24 living up in Minneapolis, so -- well, that's about  
25 it. The only other thing, they should have --

these people that make the final recommendation in August, they should pick some people up who own houses right next to the expressway that would lose their home, that would make it fair. That's about it.

MR. YUNKER: Thank you for your comment. That completes the public hearing tonight and the meeting. The staff will stay afterwards I think for those people who have additional questions. And I think there were some who said they didn't have enough information about the alternatives for the Fond du Lac freeway, and we'll sit right up here, and for those of you who wanted more information on that subject I'll sit right up here and try to answer your questions on that.

(Proceedings concluded at 7:20 p.m.)

STATE OF WISCONSIN )  
 ) SS:  
COUNTY OF MILWAUKEE )

I, MADONNA L. RANK, a Registered Professional Reporter and Notary Public in and for the State of Wisconsin, do hereby certify that the above public hearing was recorded by me on the 30th day of May, 2002, and reduced to writing under my personal direction.

I further certify that I am not a relative or employee or attorney or counsel of any of the parties, or a relative or employee of such attorney or counsel, or financially interested directly or indirectly in this action.

In witness whereof I have hereunder set my hand and affixed my seal of office at Milwaukee, Wisconsin, this 4th day of June, 2002.

Notary Public  
In and for the State of Wisconsin

My Commission Expires: June 13, 2004.

ATTENDANCE RECORD

PUBLIC HEARING ON THE PRELIMINARY RECOMMENDED REGIONAL FREEWAY SYSTEM RECONSTRUCTION PLAN

Thursday, May 30, 2002  
6:30 p.m.  
Northwest Senior Center  
Milwaukee, Wisconsin

SIGN-IN ROSTER

Name	Address	Community
1. Les Hagensiek	9442 N. Gundlach Dr	Brown Deer
2. Shiley Kyva	605 W. Hope Ave.	Milwaukee
3. Sue Kuter	7109 W Grantosa Dr.	Milwaukee
4. Alissa Foster	1100 W. N. 70	Milwaukee
5. Rosemary W. Johnson	7922 Jackson PK.	Tosa
6. Todd Becker	NICHOLSON LANE DR	Greenfield
7. Shau-Ning Jia	18620 Crest Ct.	Brookfield, WI
8. Jerry Jeske	6512 N. 58th St	MILWAUKEE WI
9. Margie G. Osterhaus	6164 N. 87th	Mid. WI
10. Richard J. Osterhaus	6164 North 87th Ave.	Mid. WI
11. Max Brewer	3723 N. 50th Mid	W. WI
12. Bill Wenzel	8341 W. 48th St.	Brown Deer
13. Barbara Eisenberg	2661 A 10 Finner St.	Milwaukee
14. ROGER WINSTANLEY	3024 N76 ST	MILWAUKEE
15. LARRY SANDER	MILWAUKEE JOURNAL SENTINEL, P.O. BOX 37	MILWAUKEE
16. Deloye Adams	6500 Lindale Ave	Milwaukee
17. MARK W. PINTER	4198 WILLOW RD	FOX POINT (414-352-4546)
18. BETH QUEEN	7759 W THURSTON CR	MILWAUKEE
19. DIMIT KING	7373 N. TONYA AVE	MILWAUKEE
20. Wiley Viscuso	7080 N. 45th St.	Milwaukee
21. Daniel Lee	6133 W. Spokane St	Greenfield
22. MIKE HANSON	6321 W. Dixon St.	Milw.
23. Dewayne Johnson	141 NW Barstow	Waukesha
24. John Laatsch	429 W. ACACIA Rd	Stoughton
25. Ron Rucouski	Milwaukee	Milwaukee
26. Victoria Smith	411 W. Bench Rd	Colonsvale
27. Byron Kuegler	6727 N. 54 St	Milw.

COMMISSION STAFF

Kenneth R. Yunker	Assistant Director
Robert E. Beglinger	Chief Transportation Engineer
Christopher T. Hiebert	Senior Engineer
Gary K. Korb	Regional Planning Educator
Patrick A. Pittenger	Senior Planner

Appendix B-9

TRANSCRIPT AND ATTENDANCE RECORD  
PUBLIC INFORMATION MEETING AND HEARING,  
ZOOFARI CONFERENCE CENTER, CITY OF MILWAUKEE, JUNE 4, 2002

BROWN & JONES REPORTING, INC.

SOUTHEASTERN WISCONSIN  
REGIONAL FREEWAY SYSTEM  
RECONSTRUCTION STUDY  
PUBLIC HEARING

Public Hearing of the Southeastern  
Wisconsin Regional Freeway System Reconstruction Study,  
before PEGGY MITCHELL, Certified Realtime Reporter and  
Notary Public in and for the State of Wisconsin, at  
ZooFari Conference Center, 9715 West Bluemound Road,  
Milwaukee, Wisconsin, on the 4th day of June, 2002,  
commencing at 6:30 p.m. and concluding at 7:45 p.m.

312 East Wisconsin Avenue  
Suite 608  
Milwaukee, WI 53202  
PHONE: (414) 224-9533  
FAX: (414) 224-9635

A P P E A R A N C E S

MR. KENNETH E. YUNKER, P.E.  
Assistant Director

MR. ROBERT E. REGLINGER  
Chief Transportation Engineer

\* \* \* \* \*

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TRANSCRIPT OF PROCEEDINGS

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MR. YUNKER: Now it's time to begin the  
public hearing portion of the meeting. This hearing  
is intended to receive your comments concerning the  
preliminary plan. I want to emphasize that the  
purpose of the hearing is to hear your comments and  
not to be another question and answer period. There  
was an opportunity to meet with Study staff earlier  
to ask questions, and Study staff will remain after  
the public hearing portion to answer additional  
questions.

The first person registered to speak is  
Rosemary Potter.

ROSEMARY POTTER: Good evening. Thank you  
for this opportunity to comment on the Southeastern  
Wisconsin freeway study. Transit NOW, the  
organization that I represent, has several concerns  
that we'd like to address.

It's clear to us that no mobility solution  
in this corridor can include only one mode of  
transportation. Today, in Southeastern Wisconsin, we  
need mobility solutions that will support and enliven  
our urban areas and protect the investments that  
we've made in our infrastructure. We need solutions

for getting job seekers to jobs, and helping elderly,  
the disabled, and low income gain independence. We  
need sustainable solutions that will reduce the  
dangerous air and water pollution that make some of  
us ill and drives up our healthcare costs. We need  
solutions that will slow the urban sprawl, that is  
driving our taxes up and devouring our farms, open  
spaces, wetlands and wildlife habitat. Those very  
things that are necessities for our biggest industry,  
which is tourism. For Milwaukee to be economically  
and socially vibrant, we need to give our businesses  
and citizens viable local and regional transportation  
options. I have four points that I'd like to make on  
that issue.

No. 1. Planning in this corridor should  
be multimodal as provided for by T21, and should, at  
the least, jointly analyze the freeway and options  
such as commuter rail. The Kenosha-Racine-Milwaukee  
commuter rail, for instance, has already been shown  
to be viable, feasible, and provide a high level of  
economic, social and environmental benefits to the  
corridor. It could be moving, hopefully, into  
preliminary engineering soon and should be part of  
the freeway analysis. Out of similar size cities in  
the United States, Milwaukee is one of the few that

1 does not have either commuter rail or light rail.

2 Now, if you've read the newspaper lately,  
3 we've seen that many businesses, many top businesses  
4 in the Milwaukee area, are worried because we're  
5 losing so many of our workers, and we call that brain  
6 drain. Well, Richard Florida, who's an expert in  
7 young technology workers, he calls them young  
8 knowledge workers, he's done several studies, and  
9 what he finds is that those young knowledge workers  
10 prefer to live in cities that offer alternative forms  
11 of transportation. They don't want to drive. They  
12 want -- they want to talk on the phone on the train,  
13 they want to work on their computer, they want to  
14 read, they want to relax, they want to talk to their  
15 friends. And oftentimes businesses will advertise  
16 and try to recruit these young knowledge workers that  
17 come to our city, we have a commuter train, we have  
18 light rail, we have transportation for you that you  
19 prefer. And it's been known, and studies show, that  
20 businesses and these young knowledge workers prefer  
21 to live in cities that have alternative forms of  
22 transportation.

23 So what I urge the Southeastern Wisconsin  
24 Regional Planning Commission is to start thinking  
25 about future and start thinking about looking at

1 other ways of transportation other than just  
2 freeways. And, certainly, we recommend the  
3 Kenosha-Racine-Milwaukee commuter rail.

4 There are many opportunities to provide  
5 clean, convenient and reliable commuter train service  
6 to connect many of our urban and suburban areas, and  
7 reduce the peak demands on the freeway system.  
8 Because over two-thirds of commuter rail trips are  
9 work related, with the high percentage during peak  
10 rush hours, commuter trains reduce the peak capacity  
11 needs on freeways. The Chicago METRA system provides  
12 310,000 passenger trips per weekday, at a per  
13 passenger mile cost less than freeway travel.

14 Milwaukee has a very unique opportunity to  
15 cost effectively develop a similar system using an  
16 existing rail right-of-way that radiates from  
17 Milwaukee and is currently being used to haul  
18 freight. Doesn't that seem crazy to you, that we've  
19 got this system and it's hauling freight, it's not  
20 hauling us. In many cases, track and crossing  
21 upgrades, stations and the trains themselves are the  
22 only physical investments needed.

23 Point 3. The Southeastern Wisconsin  
24 corridor should have comprehensive multimodal  
25 planning, with implementation of the full plan moving

1 forward simultaneously in a strategically planned  
2 manner. As the freeway plan is prioritized for  
3 funding, viable options, like the  
4 Kenosha-Racine-Milwaukee commuter rail, should be  
5 funded with an equal status. In this manner, we will  
6 be successful in building a convenient, reliable,  
7 modern, multimodal transportation system that helps  
8 build our economy and develop the high quality  
9 communities we want to live in.

10 Point 4. In the interest of continuing to  
11 grow our economy during the freeway construction  
12 process, it's important that transportation options,  
13 such as trains, be in place before the construction  
14 begins. By including transit options like commuter  
15 train service to be a part of the freeway study  
16 recommendations, we are more likely to see it  
17 included in the engineering planning and funding  
18 schedules. Thank you.

19 MR. YUNKER: Thank you. I'm going to do  
20 the best to pronounce everybody's name. And correct  
21 me when I'm wrong. Andy Andrijasevic.

22 ANDY ANDRIJASEVIC: Hi, I'm Andy  
23 Andrijasevic. I live in Glendale. Just a brief --  
24 couple of brief comments. I don't have a prepared  
25 speech or anything.

1 One of the major things that I have  
2 noticed is that obviously Marquette Interchange needs  
3 to be rebuilt, and definitely needs it. My concern  
4 is that we are making a spaghetti out of it, for  
5 better or worse. It almost seems that Milwaukee's  
6 symbol is going to become freeways. We obviously  
7 built a bridge, a harbor bridge, that, again, is  
8 freeway and it isn't a freeway, but that seems to be  
9 what's beautifying the skyline of Milwaukee. I'm a  
10 little concerned that three, four or whatever level  
11 spaghetti Marquette Interchange is going to become  
12 one of those.

13 I understand your concerns about the  
14 right-hand side merging and, you know, ramps and on  
15 off. But I have found out, in traveling around the  
16 country, whenever I have the opportunity, that when  
17 major freeways meet or intersect, that using the left  
18 lanes, where the left lanes sort of split off to  
19 become other freeway, is not that big of a problem.  
20 Obviously, we can't have, you know, merging lanes and  
21 entry and exit ramps all over a place, both left and  
22 right. But when you're merging, for example, from  
23 going eastbound on I-94 and you want to go northbound  
24 on 43, I don't see a problem with exiting on a left  
25 side. In that case, especially if you have adequate

1 time to change, you know, the lanes to get there.  
2 Obviously, if you're getting onto that eastbound 94,  
3 say on 21st street, and you want to cut across three,  
4 four lanes to get up north, that becomes a little bit  
5 of a problem, and that's something to look at.

6 The I-43 definitely needs to be expanded  
7 from Silver Spring northbound. I think that's pretty  
8 clear to everybody. I'm not so sure that we really  
9 need to go to eight lanes there. I understand that  
10 north of Milwaukee County, the Mequon area, is the  
11 big growth and will be more years to come, I'm sure.  
12 But I feel a little bit uneasy about getting eight  
13 lanes of freeway through Glendale, for example. This  
14 is a major residential area, where destroying the  
15 community, essentially by widening the freeway lanes  
16 there drastically, will have pretty strong impacts.  
17 And, again, that's not an area where we have all  
18 kinds of space that we can pick up. So I would  
19 prefer to see that continued with six lanes, from  
20 Silver Spring northbound of course. But not into  
21 eight.

22 And the area between Marquette and Zoo,  
23 I'm not so sure that the eight lanes of traffic is  
24 the greatest idea there either. And I'm not as  
25 concerned about cemetery concerns. In fact, if I can

1 add, and maybe some people don't like to hear it, we  
2 seem to be much more concerned about our dead than  
3 about our living. You know, moving some graves seems  
4 to be such a big concern, and yet yanking out people  
5 out of their homes is not that big of a deal. I just  
6 don't get that philosophy at all.

7 But in any case, it seems to me that  
8 having the six lanes of traffic, and perhaps putting  
9 a commuter rail in that area somehow, somewhere,  
10 would not be that bad of an option. But I guess if  
11 the costs of adding those lanes are not that drastic,  
12 I guess I could accept that.

13 And on top of all of those things,  
14 obviously I hope that, this obviously is not your  
15 concern as much, is that we teach people how to use  
16 the freeway better. You know, obviously we are all  
17 experts; every one of us is the best driver in the  
18 world. We've heard that before. You know, but the  
19 idea of driving very slowly in the left lane or three  
20 lanes of traffic, you know, three vehicles driving at  
21 the same speed with, you know, mile of open road  
22 ahead of them, you know, things like that obviously  
23 impact the volume of traffic that any road can take,  
24 especially the freeway. You can have six lanes of  
25 traffic all going in one direction, six vehicles can

1 put it to crawl very easily. So adding the freeways  
2 and improving the freeways is certainly important,  
3 but we do need to spend more effort in teaching the  
4 people how to drive. Freeways are not the city  
5 streets.

6 Obviously, the use of cell phones, as  
7 convenient as it is, has certainly impacted the  
8 rear-end accidents I'm sure. And obviously, also a  
9 whole bunch of SUV's and vans, that have not been in  
10 the picture ten years ago, have changed a lot of  
11 problems on the roadways as well.

12 So those are the very brief comments that  
13 I can add at this point. I do appreciate the effort  
14 that you guys have put into it. It is pretty obvious  
15 that it's not just, you know, a whim. You guys have  
16 put in a lot of work, and I do appreciate it. Thank  
17 you.

18 MR. YUNKER: Next person registered to  
19 speak is City of Milwaukee Alderman Michael Murphy.

20 ALDERMAN MURPHY: Good evening. I'll keep  
21 my comments brief. I'm the Alderman who represents  
22 the area between I-94 east to 35th Street, north to  
23 Meinecke and south to 26th and Rogers.

24 I'm here to speak in opposition to the  
25 three proposals. The City of Milwaukee has gone on

1 record with legislation supporting another option, an  
2 option that will save between \$170 and \$250 million.  
3 It does not support adding lanes above design-related  
4 safety improvements at that cost, with the minimal  
5 reduction in travel time which is estimated to the  
6 affected areas.

7 I would note in the SEWRPC analysis in  
8 their newsletter, the peak hour travel time on I-94  
9 between the Zoo and Marquette interchanges, year  
10 2020, would be five minutes longer without additional  
11 lanes than if the freeway segment is reconstructed  
12 with additional lanes. A savings of five minutes.  
13 Savings of five minutes at a cost of nearly  
14 \$250 million at the expense of putting in a double  
15 decker freeway impacting negatively upon the Story  
16 Hill neighborhood residents. In addition, removing  
17 18 homes in the City of Milwaukee and five commercial  
18 businesses. Eighteen homes may not seem a lot to the  
19 SEWRPC, to the governance committee on this issue,  
20 but it means a great deal to our tax base in the  
21 future. It means a great deal to the Story Hill  
22 neighborhood when you're putting freeway noise,  
23 pollution and air pollution into this neighborhood,  
24 decreasing the property values and hurting one of the  
25 stable, most valuable neighborhoods in the City of

Milwaukee.

City of Milwaukee is not trying to be parochial on this issue. We certainly recognize and believe that the generally -- the benefit of upgrading the freeway facilities to current standards, where it makes sense, is good judgment and adds value to the cities. It does not condone actions simply for sake of upgrading. As such, the City of Milwaukee is vehemently opposed to the double decking of the Story Hill double decking freeway. Also along with the taking of the homes in the area between 70th and 60 -- 76th and 60th Street, which I would like to note has not been outlined in any great detail in any of your presentations. There are residents here this evening who have come up to me and asked which homes are going to be taken and they're unable to determine based on the maps presented here this evening. So I would encourage you to follow up on that as a suggestion.

But in the final analysis, City of Milwaukee recognizes the importance of the freeway system, we generally support upgrading the facilities, but not at the expense of city residents. We have a vested interest in this community in making sure a rise in tide all shifts, and hurting Milwaukee

at the promotion of Waukesha or other counties is not in the vital interest of the Regional Planning Commission, nor in the long-term interests of the regional areas. So I encourage you to consider the City's position on this issue. Thank you.

MR. YUNKER: Thank you for your comment. The next person registered to speak is Chris Ahmuty.

CHRIS AHMUTY: Good evening. I'm Chris Ahmuty, that's spelled A-h-m-u-t-y. And I'm the executive director of the American Civil Liberties Union of Wisconsin.

And you might ask what does this have to do with the American Civil Liberties Union because we're usually out defending people's Constitutional rights. And it's true, we're not an environmental group, we're not advocates for a particular form of transportation. We're not unaware that there are problems with our freeway system that need to be addressed. I came out here via the Wisconsin Avenue viaduct and Bluemound Road, so I wouldn't have to be on 54 coming out here. So we don't have really any agenda here except Civil Liberties.

And the Civil Liberties Union interest is something that's often referred to as environmental justice or transit equity. Really what we want to

make sure of is that all neighborhoods are treated fairly in this. Why should some neighborhoods, whether it's Story Hill or parts of Milwaukee central city, bear the brunt of the adverse effects that may come from this.

So what we've done is analyzed, as best we can, the preliminary plan in light of environmental justice or transit equity. And we're looking to see if the plan adequately investigates or not the possibility that there are disproportionately high and adverse effects on certain communities. And that term, disproportionately high and adverse effects, that comes from sort of the state of art language that used by the US Department of Transportation because, of course, for a long time now, environmental justice has been, at least in spirit, something that US DOT has been concerned with.

So we're trying to figure out what's the impact of this preliminary plan; will it have a disproportionately high and adverse impact on certain communities. And so we're here, and we appreciate the opportunity to make some comments and perhaps make some suggestions on more work that needs to be done.

This is actually the third informational

session that I've attended, and I'd like to thank SEWRPC and SEWRPC staff for answering many of my questions and mailing me copies of the regional transportation plan, the regional land use plan with their year 2020 recommendations. And I've been interested to go to the Web site where there are several reports, and even the minutes of the advisory committee that's been set up under the chairmanship of William Drew.

The conclusion that we have at this point is that the preliminary plan is incomplete and perhaps flawed in respect to environmental justice. Does the plan have a disproportionately high and adverse effect on communities? From everything we've seen, it's hard to tell. And the fact that it's hard to tell is a real problem not just with the plan, but the process that's gone into it.

For instance, if you look at the plan's analysis of the impact on land use patterns, it's kind of confusing. If you go to the report, Chapter 6, Page 22, it seems to dismiss any significant impact on land use patterns. And the comments tonight in the presentation, it's at least inconclusive. That's the impression I got. Yet, the regional land use plan for 2020 has recommendations

1 that you can read up on one of the boards over there,  
2 and they say that the goal is, quote, "the attainment  
3 of a more centralized future regional settlement  
4 pattern." Well, does the plan have an impact on land  
5 use as anticipated by the regional land use and  
6 transportation plans, or doesn't it, as you'd be led  
7 to believe from reading the study, the preliminary  
8 plan.

9 It really appears as if land use  
10 opportunities disproportionately benefit communities  
11 outside of Milwaukee to some extent, those are the  
12 collar counties around Milwaukee, and it's troubling  
13 that the benefit appears to go disproportionately to  
14 those communities.

15 What about the other side of that --

16 MR. YUNKER: Chris, five minutes. If I  
17 can ask to you wrap up. And after we give everybody  
18 else an opportunity to speak, we will give you an  
19 opportunity to finish.

20 CHRIS AHMUTY: I'll wrap up right now by  
21 making some bullet points.

22 Adverse effects, who knows. You suggested  
23 in your remarks that you do have the ability to  
24 analyze things by the 23 segments that are part of  
25 the plan. But we don't have the information by

1 segment, and hopefully that will be provided to the  
2 community so we can know, instead of just looking at  
3 sort of the aggregate figures that you've got for  
4 things like congestion impact and neighborhood  
5 impact.

6 We're also concerned about the apparent  
7 fact that the travel simulation model uses old data.  
8 It uses traffic survey data from the early 1990s. So  
9 when you talk about where people are going to travel  
10 and how they may respond to changes in the plan, it's  
11 really hard to know if you can find that information  
12 to be credible.

13 So the final point is that the ACLU,  
14 American Civil Liberties Union, would like SEWRPC to  
15 get it right. And even if that means that the  
16 recommendations can't go to the Wisconsin Department  
17 of Transportation this December. And the bottom line  
18 is we want you to get it right now, and look at the  
19 impact, see if it needs to be changed, see if it  
20 needs to be mitigated, because if it isn't, then the  
21 ACLU, down the road sometime, would have to  
22 contemplate legal action and we would rather not do  
23 that. We want to give you the opportunity, and  
24 Wisconsin DOT the opportunity, to get it right now.  
25 So thanks.

1 MR. YUNKER: Next person registering thank  
2 you for your comment, Chris. Next person registered  
3 to speak is the Jeff Schramm. And following Jeff is,  
4 just to give everybody a little warning, I'll try to  
5 do this, Percy Werner.

6 JEFF SCHRAMM: Good evening. I'm going to  
7 be very brief. I live in the Story Hill  
8 neighborhood. Actually live four houses to the north  
9 of Story Parkway.

10 Right now we have contention with a lot of  
11 noise as the freeway sits, without any type of  
12 expansion. I'm very concerned that if they do  
13 expand, the noise is going to get even worse. I,  
14 myself, don't view the area between the Marquette and  
15 the western borders of the city as having any type of  
16 traffic problem. There are some congestion problems  
17 during rush hour, but other than that, I don't see a  
18 major problem.

19 I'd just like to concur with everything  
20 our Alderman said. I'm a big believer that there's  
21 no major problem. I think if we do expand, it's  
22 going to be to the benefit of the people who decide  
23 to leave the city and move to Oconomowoc, just to  
24 save five or ten minute trip out to their houses.  
25 Thank you.

1 MR. YUNKER: Thank you for your comment.  
2 Percy Werner. And following Percy is Cal Bruss.

3 PERCY WERNER: Like many of you, I  
4 received one of these. And I went down to City Hall  
5 to ferret out where it came from, and I gathered it  
6 came from the Mayor's office. And I talked to some  
7 people there. And in general, I got the impression  
8 that they're a major disappointed that generated  
9 this, is indeed what our first speaker tonight named  
10 Rosemary mentioned. They expected and hoped for  
11 originally, before the invitation from the Department  
12 of Transportation came to the SEWRPC, that there  
13 would be a multimodal plan presented. And they  
14 wanted one, and most of my environmentalist friends  
15 wanted one, and so that's the general drift of what I  
16 could say is our objection to it.

17 On the other hand, we have to recognize  
18 that we have to be realistic. And these gentlemen  
19 that you talked to this evening are very  
20 professional, honorable people, who have presented us  
21 a plan which is exactly what they were asked to do by  
22 the Department. I got the impression, incidentally,  
23 that these people probably thought, actually did  
24 think suspiciously, that the Southeastern Wisconsin  
25 Planning Commission had an influence on having that



1 specific request made to them. At any rate, be that  
2 as it may, they're obviously disappointed. I also  
3 got a bulletin from the Sierra Club saying stop  
4 widening and modernizing and replace this with a  
5 multimodal plan.

6 And in general, I've also been to a couple  
7 of meetings, without speaking, and I ask myself what  
8 do these people want, what do these friends of mine  
9 think they want, what do they think they're  
10 influencing. These professionals are doing their  
11 job, and why does Milwaukee think it can prevent the  
12 seven counties that will vote on this, and I'm not  
13 saying that that's decisive, but nevertheless, seven  
14 counties will vote on it, why does Milwaukee think it  
15 can prevent them from voting yes and ever trying to  
16 demand that not only their highway, but our freeway  
17 system be improved to their satisfaction? Those  
18 counties out there are urban sprawl in a sense. Why  
19 don't they vote to keep coming in the easy way, they  
20 want to. Is there a highway lobby? If you ask your  
21 state representative and state senator, they know  
22 there is and who it is and how it tries to influence  
23 them. And we can ask ourselves, are we big money, do  
24 we lean on the Department of Transportation or on the  
25 Governor. If we don't, why do we think we will have

1 all that much influence? If we want to, we have to  
2 contact our state representative and our state  
3 senator and tell him or her why they must keep  
4 pressure on the Governor to make the Department of  
5 Transportation respect the wishes of Milwaukeeans.

6 Now, the Common Council, including  
7 Alderman Murphy, who has worked, I think, quite a bit  
8 about this, knows that they cannot avoid having the  
9 freeways repaired. And that over the next 30 years,  
10 that it will cost almost \$6 billion, you've seen from  
11 the figures here, that most of the money is in really  
12 basically making sure that it will last an additional  
13 30. The widening and the modernizing really only  
14 amount to a small addition to that.

15 So these things have to be done. And yes,  
16 it will be, I think, paid by the gas tax and yes, the  
17 Federal gas tax will contribute. But we would like  
18 to have some influence, and I certainly support the  
19 views of those who've spoken so far that would mean a  
20 much more comprehensive plan, and that this plan  
21 should have been part of it, and we can continue to  
22 work with the Common Council to try to make sure  
23 that's it's true.

24 Incidentally, about that rebuttal which  
25 SEWRPC has made, I think by professionally again to

1 remarks that I think, I can't remember her name, but  
2 the columnist in the Journal Sentinel who wrote and  
3 quoted somebody. The SEWRPC has made pretty clever  
4 reactions to it, and I think it is -- I think that  
5 that's quite a few arguable points in there and we  
6 should think about them and argue them ourselves.

7 We can know exactly what the Common  
8 Council voted on. I get the impression from SEWRPC's  
9 rebuttal to that comment, that perhaps insufficiently  
10 examined comment, that the Council voted against  
11 widening. The wording does show that they voted for  
12 108 miles of freeway widening. I'm not sure --

13 MR. YUNKER: We are over five minutes. If  
14 I could ask you to wrap up, or else we'll, after  
15 everybody else has been given an opportunity to  
16 speak, we'll call you back up.

17 PERCY WERNER: Right.

18 MR. YUNKER: Whatever you prefer.

19 PERCY WERNER: I'm just finishing with the  
20 point about the 108 miles. I'm not clear at all that  
21 this was the sense that -- of the resolution that the  
22 Aldermen voted for, but it is within their wording.  
23 And I am asking, as I depart, whether indeed,  
24 Kenneth, you think that the 108 miles is all within  
25 Milwaukee County. Did they really vote for 108

1 additional lanes -- I mean 108 miles of widened  
2 freeway within Milwaukee County?

3 MR. YUNKER: We have your comment. We'll  
4 try and clarify that as we work towards a final plan.

5 PERCY WERNER: Thank you.

6 MR. YUNKER: The next person registered to  
7 speak is Cal Bruss.

8 CAL BRUSS: I will pass. My comments have  
9 been expressed by a previous speaker.

10 MR. YUNKER: Then the next person  
11 registered to speak is State Representative Peter  
12 Bock. And following the State Representative is  
13 Sally Miles Heuer.

14 STATE REP. PETER BOCK: Thank you, Ken.  
15 And thank you for agreeing to have an additional  
16 hearing here at Zoofari so many of my neighbors from  
17 Story Hill neighborhood would have a chance to come,  
18 in close proximity to their homes, and hear the  
19 presentation and address you. When I saw the initial  
20 listing of the meetings, I noticed there was not one  
21 in my neighborhood. I called you. You immediately  
22 said you'd have one, and I appreciate that.

23 I did want to make one clarification.  
24 During your remarks, you talked about the freeway  
25 system advisory committee recommending these

1 expansions. I was at that meeting, along with  
 2 Alderman Murphy and some other people in this room,  
 3 and I remember the debate and the discussion. And  
 4 many of the people who voted "aye" said they were not  
 5 voting to build additional lanes at this point. What  
 6 they were doing was voting yes to move the process  
 7 along, to take this to public hearing. And they  
 8 wanted the additional lane proposal to be part of  
 9 that. But many of them, in fact one of them said,  
 10 "I'm saying this on the record," he said, "because if  
 11 Peter Bock reads about this in the paper, he's going  
 12 to call me up and be mad at me. And I'm saying right  
 13 now that I'm voting just to move this forward, that I  
 14 would not support additional lanes." And so I just  
 15 wanted to make that clear because it's been reported  
 16 in the paper as well that the committee's in favor of  
 17 additional lanes, and I don't think that that is the  
 18 truth.

19 I'm the State legislator for this area,  
 20 from the 7th Assembly District. I represent the area  
 21 right outside of this building, from the 894-94  
 22 intersection east to 35th Street. So I straddle I-94  
 23 right where the additional lanes are being talked  
 24 about. I'm a resident and member of the Story Hill  
 25 neighborhood. And they are, of course, on record as

1 opposing additional lanes on the I-94 section through  
 2 Milwaukee. So is the City of Milwaukee, as you've  
 3 heard from Alderman Murphy.

4 I've lived in the City of Milwaukee my  
 5 entire life. I saw the original freeway being built.  
 6 At that time, the population of the City of Milwaukee  
 7 was over 750,000. It's now less than 600,000. I  
 8 would submit that there is a correlation there. If  
 9 you don't believe that freeways contribute to sprawl  
 10 and dissolution of the population, I think that's  
 11 good evidence right there.

12 I personally had friends whose homes were  
 13 torn down in expectation of freeways being built by  
 14 planners in the '50s and '60s, and those lands  
 15 remained vacant for decades. I have land in my  
 16 assembly district right now, in the year 2002, that  
 17 is still abandoned freeway right-of-way where homes  
 18 used to be. So I say we should be very, very  
 19 cautious when we're talking about planning 30 years  
 20 down the road for capacity or for freeways because  
 21 we've got a bad experience in our own community about  
 22 what kind of planning that would do.

23 I believe that this plan will contribute  
 24 to sprawl. It will encourage more freeway ridership,  
 25 more traffic. If there are lessons to be learned

1 from other communities throughout this country, and  
 2 I've gone to meetings and regional meetings and  
 3 national meetings where people say look at us, look  
 4 at Atlanta, look at Texas; you cannot build your way  
 5 out of congestion. You have to be smarter than that  
 6 when you're looking at your transportation needs.

7 No one tonight has talked about money.  
 8 The additional moneys for additional lanes would  
 9 constitute \$700 million. And to paraphrase Senator  
 10 Dirkson from Illinois, \$700 million here,  
 11 \$700 million there, pretty soon you're talking real  
 12 money. I represent this area in the legislature,  
 13 which is now facing an \$1.1 billion dollar deficit.  
 14 There is a structural deficit into the future. No  
 15 one, absolutely no one, is saying where the money is  
 16 coming for for these additional lanes, for this or  
 17 for the freeway reconstruction as has been outlined  
 18 earlier. This is a big challenge facing the people  
 19 of this state and of this area. How do we pay for  
 20 this. There were several attempts in the last  
 21 legislature to increase the gas tax; they were voted  
 22 down. I was one of the people voting no. I didn't  
 23 think we needed to raise the gas tax. And I think  
 24 that will be a tough sell in the legislature.

25 I am not against design and safety

1 improvements. I've told the Department that many  
 2 times. I'm willing to work with them on that. What  
 3 we are opposed to in my neighborhood, and in the  
 4 Story Hill neighborhood, is the taking of homes, the  
 5 taking of businesses, the increase in the noise and  
 6 the air pollution in our neighborhood so that other  
 7 people can get downtown faster by one or two minutes.  
 8 We think that will increase sprawl, it will hurt  
 9 neighborhoods, it will require tax increases, and it  
 10 will shift money away from some of these other  
 11 multimodal transportation opportunities that are out  
 12 there.

13 I am the state representative in this  
 14 area. If you want to talk with one of them, I'm  
 15 here, you can talk to me about it. This is a gas tax  
 16 proposal, a gas tax increase in the making. It'll be  
 17 a tremendous fight in the legislature. I don't think  
 18 we need the additional lanes. There are other ways  
 19 of solving our transportation needs. I think we need  
 20 to be smarter than the people were in the '50s and  
 21 the '60s, and I think together we can do that.

22 MR. YUNKER: Thank you for your comment.  
 23 Next person registered to speak is Sally Miles Heuer.  
 24 And following Sally is Bill Moore.

25 SALLY MILES HEUER: Thank you. Thanks for

1 having the opportunity to come here and show us all  
2 your plans. I appreciate the work.

3 I live in New Berlin, work in Wauwatosa.  
4 And I'm very much opposed to adding new lanes. With  
5 all due respect, I think it's really stupid. With  
6 all this work everyone here at SEWRPC has gone to, I  
7 don't see any creative thinking. I don't see any  
8 thinking outside the box, like the Macintosh  
9 commercials say. The projections about oh, this is  
10 how it's going to be in 2030, I'm sorry, but you  
11 can't sell me that because with things like flexible  
12 hours with work time, our technology now, there's  
13 opportunities for telecommuting, video conferencing,  
14 Internet, all kinds of work-from-home opportunities.  
15 There could be less commuting, especially in the rush  
16 hour.

17 We need more options than automobiles. We  
18 have to have incentives for car pooling, incentives  
19 for taking buses. We need better park-and-ride lots,  
20 we need more freeway express buses. Like Rosemary  
21 said, we have existing rail, we've got heavy rail,  
22 we've got Amtrak. The METRA that now goes from  
23 Chicago to Kenosha needs to come up to Milwaukee.  
24 These are all options that don't cost anywhere near  
25 \$6.25 billion. I don't know about you guys, but I

1 have a lot of trouble figuring out what a billion  
2 dollars is, let alone \$6 billion.

3 Alternatives to widening the freeway, like  
4 I said, flex hours, telecommuting, express buses,  
5 using existing rail, car pooling incentives. And the  
6 employer incentives, too. I own a small business and  
7 the large businesses will pay parking, "we'll give  
8 you free downtown parking." How about we'll pay for  
9 your bus, take an express bus, and we'll pay for that  
10 but we won't pay for parking.

11 So I'm just going to wrap up here. Other  
12 people have said it. Gasoline, it's a nonrenewable  
13 resource. We shouldn't be encouraging people to  
14 drive more. We should be giving them options. We  
15 can't plant gasoline like you can plant wheat and  
16 soybeans and corn. We're going to run out. We've  
17 got to have options.

18 Like someone else said, many, many people  
19 don't want to drive, and I'm one of them. I'd rather  
20 get on my bicycle, hop on a train, car pool with  
21 somebody. Every time I drive, I see a bunch of  
22 maniacs out there. They never use their turn  
23 signals, they cut in front of you. I'm going  
24 10 miles over the speed limit, that's too slow.  
25 They're falling asleep. They're drunk. It's

1 dangerous. We've got to have more alternatives. Not  
2 to mention our population is aging, and between the  
3 young people and older people, we'd like alternatives  
4 to driving. It's dangerous, it pollutes, it's a bad  
5 use of land and the cost is insane. Thank you.

6 MR. YUNKER: Thank you for your comment.  
7 Next person registered to speak is the Bill Moore.  
8 And following Bill is Al Krahn.

9 BILL MOORE: Thank you. I'm Bill Moore  
10 from New Berlin. Whitney Gould's article was  
11 mentioned earlier, and it's really hard to improve  
12 upon that article, but I'll add just a note to it.

13 We've heard the phrase "build it and they  
14 will come." I'll also change that a little bit and  
15 say that "build it and they will drive." We should  
16 compare ourselves to other countries that put their  
17 money into mass transit and have maintained clear air  
18 and water. And where people are used to taking mass  
19 transit, their central cities are vital and people  
20 tend to congregate around stations. This saves  
21 farmland, creates central cities, about which the  
22 natives are proud and want to save for historical  
23 purposes. Creating a stable rather than a mobile  
24 society.

25 The omission of mass transit as part of

1 this plan I feel is inappropriate and needs to be  
2 remedied. A concern I have, as you said, that  
3 emissions will decrease over time, but I believe the  
4 projected emissions will not decrease if the present  
5 rate of purchase and use of minivans, trucks and SUVs  
6 continues, and if Congress continues to raise -- to  
7 refuse to raise cafe standards so that emissions will  
8 decrease.

9 This is such a wonderful opportunity to  
10 truly plan for the best transportation system, one  
11 that cares for the environment and the needs of all  
12 segments of the public, and that is to use mass  
13 transit. We should put the money saved from adding  
14 lanes into subways and so on, and you'll be -- then  
15 you'll be truly following your own charge of curbing  
16 urban sprawl. Whitney Gould said, "we've been down  
17 the bigger freeway road before. All this will mean  
18 is we'll be there again later."

19 MR. YUNKER: Thank you for your comment.  
20 Next person registered to speak is Al Krahn. And  
21 following is John Linn. If anybody else that  
22 hasn't -- excuse me. If there's anybody else who  
23 hasn't registered to speak, just hold your hand up  
24 and we'll get you a form to register. And if you  
25 filled it out but you haven't handed it in yet, just

1 hold it up and a member of our staff will pick it up.  
2 Okay.

3 AL KRAHN: I live in the Story Hill  
4 neighborhood also, and so I'll just second the  
5 remarks of Michael Murphy and Peter Bock. I think  
6 they expressed what most of the people in the  
7 neighborhood feel.

8 Also, I don't think you should put a plan  
9 on the boards that doesn't include a return to light  
10 rail. Perhaps the planning group is not old enough  
11 to remember that we once had light rail in the City  
12 of Milwaukee. In fact, in the region. I used to  
13 ride on it. Maybe you're all too young to remember  
14 that. It went out as far as Pewaukee Lake on the  
15 northwest and East Troy on the southwest, and it also  
16 went to Illinois. And it was very handy and it was  
17 very inexpensive. I think you should put that into  
18 the plan anytime you start again or revise it.

19 Also, I hope you don't make some of the  
20 mistakes in revising the Marquette Interchange that  
21 we have to deal with now. For example, the people  
22 who come from the north on I-43 and want to go west  
23 on 894 have to go over a hill. They can't see over  
24 the hill, so they slow down, back up the traffic.  
25 Also, they are forced to merge with lanes coming from

1 the east. It's very strange to me that the people  
2 coming from the east get two lanes, and that's the  
3 minority of the traffic there, yet people coming from  
4 the north get no lane really. I don't know who the  
5 drunk was whose designed that system. But I think  
6 you could revise it tomorrow and it would make me  
7 happy. Thank you.

8 MR. YUNKER: Thank you for your comment.  
9 Next person registered to speak is John Linn. And  
10 then following John Linn is James Kerler.

11 JOHN LINN: Thank you for the opportunity  
12 to speak. I'll be brief, but blunt. I live in the  
13 Story Hill neighborhood. Most of the comments that  
14 I've heard so far are comments that I would've made  
15 myself if I would've spoken previously.

16 I remember being in a meeting here  
17 approximately seven-and-a-half, eight years ago, and  
18 there was discussion with the DOT and H&TE about  
19 reconstruction of 94 to accommodate exiting from  
20 County Stadium and potential for a new ballpark  
21 there. And at no time then was there any discussion  
22 of double decking the highway. And now suddenly  
23 that has to be done no matter what you're going to  
24 do. I think somebody is suddenly more concerned  
25 about safety now than maybe you were eight years ago.

1 And I don't know if that's true or not, but that's  
2 the way it seems.

3 I live on Story Parkway, directly  
4 overlooking 94 and the ballpark. And I feel that a  
5 lot of time and effort and money is going to be spent  
6 to increase travel times for people that do not want  
7 to live near the city or do not want to live near the  
8 transportation areas to get them from Waukesha County  
9 and the like quicker downtown. We chose to live  
10 where we did because of access and because of ease to  
11 get to our area of work, which is downtown. If I  
12 wanted to live out in the Waukesha County, maybe I  
13 should've looked for a job out there. That's all I  
14 have to say.

15 MR. YUNKER: Thank you for your comment.  
16 Next person registered to speak is James Kerler. And  
17 then following James Kerler is Cheryl Ann Lisowski.

18 JAMES KERLER: Thank you for the  
19 opportunity to speak. I'm from Wauwatosa. And I  
20 think six-and-a-quarter billion is a lot of money to  
21 be spent in our corner of the state. The rest of the  
22 state government is trying to engage itself in some  
23 real serious belt-tightening, something that we're  
24 told is absolutely unavoidable. But the DOT, and now  
25 I think with the help of SEWRPC, just keeps driving

1 on and on and on. I think we should be stingy with  
2 our transportation investment, and I think we should  
3 be coming here to talk about comprehensive public  
4 transportation plans, not just things like more  
5 freeway lanes.

6 Why aren't we talking about a bus plan, a  
7 commuter rail plan, a bike plan, a multimodal, a  
8 comprehensive transportation plan? For decades, our  
9 transportation policy has been driven by the oil  
10 companies, the auto companies and the road builders.  
11 This plan is more of the same. Subsidizing auto  
12 traffic to the virtual exclusion of all other forms  
13 of transportation.

14 SEWRPC is asking to build more city  
15 freeway lanes at the same time they're planning to  
16 build more divided four-lane rural roads like Highway  
17 164. This belt-loosening at both ends will encourage  
18 more people to move farther out, paving and building  
19 on more farmland and forest. I call that sprawl. We  
20 will lose our countryside and much of what has made  
21 Wisconsin special. In exchange, it's been shown that  
22 we will get induced traffic, more congestion, more  
23 pollution and more kids with asthma. And oh, yes,  
24 we're going to degrade some urban neighborhoods too.  
25 Meanwhile, though, the Ozaukee and Waukesha County

1 developers will prosper.

2 You say all the variables have been taken  
3 into account, they've all been studied. Well, then  
4 where are the ranges of possible outcomes? I mean,  
5 they are variable, aren't they? Telecommuting  
6 growth, mass transit. What mass transit will there  
7 be, what are the assumptions? And what are the range  
8 of assumptions that should be studied?

9 I'm not against spending money to improve  
10 our freeway system. But let's spend more of our  
11 money to build a balanced transportation system, in  
12 concert with smart growth, to benefitting 21st  
13 century Wisconsin. One that energizes the urban  
14 areas and protects our rural areas, while reducing  
15 sprawl, reducing congestion and pollution. I don't  
16 believe this plan does that. Thank you.

17 MR. YUNKER: Thank you for your comment.  
18 Next person registered to speak is Cheryl Ann  
19 Lisowski. And following her is Ellen Pellagrini.

20 CHERYL ANN LISOWSKI: It seems to me like  
21 the reconstruction of the highway system is a small  
22 piece -- it's a big job, and good luck. But it could  
23 be a small piece in a larger vision for Southeastern  
24 Wisconsin, for the City of Milwaukee and for  
25 Milwaukee County. I would be happy to see if there

1 would be a little bit more creative thinking  
2 involved. This is one piece in a larger gestalt, and  
3 for there to be -- for this to be taken as such,  
4 there might be other groups that need to be consulted  
5 with to come up with a plan of what do people want  
6 for the City of Milwaukee. And how could  
7 reconstruction of the highway or new mass transit  
8 options, other alternatives to driving, how could  
9 that supplement a vision of what we would like  
10 Milwaukee County and surrounding counties to be.  
11 That's my point.

12 MR. YUNKER: Thank you for your comment.  
13 Ellen Pellagrini. And following Ellen is Sandy Rusch  
14 Walton.

15 ELLEN PELLAGRINI: Thank you for this  
16 opportunity. I want to reiterate what Peter Bock  
17 said about our population decline and what the ACLU  
18 said about people in the collar areas benefitting at  
19 the expense of the people in the city.

20 This is the way I see it. I live in the  
21 city. I have a smaller lot, I have higher taxes, I  
22 have higher insurance rates and more freeway noise.  
23 But I should give up more land and accept for freeway  
24 noise so that you can live in the suburbs, have  
25 larger lots, lower taxes, lower insurance rates and

1 more peace and quiet. To me, there's something wrong  
2 with that picture.

3 Tell me why I want a stacked highway  
4 outside my house so that someone can get downtown  
5 four minutes -- in four minutes less time. This  
6 sounds to me, now I'm at retirement age obviously, as  
7 a direct invitation to move out of the city.

8 There's one little postscript I want to  
9 ask about. Brookfield seems to have been able to  
10 postpone a freeway exit at Calhoun Road, and there's  
11 no exit between Moorland and Highway 18. And any of  
12 us who've driven west on Blumound Road know that  
13 this is a tremendously congested area. So we would  
14 like to see Brookfield make that contribution to the  
15 reduction in traffic congestion. Amen.

16 MR. YUNKER: Thank you for your comment.  
17 Sandy Rusch Walton. And we only have, after Sandy,  
18 one more person registered to speak, Rosemary Wehnes.  
19 Again, if you wish to speak, raise your hand, we'll  
20 get you a registration form. And when you filled it  
21 out, raise your hand with the form again, we'll pick  
22 it up.

23 SANDY RUSCH WALTON: Thank you. I'm Sandy  
24 Rusch Walton, I'm the president of the Story Hill  
25 Neighborhood Association. And you've been hearing

1 about a lot about our neighborhood tonight. I also  
2 want to thank SEWRPC for adding this special meeting  
3 to their agenda. Also want to thank our elected  
4 officials, Alderman Mike Murphy and State Rep Peter  
5 Bock for the strong and creative leadership on this  
6 issue. Also our County Supervisor Linda Bruin, State  
7 Senator Brian Burke, who also agree with our position  
8 on this, as well as Mayor John Norquist.

9 Back in the mid '90s, a similar plan to  
10 double deck I-94 near our neighborhood was proposed,  
11 and it died. When we heard this plan was being  
12 raised again in late 2001, our neighborhood  
13 association went on record with SEWRPC as strongly  
14 opposing that and asking them to pretty much go back  
15 to the drawing board and to look at all kinds of  
16 alternatives to freeway expansion, whether it be more  
17 buses, a better bus system, trolley, light rail.  
18 Just basically take into effect all of the different  
19 modes of transportation that we could be using to  
20 eliminate, or at least cut down, on perceived  
21 congestion. And we found out about this -- the plan.  
22 I did go to the meeting at Peter Bock referenced in  
23 March, and I also agree with Peter that there were  
24 people who were opposed to the double deck option and  
25 the lane expansion, but they said yes, let's push

1 this forward so we can have meetings like this  
2 tonight, where we get some public input and find out  
3 what the people want. So to say this is a plan that  
4 is being approved is not right. It was being talked  
5 about so that we could push it forward to have the  
6 kind of meetings we're having tonight.

7 I agree with everything that's been said  
8 so far. Double decking between Mitchell Boulevard  
9 and Hawley is a bad idea. It adds all kinds of  
10 pollution to our neighborhood, whether it be air  
11 pollution, noise pollution, light pollution. The  
12 dust would be unimaginable. A few years ago, we had  
13 I-94 repaved, both first westbound and then  
14 eastbound, and we lived through that. It was rough,  
15 but we lived through it. But to have elevated  
16 freeways where all of that now is a little bit  
17 higher, and because we do live on a hill, that's  
18 going to be right across from our properties. My  
19 neighbors on Story Parkway are worried, and so am I.  
20 And then to find out that the plan, even if we don't  
21 expand to eight lanes, they're going to do it anyway?  
22 That's unacceptable. I agree with Peter, there are  
23 other options to make our freeways more safe. Let's  
24 work on those together. But double decking,  
25 absolutely not.

1 In conclusion, I want to thank my fellow  
2 Story Hill neighbors for coming out tonight, and for  
3 many of you for coming out to express your opinions.  
4 I think we need to let all of our legislators know,  
5 whether you live in Story Hill or you live throughout  
6 the area, let your local elected officials know, your  
7 state rep, your state senator, how you feel on this  
8 issue. As Peter said, this is ultimately going to go  
9 to the State, and that's where it'll be taken up  
10 there.

11 Peter made also another good point. Where  
12 is the money going to come from for this. We're  
13 embarking on a huge mission of rebuilding the  
14 Marquette Interchange. It has to be done. I think  
15 if you've driven through the Marquette Interchange,  
16 it's a mess. That's going to take a lot of dollars.  
17 To do this plan, at \$6 billion, and that's what with  
18 a B, where's the money going to come from. We have  
19 to ask those tough questions. And don't be afraid to  
20 do that, to ask that tough question.

21 I thank everybody for coming tonight. I  
22 thank you for the opportunity.

23 MR. YUNKER: Thank you for your comment.  
24 The last person registered to speak is Rosemary  
25 Wehnes.

1 ROSEMARY WEHNES: I'm speaking tonight as  
2 a resident of the City of Wauwatosa, which is one of  
3 the inner ring suburbs, and will be affected in  
4 similar ways to the City of Milwaukee. But first of  
5 all, I would like to thank SEWRPC for holding open  
6 forum sessions. Too often I've attended hearings  
7 led -- hearings that have been run by the Wisconsin  
8 Department of Transportation, and they have not  
9 provided an open forum format. And I think that it's  
10 useful and it's a helpful opportunity for the  
11 citizens to be able to address the issues and to hear  
12 what other citizens have to say.

13 I have been a resident of Milwaukee County  
14 for 30 years. I have resided with my family in  
15 Wauwatosa for nearly 20 of those years. I'm against  
16 the plan to widen the highways in southeast  
17 Wisconsin. And I also believe we need to scrutinize  
18 the high cost of reconstructing the freeways with the  
19 design and safety improvements. Perhaps there are  
20 ways to reduce this cost by, for instance, lowering  
21 the speed limit.

22 In Wauwatosa, we enjoy an excellent  
23 quality of life. We have a great school system,  
24 scenic parkways and trails, and convenient access to  
25 local businesses. Great strides have been made to

1 improve our community. Examples include traffic  
2 calming and pedestrian improvements implemented on  
3 North Avenue, revitalization of the business  
4 district, improvements planned for State Street,  
5 plans for an enlarged Hart Park, and a state forest  
6 education center on the County grounds.

7 Wauwatosa is an excellent example of the  
8 type of community that's smart growth initiatives are  
9 promoting. Wauwatosa offers access to jobs, schools,  
10 parks and businesses within walking or bicycling  
11 distance. If everyone lived in walkable communities,  
12 like Milwaukee and like many of the inner ring  
13 suburbs, we would not be having this discussion.

14 The rise of sprawling malls and  
15 decentralized housing can be linked to the huge  
16 investment we have made in expanding the highways,  
17 and explains the increased miles Americans have  
18 traveled in the last 50 years. Building more and  
19 wider roads does not cut the amount of time we spend  
20 trapped in a car. And we must recognize that more  
21 sprawl and smog-producing highways cannot fix the  
22 problem.

23 Wrapping around and through Wauwatosa, the  
24 preliminary recommendation is to increase the number  
25 of lanes of I-94 and Highway 45 from six lanes to

1 eight lanes of traffic. This plan would encourage  
 2 increased traffic along the corridor that passes  
 3 between Wauwatosa West High School, Eisenhower  
 4 Elementary School and Whitman Middle School, exposing  
 5 our children to more air pollution and more noise  
 6 pollution. And there are countless other schools in  
 7 the City of Milwaukee that are right in the corridor  
 8 along the freeway. Why are we thinking that this  
 9 would be a good plan when we're exposing these  
 10 children to things like benzene, which are known  
 11 carcinogens. With what we know about the pollution  
 12 along the corridors of the freeways, we should be  
 13 looking at ways, trying to figure out ways to reduce  
 14 the traffic on our freeways, not looking at methods  
 15 that will increase the traffic.

16 The Southeast Wisconsin Regional Planning  
 17 Commission should replace their freeway-only study  
 18 with one that includes other options, including  
 19 commuter rail. A priority should be placed on  
 20 protecting the air we breathe, preventing more  
 21 sprawl, and providing us with options to travel on  
 22 congested highways. This highway expansion plan  
 23 threatens our Wauwatosa residents' ability to breathe  
 24 clean air, and the health of 634,000 children and  
 25 seniors in southeast Wisconsin who are at risk from

1 cancer and asthma-causing air pollution. This plan  
 2 will degrade our quality of life with additional  
 3 traffic noise and may result in the removal of  
 4 property from the local tax base.

5 I ask for a comprehensive, multimodal plan  
 6 that emphasizes enhanced use of buses, car pools,  
 7 trains and bicycles. Commuter rail is the backbone  
 8 for any good transit system. And if Milwaukee County  
 9 wants to continue to be competitive as an attraction  
 10 for conventions and tourism, then we need to offer  
 11 this amenity. And it's not just other large cities  
 12 that are offering rail. Look at St. Louis. St.  
 13 Louis has light rail now. There are other  
 14 comparable-size cities to Milwaukee who are offering  
 15 transit alternatives that include rail.

16 Let's not go down the road of no return  
 17 that leads to more sprawl and disinvestment from our  
 18 communities in Milwaukee County. Let's forge ahead  
 19 with an enlightened comprehensive plan for  
 20 transportation for southeast Wisconsin for the future  
 21 of a healthy Wauwatosa and a healthy Milwaukee  
 22 County. Thank you.

23 MR. YUNKER: Thank you for your comment.  
 24 That concludes the public hearing. I want to thank  
 25 everybody who came tonight and everybody who made a

1 comment. If you didn't make a comment tonight and  
 2 you change your mind later that you do, again, you  
 3 can provide it in writing. We also have two more  
 4 informational meetings and hearings that are  
 5 scheduled. They're listed on the first page of  
 6 Newsletter 5. I will be sure at those future  
 7 informational meetings to note that the preliminary  
 8 plan is, indeed, preliminary, and that it's a  
 9 recommendation by the advisory committee; that one  
 10 member of the advisory committee, Mayor Norquist,  
 11 voted against all freeway widening, and three members  
 12 of the advisory committee noted concerns with respect  
 13 to the widening of I-94 between Marquette and Zoo  
 14 Interchange, even though they recommended that that  
 15 be included in the preliminary plan. So I'll make  
 16 sure I note that. I know a number of speakers  
 17 mentioned that. I'll try and make sure that I make  
 18 that as part of the presentation that is listed in  
 19 the newsletter. Thank you again for coming tonight  
 20 and thank you for providing comments.

21 --oo0oo--

C E R T I F I C A T E

STATE OF WISCONSIN )  
 )  
 MILWAUKEE COUNTY )

I, MARGARET M. MITCHELL, a Certified  
 Realtime Reporter and Notary Public in and for the State  
 of Wisconsin, do hereby certify that the above Public  
 Hearing was recorded by me on the 4th day of June, 2002,  
 and reduced to writing under my personal direction.

I further certify that I am not a relative  
 or employee or attorney or counsel of any of the parties,  
 or a relative or employee of such attorney or counsel, or  
 financially interested directly or indirectly in this  
 action.

In witness whereof I have hereunder set my  
 hand and affixed my seal of office at Milwaukee,  
 Wisconsin, this 17th day of June, 2002.

Notary Public  
 In and for the State of Wisconsin

My commission expires February 5, 2005.



ATTENDANCE RECORD

PUBLIC HEARING ON THE PRELIMINARY RECOMMENDED REGIONAL FREEWAY SYSTEM RECONSTRUCTION PLAN

Tuesday, June 4, 2002  
6:30 p.m.  
Zoofari Conference Center  
Milwaukee, Wisconsin

SIGN-IN ROSTER

Name	Address	Community
1. Tom [unclear]	7650 N. [unclear]	[unclear]
2. JAMES A. FRASHER	443 N. 41 <sup>st</sup> ST	MILWAUKEE 53208
3. Stephen Kotwicki	4069 S. Clemons Av.	MILWAUKEE WI 53207
4. Paul Meyer	2721 N. 71st Street	MILWAUKEE 53210
5. Robert Jones	6531 Vista Ave	WAUKESHA 53190
6. BILL HAYES	710 W. DEERFIELD RD	WEST BROMFIELD 53095
7. Mike [unclear]	2500 N. MILWAUKEE DR.	MILWAUKEE
8. Thomas A. [unclear]	13259 LAKELAND	FRANKLIN
9. [unclear]	234 S. 61 <sup>st</sup>	MILWAUKEE 53204
10. Kevin [unclear]	WISDOT DR	
11. Tom [unclear]	418 N. 3rd St #250	MILWAUKEE 53003
12. TERRY ESTESS	7735A N. [unclear] AVE	WAUKESHA 53119
13. [unclear]	3605 N. 49 <sup>th</sup>	MILWAUKEE 53216
14. [unclear]	3605 N. 49 <sup>th</sup>	MILWAUKEE 53216
15. Robert Heitzer	8022 W. Jackson Park Blvd, Tosa	53143
16. Bruce D. Warren	4419 S. Austin St. Milw.	53207
17. Jeff DeCora	8202 Aberdeen Ct Tosa	53213
18. Tom [unclear]	11119 Park Ave #300	MILWAUKEE 53224
19. [unclear]	[unclear]	
20. Nancy Senn	Mil City 2711 W. Mills St	MILWAUKEE 53208
21. Dennis A. [unclear]	Waukesha [unclear]	
22. [unclear]	[unclear]	
23. WILLIAM CLAUSING	2745 S. 111 <sup>th</sup> ST. WEST ALLIS	53227
24. FRAN BOUENIER	6755 NORTHWAY, GREENFIELD WI	53129
25. Alfred Anderson	6654 Millside Lane, Waukesha WI	53113
26. [unclear]	6571 W. Lloyd St Waukesha WI	53113
27. Michael Murphy	Alemania, 16 <sup>th</sup> Dist. City Hall, 222 <sup>nd</sup> West Milw.	
28. Jeff [unclear]	CITY OF MILWAUKEE DPW 831 N. BERNARDY RAYN	53241
29. George Schulz	HNTB	
30. MICHAEL [unclear]	11988 PARKVIEW HALESCORNS	53130
31. Michael P. [unclear]	110 W. 7558 Ashby Lane #7	GREENFIELD, WI 53122
32. Cal J. Bruss	722 So 89 <sup>th</sup> St	West Allis 53214
33. JOHN K. BARGO	168 S. W. St	MILWAUKEE 53214
34. Roseann St. Aubin	1623 N. 49 <sup>th</sup>	MILWAUKEE 53208
35. JAMES F. RICE	357 N. 50 <sup>th</sup> ST MILWAUKEE	53208
36. [unclear]	3431 N. 10 <sup>th</sup>	MILWAUKEE 53206
37. John Wotke	508 N. 98 <sup>th</sup>	WAUKESHA 53126
38. [unclear]	City of Milwaukee	
39. [unclear]	WISDOT	
40. Dicki Hartig	8300 W. Bluemound Rd Waukesha	53226
41. Peter [unclear]	4710 Blue Mound Rd	MILWAUKEE 53208
42. [unclear]	1321 N. 10 <sup>th</sup> St Waukesha	53118
43. David A. Wagner	4204 W. Cloverleaf La. Brown Deer WI	53223
44. Sally [unclear]	13114 W. Forest Dr. New Berlin WI	53151
45. Bill [unclear]	4360 S. Victoria Cir. New Berlin WI	53151
46. Linda [unclear]	4923 W. Woodlawn Ave. Milw. WI	53208
47. Jean Jackson	434 W. 49 <sup>th</sup> St. Milw.	53208
48. Gregory [unclear]	5008 W. Blue Mound Rd. Milw.	53208
49. Mary [unclear]	404 N. 63 <sup>rd</sup> ST	MILWAUKEE 53213
50. K. [unclear]	Milwaukee	
51. T. [unclear]	311 St. [unclear]	MILWAUKEE 53214
52. T. THIECKE	9215 W. ADLER ST	MILWAUKEE
53. [unclear]	CNI Newspapers	
54. P. [unclear]	323 N. 115 <sup>th</sup> St	TOSA 53226
55. S. [unclear]	7487 N. Lombard Rd	FRANKLIN 53111
56. Art Schmitz	3619 W. 47 <sup>th</sup> St	MILWAUKEE 53216
57. Nancy S. Schmitz	3615 N. 47 <sup>th</sup> St	MILWAUKEE 53216
58. Alois [unclear]	City of Tosa	
59. [unclear]	4053 W. VALLEY VIEW DR	FRANKLIN 53132
60. Scott [unclear]	Waukesha	

Name	Address	Community
61. Bob + Jan Ricci	2301 E. Beverly	SHEPHERD
62. [unclear]	2462 P. [unclear]	ME
63. [unclear]	11920 W. Rainbow Ave	West Allis
64. [unclear]	7422 Jackson Pl	WAUKESHA
65. [unclear]	681 W. [unclear]	MILWAUKEE
66. [unclear]	4108 N. Clarendon	MILWAUKEE
67. [unclear]	439 W. [unclear]	WEST ALLIS
68. Terry Horst	Harland WI	
69. Rich [unclear]	HARTLAND, WI	
70. MIKE Glyn	139 N. 86	WAUKESHA
71. Linda [unclear]	900 W. Wisconsin Ave	"
72. Lisa O'Brien	418 N. 3rd	53203
73. [unclear]	2354 Fitchburg Rd	FITCHBURG, 53538
74. [unclear]	MILWAUKEE DPW	MILWAUKEE
75. [unclear]	5633 N. Crestwood Blvd	GREENFIELD 53209
76. NAYNE B. PETERS	4340 S. 68 <sup>th</sup> ST	GREENFIELD
77. [unclear]	1236 [unclear] Pl. N. Waukesha	53119
78. [unclear]	12962 S. [unclear]	MILWAUKEE 53213
79. Shana [unclear]	9054 Westlake Dr	GREENFIELD
80. CHRIS [unclear]	1039 N. Pass	MILWAUKEE
81. [unclear]	834 N. 50 <sup>th</sup> St	MILWAUKEE
82. JEFF [unclear]	231 N. 50 <sup>th</sup> St	MILWAUKEE
83. [unclear]	2917 N. Summit	MILWAUKEE
84. [unclear]	352 N. 115 <sup>th</sup>	TOSA
85. Sandra [unclear]	357 N. 50	MILWAUKEE 53208
86. Clay Ecklund	481 S. 92 <sup>nd</sup> St	MILWAUKEE 53214
87. David [unclear]	2420 N. 67 <sup>th</sup> St	WAUKESHA 53213
88. [unclear]	173 N. [unclear]	MILWAUKEE 53208
89. [unclear]	6805 Acton Ct	WAUKESHA 53113
90. [unclear]	8314 Hillcrest Drive	WAUKESHA 53113
91. JOHN LINN	167 N. STONY AVE	MILWAUKEE 53208
92. Ellen Pellegrin	363 W. Stony	MILWAUKEE 53208
93. [unclear]	317 N. 50 <sup>th</sup> St	MILWAUKEE 53208
94. AL KRAHN	912 N. PINECREST	MILWAUKEE 53208
95. [unclear]	1111 W. [unclear]	FRANKLIN 53111
96. [unclear]	814 Hillcrest Dr	WAUKESHA
97. [unclear]	315 W. [unclear]	MILWAUKEE 53208

COMMISSION STAFF

Kenneth R. Yunker	Assistant Director
Robert E. Beglinger	Chief Transportation Engineer
David M. Jolicœur	Engineer
Gary K. Korb	Regional Planning Educator
Patrick A. Pittenger	Senior Planner

**TRANSCRIPT AND ATTENDANCE RECORD  
PUBLIC INFORMATION MEETING AND HEARING,  
MANITOBA ELEMENTARY SCHOOL, CITY OF MILWAUKEE, JUNE 5, 2002**

SOUTHEASTERN WISCONSIN  
  
REGIONAL FREEWAY SYSTEM  
  
RECONSTRUCTION STUDY  
  
PUBLIC HEARING

---

Public hearing of the Southeastern Wisconsin Regional Freeway System Reconstruction Study, before MADONNA L. RANK, a Registered Professional Reporter and Notary Public in and for the State of Wisconsin, at Manitoba Elementary School, 4040 West Forest Home Avenue, Milwaukee, Wisconsin, on the 5th day of June, 2002, commencing at 6:30 p.m. and concluding at 8:25 p.m.

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TRANSCRIPT OF PROCEEDINGS

MR. YUNKER: I think we have about -- is it 12 people that are registered to speak. We're going to ask that you keep your initial comments perhaps to about five minutes and we'll notify you when you've exceeded that five minutes, and we want everyone to have an opportunity to express themselves at this meeting. And if you don't have enough time to express your comments in those five minutes, we'll call you up again after everybody has been given an opportunity to speak.

When you provide your comments, we're going to ask that you come up to the front of the room to this microphone and use the microphone so that the court reporter and everybody else in the room can hear your comments. I'd like to point out that you can also provide comments in writing, and on our newsletters you'll find our e-mail address, our fax address, and our mailing address. And with that, Bob, make sure that microphone's turned on. And the first person registered to speak is Jack Szymborski.

JACK SZYMBORSKI: Good evening. My name is Jack Szymborski. I live at 2828 West Lincoln Avenue. I'm a member of the board of the South

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A P P E A R A N C E S

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION, by MR. KENNETH R. YUNKER, P.E. and MR. ROBERT E. BEGLINGER, W239 N1812 Rockwood Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607

\* \* \* \* \*

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Side Organizing Committee just for identification. I must confess, I'm not familiar with concrete slabs 101, and all the displays in the room are quite complete and extensive for anybody like me to digest. So I have two points to make not to get too far away from the issue at hand. I would offer that if you take down one institution building, perhaps at this point in time it should be the County courthouse with all the County supervisors, but more importantly, my question of you this evening is what form of revenue will be used to pay for this construction. Thank you.

MR. YUNKER: Okay. Thank you for your comment. The next person registered to speak is Eileen Lipinski.

(Discussion off the record.)

EILEEN LIPINSKI: I hope everyone can hear me. My name is Eileen Lipinski. I live at 3174 South 32nd Street, and I'm here as a City of Milwaukee resident, and my comments are as follows: I understand the need to maintain the freeway or rebuild it if necessary. But increasing the number of freeway lanes will only increase the amount of traffic. Study after study shows this. Continuing to pour enormous amounts of money into roads only

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1 continues to make it easy for people to use their  
2 cars. Where is the advocacy and public education  
3 for the reduction of automobile usage and an  
4 increase in the use of and benefits of use of  
5 public transit? Automobiles are the highest  
6 contributors to fossil fuel emissions, a  
7 significant factor in greenhouse gases, global  
8 warming, et cetera.

9 If this plan goes forward as proposed I  
10 suggest a pollution tax for residents who selfishly  
11 insist on using their vehicles, and I would double  
12 that for drivers of SUVs and worsening the air  
13 quality of all. SEWRPC has a transit element  
14 included in this proposal. It should be brought to  
15 the forefront of the discussion. In fact, it  
16 should be the main focus and the recipient of the  
17 bulk of dollars spent. The goal should be to get  
18 more cars off the roads, not on. Do what is best  
19 for all of us, not just residents of outlying  
20 sprawling suburbs. Thank you.

21 MR. YUNKER: Thank you. And again, if  
22 you have not registered to speak, just raise your  
23 hand and someone will get you a form so you get  
24 registered to speak. And when you've completed  
25 that form, again just hold it up and we'll pick it

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1 up. The next person registered to speak is LeRoy  
2 Switlick.

3 LeROY SWITLICK: Good evening, everyone.  
4 I'd just like to appear here before you tonight as  
5 a resident of the City of Milwaukee to tell you we  
6 do not need any more freeway lanes. What we need  
7 are options for people to get around in the City.  
8 The situation is at this time that the bus system  
9 is in very bad shape. It should be a heck of a lot  
10 better. And the reason why we can't afford any  
11 more lanes for freeways is because we can't afford  
12 to keep losing lands, and we can't afford to keep  
13 losing the neighborhoods which are being torn  
14 asunder by freeways which totally ruin  
15 neighborhoods.

16 In this neighborhood we have a very good  
17 reason for being a little concerned, because at one  
18 time a freeway was scheduled to be built through  
19 Jackson Park and tear that apart. We don't need  
20 much more of that. What we need are more options.  
21 We need to find ways to get people out of their  
22 cars, not give them reasons to get more cars and  
23 get into their cars. If you build more lanes to a  
24 freeway, the people will come. More people will  
25 use those freeways. You will have congestion once

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1 again.

2 The things that cause congestion now are  
3 basically accidents, slow-downs. I mean that is  
4 not going to be changed no matter if you build 12  
5 lanes on the freeway. People are still going to  
6 stop and look at a major event happening along the  
7 road. People are still going to make silly  
8 decisions, and those decisions -- you know, when  
9 there's a major accident or a major problem with a  
10 freeway, you're still going to have to close the  
11 freeway. I don't care how many lanes you have  
12 there. It just is not going to be a good thing for  
13 many people.

14 Economic development is not encouraged in  
15 the City of Milwaukee. The major economic  
16 development along the major freeways takes place in  
17 the outer counties. It's not a good deal for  
18 Milwaukee County just to keep building more and  
19 more freeways. In contrast, we have a bus system  
20 that's in total disarray. Last year's budget for  
21 Milwaukee County, people were threatening to cut  
22 the vast majority of the Freeway Flyer services.  
23 That's basically all the mass transit that this  
24 community has. They relented, but we still lost  
25 the route too in this neighborhood which should

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1 have been expanded instead of taken out. That's  
2 what we have to start doing, adding buses, making  
3 services more convenient for people.

4 The SEWRPC studies that have been done  
5 since the 1960s have advocated great increases of  
6 mass transit for the entire region; however, the  
7 problem is the highway segment of the study gets  
8 done, they get funded, they get built. The mass  
9 transit sections, however, don't get built. The 70  
10 percent increase Mr. Yunker talks about is fine if  
11 it would be done, but it's not going to be done.  
12 Milwaukee County, the lead people in this area are  
13 in bad shape financially right now. They can't  
14 afford to increase mass transit. We need a lot  
15 more transit. We need commuter rail. We even need  
16 light rail. Every other city in this community --  
17 this country rather, is going toward light rail and  
18 major increases in commuter rail and other such  
19 options.

20 I look to the west to Madison, they have  
21 a congestion problem. I don't see them wanting to  
22 build another freeway or two. Their solution to  
23 the congestion is to put 50 million dollars plus  
24 into express bus services that they'd be running  
25 all day. They're going to put a commuter rail line

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1 from the east end of Madison to the west end of  
2 Madison. That's what we have to be looking at,  
3 ladies and gentlemen, not more freeways. That is  
4 the idea that has to be brought out. We still are  
5 under EPA guidelines that say that we have to clean  
6 our air, and this is just counterproductive. No  
7 matter how little, it does change things. I mean  
8 the effect is that every little bit helps, and when  
9 you're dealing with air and air quality that little  
10 air quality is going to be a major increase to  
11 people.

12 We can't afford more freeways, I'll say  
13 it again. And I hope that we would look to the  
14 other communities in the nation. Even such cities  
15 like Los Angeles is building subways and improving  
16 their transit systems. They have come to the  
17 realization that they can't get everybody home, to  
18 their boats or wherever they're going, you know, by  
19 building more and more freeway lanes and more and  
20 more freeways. And I think we should take a cue  
21 from the Los Angeles people and look at the options  
22 before we get to that point of having 8, 10, and  
23 12-lane freeways. It's time to put the mass  
24 transit and other options first in this study and  
25 see what we can do besides adding more and more

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1 cars in the Milwaukee metropolitan area. Thank  
2 you.

3 MR. YUNKER: Thank you for your comments.  
4 The next person registered to speak is William  
5 Kienzle.

6 WILLIAM KIENZLE: William Kienzle, 7306  
7 Devonshire Avenue, Greendale, Wisconsin.

8 MR. YUNKER: William, try and talk into  
9 that --

10 WILLIAM KIENZLE: Yeah, I am opposed to  
11 light rail. It's a boondoggle that goes from one  
12 place to nowhere. If we want to talk about mass  
13 transit, let's talk about commuter rail. We have a  
14 great commuter rail system laying there waiting to  
15 be used. The Northwestern line going through  
16 Cudahy, South Milwaukee and into Oak Creek does a  
17 fine job, could do a fine job, I should say. The  
18 freight line that runs along the east side of the  
19 airport could become a commuter rail. We have the  
20 rail line that runs west just south of Greenfield  
21 Avenue way out into Brookfield and beyond, could  
22 become a commuter rail. We have rail lines that go  
23 out through Elm Grove and bisect out there several  
24 different ways. Now that's what we call rail if  
25 you want to get into rail, not light rail. I can

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1 carry that further around the County, but I think  
2 you get the idea. The Northwestern coming down  
3 along Port Road does a fine job, or could do a fine  
4 job if it was commuter rail, but I don't want to  
5 spend too much time on that. I think that is a  
6 problem in itself that needs to be addressed but  
7 it's not light rail.

8 Then I'd like to speak about the  
9 re-building of the express lanes. This is more  
10 than I can comprehend, what I've seen here this  
11 evening. I am happy with it. My feeling is very  
12 strongly that there was a great nearsightedness 40  
13 years ago. That's why there are apartment  
14 buildings on 44th Street down as far as Mitchell  
15 even though the land was cleared 40 years ago. I  
16 don't know why we're tearing down the expressway  
17 that goes over to the East Side. It started today  
18 I understand. It's very confusing to me why we're  
19 tearing that down. It should have been completed.

20 I live in Greendale, one of those  
21 communities that's a suburb where things are not so  
22 light by some people here, but that community was  
23 there 60 years ago. And when I want to come into  
24 the City of Milwaukee I have two choices. I either  
25 go over the valley bridge on 94, or I take 894

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1 around and come in down 94 from the west going  
2 east. We were underbuilt. There was a beltline  
3 that was to go around this County approximately  
4 Highway 100 and thereabouts. It was never built.  
5 And now we're worrying about congestion. It isn't  
6 hard to figure out why we're worrying about  
7 congestion. I say build the lanes, build all the  
8 lanes and do it right. And I'm very disappointed  
9 that I don't see on this something for the future  
10 like 164, the new beltline that should go around  
11 this City because that would take a lot of stress  
12 off the City. Trucks could be guided around  
13 Milwaukee County and half of these other counties,  
14 Racine and Waukesha County, so they wouldn't be  
15 coming through and congesting our expressways.

16 I think we have to expand the  
17 expressways. I think as a taxpayer and as a person  
18 who can't digest all of this, I see 5 billion and a  
19 quarter to be very needed. It's got to be done. I  
20 may not be here to see it completed, but I think it  
21 should be done.

22 You know, we look at this, and we keep  
23 saying people got to ride the bus, but how can  
24 people ride the bus when Allis Chalmers isn't there  
25 anymore? 5,000 people worked at Allis Chalmers,

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1 and they could ride street cars to Allis Chalmers,  
2 but they don't work there anymore. Harley-Davidson  
3 built a nice new museum I understand where the  
4 expressway is being torn down. They've got three  
5 plants. 40 years ago they had one plant, and that  
6 plant was on roughly 37th and Vliet.

7 MR. YUNKER: Mr. Kienzle, you're over  
8 five minutes, if you want to wrap up or we'll call  
9 you back later to finish up.

10 WILLIAM KIENZLE: No, okay. I'll come  
11 back later, but I think you've got the gist of what  
12 I'm saying.

13 MR. YUNKER: We'll give you the  
14 opportunity to come back later after everybody has  
15 been given the opportunity to speak first. The  
16 next person registered to speak is Peter Slaby.

17 PETER SLABY: Slaby.

18 MR. YUNKER: Slaby, sorry.

19 PETER SLABY: Okay. I'm Peter I.  
20 Slaby. I live at 805 North 28th Street. I live  
21 and work for the cluster of houses, that's my  
22 business, in the Concordia neighborhood. And as a  
23 kid growing up back in the late '30s, '40s and '50s  
24 I had perhaps the luxury of taking the North Shore  
25 Train down to Chicago or riding the local buses or

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1 the good old interurban that was all over the metro  
2 area. Lot of fun as a kid. I think, though, let's  
3 fast forward -- I might add I also grew up in a  
4 pedestrian community. We probably had it all in my  
5 little -- in the near west side of Milwaukee.

6 Currently here we get now into the 21st century, we  
7 are also in the Concordia neighborhood still trying  
8 to re-create the pedestrian community. I think  
9 that concept has to be part of the total approach  
10 to our metropolitan area thinking in terms do we  
11 have a livable community, a livable area, that  
12 we're not inundated with concrete -- I have a  
13 little bit of a problem -- but however, we still  
14 need to get around in vehicles. I don't deny that.

15 So with that, I think the mental state or  
16 the model of thinking in terms of pedestrians ought  
17 to be part of this -- of the planning process,  
18 keeping that in mind and not just cater to the  
19 whims of those who love to skid about in their  
20 large vehicles or have to have -- must live out in  
21 the suburbs because there's a lot more room out  
22 there. In the meantime, we cannot afford the  
23 wasteful extravaganza of pouring more and more  
24 concrete and think in terms of our environment.

25 Now, I am in favor, though, of -- you

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1 talked about safety issues, absolutely valid, going  
2 from left to right or right to left and having  
3 those exciting times when either entering or trying  
4 to leave a freeway segment. Whatever can be done,  
5 I think that is a prime concern, the safety -- some  
6 of those safety issues.

7 I do support, though, on the Hoan Bridge  
8 a bicycle and walking path. I know there's a cost  
9 there and it'll take away a lane over the Hoan  
10 Bridge, but talk about a destination point to help  
11 Milwaukee, the economics, to draw people to  
12 Milwaukee. A walk over the bridge is a marvelous  
13 view, something like walking over the Golden Gate  
14 Bridge, or how about the Brooklyn Bridge. Hey,  
15 that's neat stuff. We should have that in  
16 Milwaukee as well. Take off one lane out of that  
17 Hoan Bridge, and especially promote the use of  
18 alternate, whether or not it's the bicycle use, a  
19 walking or connecting points, buses of various  
20 sorts, various sizes. As far as the commuter rail  
21 or -- I don't know. I'm not so much on light rail.  
22 I don't know. I'm not too convinced entirely, but  
23 there has to be the options, and wide options for  
24 other people because, keep in mind, folks, we have  
25 a lot of growing gray hairs. The demographics are

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1 saying there's going to be a lot more elderly in  
2 this U.S. of A. How does an older person get  
3 around? Now look, I'm -- okay. So at this stage I  
4 got maybe 30 more years before I check out, but I'm  
5 starting to think about it's harder perhaps to get  
6 around. I'd like to have more options if the body  
7 decays to a point where automobile use is not as  
8 valid anymore. If the eyes go or hearing or one  
9 loses their driver's license, how does one get  
10 around? Keep that in mind for the elderly.

11 Let's see. Lastly, I heard on the public  
12 radio this morning the discussion of freeways and  
13 construction, that there's a -- the Federal Highway  
14 Bill allows 80 percent federal funding, 20 percent  
15 state formula, and that's been around -- that's  
16 probably forever, but that other modes of  
17 transportation only get 50 percent, half, you know,  
18 50 percent fed, and perhaps local and state is the  
19 other half. Isn't that a little bit biased towards  
20 highway construction, and maybe there's -- I think  
21 to be aware of expansion of lanes. These are  
22 thoughts. I'll put it out.

23 Aside from that, I vote for  
24 reconstruction all the way instead of trying to  
25 patch the holes. I go for it, but can somebody

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1 please increase the recipe of the concrete and the  
2 steel so instead of 30 or 40 years, the concrete  
3 and steel could last maybe 50 to 60 years, huh? A  
4 little more cement in there -- a little more  
5 whatever it takes to make the stuff last longer  
6 would be very helpful.

7 MR. YUNKER: Okay. Thank you for your  
8 time. The next person registered to speak is  
9 Harvey Shebesta.

10 HARVEY SHEBESTA: My name is Harvey  
11 Shebesta, and I'm a former district director for  
12 the Wisconsin Department of Transportation in  
13 Southeast Wisconsin. I retired about 12 years ago  
14 to give you an idea how old I am. I'm interested  
15 in this project, and I want to tell you folks a  
16 little bit about Southeastern Wisconsin Regional  
17 Planning Commission and my experience with them.  
18 I've been familiar with them since the inception in  
19 the early 1960s. And I will tell you that my  
20 experience with them is that their traffic  
21 projections and their forecasts have been extremely  
22 accurate and have been extremely helpful in  
23 planning the highway system here in Southeast  
24 Wisconsin.

25 When I was still there I noticed, as you

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1 well noticed, there are peak periods in the morning  
2 and in the afternoon, and they are like this with a  
3 valley in between. Between 9:00 and 3:00 the  
4 traffic binds go down. Well, in the time I was  
5 there those traffic binds in between those peaks  
6 were going up and up and up. And so what Ken  
7 Yunker is telling you is that the congestion you  
8 experience now during the peak periods in the  
9 morning and the afternoon are going to continue for  
10 the rest of the day over much of the system.

11 Trucking companies and businesses rely on  
12 what they refer to as just-in-time delivery. Many  
13 businesses, many manufacturing plants have wiped  
14 out their warehousing operation and depend on  
15 trucks to deliver parts and equipment and what have  
16 you just on time so that the stuff is taken off the  
17 trucks and put into the production line to save  
18 money.

19 There's been some people saying we're  
20 going to spend all this money to save five minutes  
21 or ten minutes. That's a lot of -- their objection  
22 to that is a lot of foolishness. In fact, it's  
23 that kind of objection that killed the completion  
24 of our originally-planned freeway system here in  
25 Southeast Wisconsin. But those minutes for

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1 individuals add up to a lot of minutes when you  
2 consider that people are being paid for many of  
3 those minutes; and as the congestion builds, the  
4 minutes they spend in congestion are not  
5 productive.

6 You've noticed I'm sure, as I have, that  
7 there are many, many more trucks on the highway  
8 than there are now -- than there were in the past,  
9 and those are adding to the congestion. So that as  
10 those numbers increase, congestion experienced by  
11 individual drivers like you and me is going to  
12 increase.

13 I would hope that you would support the  
14 complete widening of the freeway system including  
15 that piece between the Marquette interchange and  
16 the zoo. Because, in my opinion, if you don't the  
17 resulting congestion on that segment of the freeway  
18 system will only encourage businesses to locate  
19 outside of Milwaukee County. If you want to build  
20 the economic base of Milwaukee County, encourage  
21 the construction of this freeway system.  
22 Experiences in other cities have demonstrated that  
23 where the access to that City by freeway has been  
24 improved, development increases. I would encourage  
25 you -- I would encourage you to support this.

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1 Yes, there are elements in the plan for  
2 improved mass transit, and you can improve -- you  
3 can increase the ridership on the mass transit  
4 system by 100 percent, even increase it by 200  
5 percent, and you're still going to require the  
6 improvement of the freeway system. Because even if  
7 you increase it by those amounts, the number of  
8 people or the number of trips that are made on the  
9 transit system is still going to be a minuscule  
10 part of the overall trips in Milwaukee County, and  
11 that's my comment.

12 MR. YUNKER: Thank you. The next person  
13 registered to speak is Michael Reba, and following  
14 Michael Reba will be Karen Bowen.

15 MICHAEL REBA: My name is Mike Reba, and  
16 I live at 4169 South 5th Street. I live on the  
17 Plainfield curve of the freeway right now, and I  
18 guess I want to pose a question to you. In regards  
19 to building the freeway either according to modern  
20 design standards or with additional lanes, I just  
21 want to know what consideration is made to noise  
22 levels for the surrounding houses that will border  
23 the freeway. 'Cause right now I live on the  
24 Plainfield curve, and those who are familiar with  
25 the curve knows the curve is actually level with

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1 the existing homes right around the curve, and my  
2 home is one of them. And traffic that flows west  
3 is banked up and their noise level hits us too.

4 My neighbors and I just fought for two  
5 years to have a sound wall put in, and we finally  
6 got through all the hurdles. And we're on the list  
7 now only to find that the Wisconsin budget is 1.1  
8 billion dollars short, and there might not be any  
9 money for retrofit sound walls.

10 So I want to know, first of all, if you  
11 people have taken into consideration noise levels  
12 for surrounding homes because the noise levels have  
13 greatly diminished our quality of life. We can't  
14 enjoy our backyards in the summertime. Our windows  
15 rattle from the vibration of trucks. There's --  
16 I'm trying to think. We can't enjoy -- we can't  
17 even leave our windows open in the summertime  
18 actually without having a fan on to drown out the  
19 noise. So have you taken into consideration noise  
20 levels? Do you have plans for building sound  
21 walls, and would you re-design the freeway so that  
22 the houses that surround it are either above or  
23 below the freeway grade, not level like it is with  
24 the Plainfield curve?

25 MR. YUNKER: Again, we're trying to keep  
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1 this from being a debate because --

2 MICHAEL REBA: Okay. Then let me --

3 MR. YUNKER: But I hear your comment that  
4 you're concerned about noise, you want it addressed  
5 during reconstruction.

6 MICHAEL REBA: Sure, absolutely.

7 MR. YUNKER: You don't want increase in  
8 noise to come from the reconstruction of the  
9 freeway.

10 MICHAEL REBA: And I want them to address  
11 the existing problems with noise for surrounding  
12 homes, that maybe the freeway was improperly  
13 designed so to improve the quality of life of the  
14 existing homes.

15 MR. YUNKER: Okay. Thank you for your  
16 comments. Karen Bowen, and following Karen is Jim  
17 Carpenter.

18 KAREN BOWEN: Hi, my name is Karen  
19 Bowen. I live at 4272 North 87th Street in  
20 Milwaukee, and I'm here as a citizen of Milwaukee.  
21 I've lived here for 16 years, and I have to say  
22 I've seen a lot of things change and traffic is one  
23 of them. But I also want to say I'm totally  
24 opposed to additional lanes. There is absolutely  
25 nothing charming about a freeway.

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1 And I would like to share with you an  
2 experience my husband and I had a few years ago in  
3 a city very much like Milwaukee, a city that was a  
4 hub between two destinations, the only way to get  
5 from Seattle to Alaska. The name of the city is  
6 Vancouver. There are 1.7 million people that live  
7 in Vancouver, and there are no freeways and there  
8 is no traffic congestion. It is amazing. They  
9 have three kinds of buses. They have so many types  
10 of mass transit. The place is totally friendly to  
11 bikes, pedestrians, children, elderly, very much  
12 like our East Side. You can be handicapped, you  
13 can be blind, you can be deaf, you can go anywhere,  
14 completely friendly to the environment. Very much  
15 like we are the hub between Madison and Green Bay  
16 and Chicago. I really think that we should as a  
17 culture, as a group of people here in Milwaukee re-  
18 think the emphasis that we're placing on the  
19 automobile.

20 And there's another reason why. I worked  
21 for Ford Motor Company for 17 years in the  
22 automotive emissions and fuel economy office, and I  
23 want to tell you that our automotive manufacturers  
24 can do a whole lot more than they're doing, and the  
25 reason they're not is because we're not forcing

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1 them to. We're putting emphasis by building  
2 highways instead of putting emphasis on the human  
3 part of our culture, and I think that we should  
4 take time and re-think this. I don't think it's  
5 wise.

6 I don't see a lot of people gravitating  
7 to Milwaukee because of its charm because the  
8 freeways make it more conducive. But I'll tell  
9 you, if you want to see something, go and get a  
10 travel log on Vancouver and you'll be absolutely  
11 shocked at how beautiful 1.7 million people can  
12 live without any freeways and no congestion. Thank  
13 you.

14 MR. YUNKER: Thank you for your comments.  
15 Jim Carpenter, and following Jim Carpenter is  
16 Laurel Stringfellow.

17 JIM CARPENTER: Good evening. My name is  
18 Jim Carpenter. I'm the Green Party candidate for  
19 the State Senate in the 7th District, and this  
20 feels like dejavu all over again. I remember about  
21 ten years ago I went to a meeting in Mequon. I was  
22 so excited because they were talking about the  
23 possibility of building rail transit and  
24 instituting good land use policies. Well, over ten  
25 years later, we still don't have rail transit.

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1 Sprawl is still continuing unabated, and we saw  
2 transit get cut back in the last County budget.

3 You know, we live in a country with 5  
4 percent of the world's population, 25 percent of  
5 the world's energy use, and almost 40 percent of  
6 the world's military spending. Now, these are not  
7 numbers to be proud of. In my opinion, these are  
8 numbers that are very disappointing. And I mention  
9 the military spending issue because a lot of our  
10 military spending is being done in preparation for  
11 wars for oil. In fact, we must at least ask the  
12 question if our current war in Afganistan is being  
13 conducted because we want an oil pipeline through  
14 Afganistan and the Taliban wouldn't allow us to put  
15 that pipeline through. We should at least ask that  
16 question.

17 Now, these sad numbers that I talked  
18 about are being driven to a large extent by our  
19 dysfunctional transportation policies. We take too  
20 many trips, our trips are too long, and we take our  
21 trips in inefficient vehicles. Now, we should be  
22 receiving transportation plans that promote more  
23 functional transportation policies. Instead, we're  
24 being presented with transportation plans that  
25 encourage our dysfunctional behavior. Not that the

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1 plans that SEWRPC has presented over the years for  
2 public transit have been bad plans. Those plans  
3 have been very good plans. SEWRPC has done  
4 excellent work in that area, and, as it's been  
5 pointed out, unfortunately their good work in  
6 public transit, the good planning work has not been  
7 implemented.

8 Before we widen our freeways, I would  
9 suggest that we undertake a number of policies that  
10 would reduce congestion. Number one, let's build  
11 some low-cost housing in the suburbs so people can  
12 live closer to where they work. Now, of course  
13 that would allow more diversity in our suburban  
14 communities, but it's about time our suburban  
15 communities embrace diversity.

16 Secondly, let's site major transportation  
17 destinations closer to public transit. For  
18 instance, I teach in Waukesha County Technical  
19 College. When I don't drive, sometimes I take a  
20 bus out there. It takes me three hours to get from  
21 my home on the East Side to Waukesha County  
22 Technical College. I have to take three different  
23 bus systems, Milwaukee County Bus System, Wisconsin  
24 Coach Lines, and the Waukesha County Transit  
25 System. I love the college, but it's not sited in

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1 a place you can get to with good public transit.

2 We should start building more traditional  
3 neighborhood developments so people would be less  
4 dependent on the automobile. And the workers  
5 should have choice in their work schedules so that  
6 they can avoid the rush hour traffic and come to  
7 work either before or after rush hour traffic. And  
8 we should encourage people using the Internet to  
9 work at home so we reduce the number of cars on the  
10 road during rush hour.

11 And, finally, we should institute vast  
12 and convenient public transit which includes a  
13 high-speed rail backbone which is powered by  
14 electricity from renewable energy sources like wind  
15 power. We're not using all the wind power we have  
16 in this great nation. The wind power, for  
17 instance, in the Great Plains that could be used to  
18 generate electricity that's funneled into Wisconsin  
19 to power all of our electrical needs including our  
20 light rail system.

21 Finally, I would like to say that I'm  
22 opposed to widening the expressways at this point  
23 in time. I would like to first see all those even  
24 ifs that you talked about, Ken. Even if we had  
25 good public transit, even if we had good land use

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1 policy, I would like to see those even ifs  
2 instituted before we deal with expanding the  
3 expressways.

4 And, finally, let me point out that even  
5 if we do expand the expressways, I believe it's  
6 going to be our last necessary expansion. I'm  
7 against expanding it; but even if we do, I think  
8 it'll be the last one. It should be the last one  
9 because our population in the world is expected to  
10 peak around the middle of the century. And if  
11 we're not having more people in the world and if  
12 our population in the United States is stabilized,  
13 there's no reason in the world for us to be adding  
14 more expressway lanes.

15 So a final -- in summary, I'm against  
16 expanding the expressways at this time until we do  
17 all the even ifs, add a couple more even ifs, and  
18 then make sure that it's our last generation of  
19 improvements to the expressways. Thank you.

20 MR. YUNKER: Thank you. The next person  
21 registered to speak is Laurel Springfellow, and  
22 following Laurel is Tim Maher.

23 LAUREL SPRINGFELLOW: My name is Laurel  
24 Springfellow, and I am a resident of the City of  
25 Milwaukee. I live at 3608 South 3rd Street. Today

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1 started the demise of the Park East Freeway which  
 2 was put up in the name of progress. The expansion  
 3 of the freeway to four lanes, is that today's  
 4 progress? I drive to work in Elm Grove, and I  
 5 admit it, I love my car; but I've been brought up  
 6 to love my car. I've not been brought up to use  
 7 mass transit. And if given an opportunity that it  
 8 would get me to Elm Grove not in three hours, since  
 9 I start work at 7. I would gladly accept something  
 10 that would allow me to use mass transit. So in the  
 11 name of progress, I don't think we should be  
 12 looking at more freeway lanes. I also oppose it.  
 13 I believe we should look to mass transit.

14 MR. YUNKER: Thank you for your comments.  
 15 Tim Maher, and then following Tim Maher, State  
 16 Representative Tim Carpenter.

17 TIM MAHER: My name is Tim Maher. I live  
 18 at 4115 West Highland Boulevard in Milwaukee. And  
 19 my comments, I'm very concerned about the plans by  
 20 the Southeastern Wisconsin Planning Commission to  
 21 expand highways in the Southeastern Wisconsin. I  
 22 recently moved back to Milwaukee after spending  
 23 nine years in Houston, Texas. Houston chose to  
 24 widen the freeways in response to congestion. It  
 25 was extremely expensive, and it did not work. When

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1 construction was completed, traffic congestion was  
 2 worse than before. As you may have read, Houston  
 3 now has the worst automobile pollution in the  
 4 United States, asthma and other respiratory  
 5 problems increased dramatically.

6 During the process of highway expansion  
 7 in Houston, I learned firsthand that if a community  
 8 increases its capacity of the highways, they will  
 9 fill up and the community is left with the same  
 10 problem as before. Highway expansion is definitely  
 11 a promotion of more traffic. If we promote and  
 12 plan for more traffic in our community, we will  
 13 definitely get it, along with a lower quality of  
 14 life, more pollution and higher taxes.

15 In a community this size, it makes sense  
 16 to move people via mass transit as much as  
 17 possible, to plan for it and, more importantly, to  
 18 educate the community about the need for it.  
 19 Education is a key point to me. There are many  
 20 successful examples of public service promotions  
 21 that have been successful. Educating the public  
 22 about the need and effectiveness of public  
 23 transportation is no different. Changing our  
 24 mindset and views of transportation as a culture is  
 25 essential for our future. Adding freeway lanes are

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1 a Bandaïd approach in my opinion, not a solution.

2 I'd like to see the Southeastern  
 3 Wisconsin Regional Planning Commission plan for  
 4 community quality of life instead of reacting to  
 5 what we feel is inevitable. Highway expansion will  
 6 threaten our quality of life, more pollution,  
 7 sprawl, noise, and will cost billions of dollars.  
 8 Whether we build more or bigger freeways, or plan  
 9 an effective and efficient mass transit rail  
 10 infrastructure it will be very expensive.

11 The questions are, how much more  
 12 congestion and air pollution would we like in our  
 13 community, and how much quality of life are we  
 14 willing to sacrifice. I challenge you to execute  
 15 your office in the true and long-term interests of  
 16 Milwaukee and Southeastern Wisconsin communities.  
 17 Please help protect the air we breathe, our  
 18 community, and reduce traffic and sprawl by  
 19 expanding mass transit options and education in  
 20 this area. Thank you.

21 MR. YUNKER: Thank you for your time.  
 22 Representative Tim Carpenter, and following  
 23 Representative Carpenter is Dave Czeslewicz.

24 REPRESENTATIVE TIM CARPENTER: Thank you.  
 25 At first I wasn't going to speak, but as an area

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1 State representative I felt it was important to  
 2 make a couple comments. One of the concerns that I  
 3 hear from constituents, and I've held 13 townhall  
 4 meetings this past session and covered my district  
 5 once door to door, is the whole issue of State  
 6 spending and concerns about our ability to pay, and  
 7 also the ability to sustain increases in different  
 8 taxes. And I hear constantly from constituents  
 9 about Wisconsin being the third highest in the  
 10 nation with gasoline tax or thereabouts.

11 One of the concerns that I do have with  
 12 the presentation and all the materials that I have  
 13 seen -- and I don't mean to be critical of SEWRPC,  
 14 but one thing that I think the people in the public  
 15 need to see is the necessity of what type of tax  
 16 increases, what will be the increase in the  
 17 gasoline tax to pay for this project or increase in  
 18 the automobile registration fee. This coupled with  
 19 other demands by other State legislators around the  
 20 State for expanded capacity on their freeway  
 21 system. Really in order to have an adequate and  
 22 thorough debate on this whole issue I feel a graph  
 23 should have been displayed of what some of those  
 24 costs would be.

25 I feel -- I've tried in the past to go

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1 ahead and have an audit done of the DOT before we  
2 have any additional flows of money before we  
3 undertake a large project of 6 billion dollars  
4 that's being discussed here, that we need to make  
5 sure our tax dollars are being spent wisely right  
6 now before we have an influx of more dollars. And  
7 I attempted to go ahead and introduce an amendment  
8 to the recent fiscal adjustment bill to have an  
9 audit done since one wasn't done since the mid  
10 '90s, and that offer was rejected.

11 My main concern is that -- another issue,  
12 that the DOT has to have some type of  
13 accountability to the taxpayers. People are going  
14 to be paying these gas taxes or license plate fees.  
15 And one point that I might make, the legislature  
16 unwisely went ahead in the mid 1980s allowed  
17 indexing to take place. Governor Thompson vetoed  
18 out language in a budget and kept the money to  
19 increase the gasoline tax to deal with further DOT  
20 projects. And since the mid 1990s without any  
21 legislative approval over 1 billion dollars in tax  
22 revenue has been going into the coffers of the DOT.  
23 This is according to a fiscal bureau memo done for  
24 -- by Representative, Peter Bock, since the mid  
25 1980s. And I feel that type of taxation without

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1 representation isn't good for Wisconsinites. So I  
2 feel the biggest glaring thing that I see in this  
3 presentation is sort of this smorgasbord approach  
4 that we can afford widening our freeways without  
5 any consequence to taxpayers or a double-decking of  
6 the expressway system. I simply feel like we can't  
7 afford it at this time and somehow to have more  
8 public hearings when a project does come out to  
9 have those type of charts so that people can  
10 understand that there is no free lunch.

11 And my concern also from other studies  
12 that I've seen around the country is the build-it-  
13 and-they-will-come concept of freeway construction.  
14 I'm very concerned about what will end up happening  
15 if we go ahead and modernize and make the freeway  
16 system too easy for people to take the expressway  
17 system as opposed to alternative freeway usage --  
18 alternatives to freeway usage.

19 And my background is this: I represent an  
20 area around Jackson Park right here on 43rd Street  
21 where previous representatives -- I believe Mayor  
22 Norquist represented this area quite well. He  
23 fought construction of the expressway system right  
24 down this beautiful road of 43rd Street. And I see  
25 the scars that have been done in the area -- in the

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1 community of West Milwaukee and this neighborhood  
2 here of expanded or future construction or freeway.  
3 So I can see the effect that it does have on a  
4 neighborhood and the importance of having more  
5 input of community groups before we move forward  
6 with a 6 billion dollar plan just for the Milwaukee  
7 area. Thank you.

8 MR. YUNKER: Thank you for your comments.  
9 Dave Czeslewicz, and following Dave is Chris Zapf.

10 DAVE CZESLEWICZ: Good evening. My name  
11 is Dave Czeslewicz. I'm the executive director of  
12 1,000 Friends of Wisconsin. We're a land use and  
13 transportation public policy group in Madison, but  
14 don't hold that against me. I grew up in West  
15 Allis, went to Thomas More High School and  
16 UW-Milwaukee.

17 When the Milwaukee freeway system was  
18 built 40 years ago, few people understood how it  
19 would transform the landscape of Southeastern  
20 Wisconsin. Between 1970 and 1990 the population of  
21 the seven Southeast Wisconsin counties grew by 3  
22 percent while the developed land area grew by 38  
23 percent during the same period. The freeway system  
24 played a role in the decline in property values in  
25 the central city, development of farmland and

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1 natural areas in suburban counties, the increased  
2 concentration of poverty in Milwaukee and the  
3 resulting decline of Milwaukee Public Schools, and  
4 increased economic and racial segregation. Now we  
5 understand how major investments in transportation  
6 can transform our landscape, our economy and our  
7 society. The need to reconstruct the Milwaukee  
8 freeway system presents us with a once-in-a-  
9 generation chance to re-think how we do  
10 transportation and land use and do it better this  
11 time.

12 When the freeway system was first  
13 constructed, it was generally thought of as modern  
14 and progressive. The idea was that superhighways  
15 would save the central city by bringing people into  
16 it. But just the opposite happened. The freeways  
17 themselves took value from the central city and it  
18 became further hollowed out with surface parking  
19 lots. Moreover, the freeways were used more for  
20 escape to the suburbs than for coming to the city.  
21 40 years later it's time for a new definition of  
22 progress. Progress is not always a wider freeway.  
23 Today real progress can be measured in healthy  
24 neighborhoods, good schools, clean air and water  
25 and diversity of development and people.

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1 Transportation should serve those goals. When we  
2 ask how we should reconstruct the freeway system,  
3 we are starting with the wrong question. The first  
4 question should be how do we want our communities  
5 to look and feel and function. Once that question  
6 is answered, we can match the transportation  
7 investments to get the results we want.

8 I'd like to remind the Department of  
9 Transportation that a few years ago the State  
10 passed a Smart Growth Law. And in that law there  
11 was a number of goals for how we want the State to  
12 look over the course of the next couple of decades,  
13 and State agencies are asked to follow those goals.  
14 I'd like to bring some of them to your attention.  
15 Goal No. 1 was promotion of the redevelopment of  
16 lands with existing infrastructure and public  
17 services and the maintenance and rehabilitation of  
18 existing residential, commercial and industrial  
19 structures. Goal No. 2 was encouragement of  
20 neighborhood designs that support a range of  
21 transportation choices. Goal 3 was protection of  
22 natural areas, including wetlands, wildlife  
23 habitats, lakes, woodlands, open spaces and  
24 groundwater. Goal 4 was protection of economically  
25 productive areas, including farmland. Goal 5 is

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1 encouragement of land uses, densities and  
2 regulations that promote efficient development  
3 patterns and relatively low municipal, State  
4 governmental and utility costs. And the final goal  
5 was providing an integrated, efficient and  
6 economical transportation system that affords  
7 mobility, convenience and safety and that meets the  
8 needs of all citizens, including transit-dependant  
9 and disabled citizens. Those are the official  
10 goals of -- the land use policy goals in the State  
11 of Wisconsin, and I think we need to ask ourselves  
12 when we're trying to decide what kind of system to  
13 build, how well that system will meet those goals.

14 I think there's three reasons for  
15 re-thinking the way we do transportation, not only  
16 in Southeastern Wisconsin, but in America today.  
17 The first thing to think about is that we are  
18 getting older, as some other previous speakers  
19 mentioned. Between now and 2020, 77 million  
20 Americans will retire. That's the baby boom  
21 generation will retire; and when they do, they'll  
22 be looking for different kinds of places to live.  
23 They may not want a big house on a big lot.  
24 They're likely to choose downtown living. In fact,  
25 the condominium development that's occurred in

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1 Milwaukee and Madison and Chicago and most major  
2 metropolitan areas of American has been fueled by  
3 empty nesters and we can expect that to continue.  
4 These are not people who will be choosing to drive  
5 on highways. They'll be choosing to walk and to  
6 use mass transit.

7 Secondly, a new economy is emerging.  
8 There's a professor at Carnegie-Mellon University  
9 in Pittsburgh, his name is Richard Florida, and  
10 he's developed something called bohemian index.  
11 And his idea is in a new economy, information  
12 workers will be attracted by places that are truly  
13 urban, and his idea is that we ought to be building  
14 more places like Brady Street and fewer places like  
15 Bluemound Road if we're going to attract the kinds  
16 of information workers that we want for the new  
17 economy.

18 And the third and final trend is real  
19 economic security. We now import half of our oil,  
20 and an economy that's based on an infrastructure  
21 which is in turn based on gas at a buck 40 a gallon  
22 isn't very stable if some day that gas is \$3 a  
23 gallon.

24 Finally, we'd like to suggest a few  
25 recommendations. First, the department should

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1 conduct a complete environmental impact statement,  
2 not something like an environmental impact  
3 statement, but a complete EIS. Secondly, you  
4 should consider converting some of the freeway  
5 systems to boulevards and parkways. The Park East  
6 deconstruction is a very good start. But replacing  
7 freeways with real streets adds value and vibrance  
8 to cities. Planners and citizens should consider  
9 replacing more freeway miles with boulevards and  
10 parkways.

11 Third, limit the expansion of freeway  
12 capacity. When lanes are added, they simply fill  
13 up eventually. We can't build our way out of  
14 congestion. Fourth, don't double-deck the  
15 east/west freeway near Story Hill. This would do  
16 great harm to one of the City's most pleasant urban  
17 neighborhoods. And, finally, consider commuter and  
18 light rail and expand the bus service. Even at its  
19 most efficient, the freeway can only move a  
20 fraction of the people that can be moved on rail.  
21 Thank you very much.

22 MR. YUNKER: Thank you for your comments.  
23 Chris Zapf. I don't know if I pronounced that  
24 correctly.

25 CHRIS ZAPP: Close enough. Hi, thanks

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1 for letting citizens be heard. And bear with me, I  
 2 wrote my comments too, and I lost the darn sheet,  
 3 so I'm going to try this and hopefully get the  
 4 message across. I feel so strongly about this. I  
 5 live in Waukesha County but actually I work at the  
 6 Milwaukee County Safety Building in downtown  
 7 Milwaukee. So I've looked at your plan. I've been  
 8 to the transit center, the first presentation in  
 9 Milwaukee because I've been so interested in the  
 10 issue. I thought wow, more freeway lanes, less  
 11 time to get to work, I can actually get to court on  
 12 time. Cool. But I sometimes actually take the bus  
 13 too when I can. I have to be done with court by  
 14 5:15 however, and often I'm not. I'm a court  
 15 reporter for a judge, so sometimes we have juries  
 16 deliberating, et cetera, sometimes till late at  
 17 night, so I have to drive. I have to get in my  
 18 Honda Civic and go to work. So I feel kind of  
 19 frustrated, actually a little bit guilty because I  
 20 like green space and clean air.

21 So actually I've processed this kind of  
 22 plan, and I've looked through what's available, and  
 23 I've looked through what you're working on and what  
 24 you're offering to the people for our comments, and  
 25 I really see it actually -- the plan as it is, the

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1 expanded freeways as a lose/lose approach. Why? I  
 2 don't see help by more concrete, more road, more  
 3 freeway. It's a perpetual route to more problems,  
 4 more concrete, lots more money, more pavement, less  
 5 green space, poor air quality, less flood control  
 6 too.

7 Is convenience important to me? Of  
 8 course, yes. But it's actually I think more  
 9 quality of life. So will it save me time? Maybe.  
 10 Is convenience important? Again, of course, but I  
 11 can take the bus if more options were available.  
 12 Actually I like taking the bus. I read the morning  
 13 paper, listen to the radio, basically enjoy a  
 14 stress-free ride to work, a cleaner way of getting  
 15 to work, the stress-free way to work. Please give  
 16 us more options. I'd appreciate it.

17 MR. YUNKER: Thank you for your comments.  
 18 The next person registered to speak is City of  
 19 Milwaukee Mayor John Norquist.

20 MAYOR JOHN NORQUIST: Thank you, Ken.  
 21 I'm here as -- I went to height watchers, but it  
 22 didn't work. I'm the mayor of Milwaukee and also a  
 23 resident of the neighborhood next over from this  
 24 neighborhood to the northeast, Mitchell Park  
 25 neighborhood. And I'm also a member of the study

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1 committee that put this together; although, as you  
 2 know, I voted against the proposal. And I wanted  
 3 to add some thoughts to the comments that I made at  
 4 our last meeting when Gloria McCutcheon and myself  
 5 were the only ones to vote no. Although, Janine  
 6 Geske abstained, so I guess that gives us two and a  
 7 half -- two and a half of us agree.

8 I think that the biggest single problem  
 9 with this proposal at this point, there's  
 10 significant problems with it, but the biggest  
 11 single immediate problem is there's no funding  
 12 identified to pay for it. The State of Wisconsin  
 13 has been spending money on highway building at a  
 14 rate that is way beyond the rate of inflation. The  
 15 new construction budget of the Department of  
 16 Transportation has gone up more than 10 percent  
 17 every year in the last 15 years. It's gone up more  
 18 than 10 percent most of those years, 650 percent in  
 19 the last 20 years. It rose -- inflation over the  
 20 same period of time rose 96 percent. When you make  
 21 investments in the public sector, you don't always  
 22 expect the same productivity increases that you get  
 23 as the private sector. The public sector is a  
 24 little bit different. But having costs -- having  
 25 investments going up 650 percent while inflation's

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1 at 96 percent and having the net result be more  
 2 congestion is not productivity.

3 And so as we go into this investment, I  
 4 think it's important for people to ask the question  
 5 that the first speaker in his very brief remarks,  
 6 Mr. Szyborski made, which was where's the money  
 7 going to come from. The State is already committed  
 8 to projects that absorb the money that is flowing  
 9 into the Department of Transportation in the  
 10 foreseeable future. This project would not attract  
 11 additional federal revenue. The State is already  
 12 overmatched, interstate funding, so it doesn't  
 13 attract additional federal dollars, or very many if  
 14 any. The State of Wisconsin has committed to road  
 15 projects throughout the State, in this metropolitan  
 16 area that may be of a lower priority than fixing  
 17 the existing freeway system, and they've done that  
 18 without explanation, and I think to the  
 19 disappointment of staff and SEWRPC. I'm sure for  
 20 you, Ken, it was puzzling to you for the DOT to go  
 21 for years and years and never set aside money to  
 22 repair, to re-build the freeway system. To  
 23 re-build it in its present form, they haven't set  
 24 aside the money for that. There's no idea where  
 25 the money would come from, no financial plan. That

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1 is a big problem. That should be even a big  
2 problem for advocates such as the gentleman from  
3 Greendale. Where on earth would the money come  
4 from? Without even getting into the merits of it,  
5 that is a question that needs to be addressed.

6 By the best calculations that I can come  
7 up with spending 6.2 billion dollars over the next  
8 30 years, you're talking about a 6 and a half cent  
9 gas tax increase, and that's without considering  
10 the likelihood, probability that there would be  
11 many projects also around the rest of the State.  
12 This is a real problem. It may not seem exciting,  
13 but it's a real problem. Where in the hell is the  
14 money going to come from?

15 I have a concern that we may find out  
16 where the money's going to come from, but it'll  
17 happen after the upcoming governor's election. The  
18 plan is being pushed on a track that would have it  
19 embraced by the Southeastern Wisconsin Regional  
20 Planning Commission before the election. Then  
21 after the election, presumably whoever the governor  
22 was and whoever the legislature was would then say  
23 suddenly oh, my gosh, we need money and propose tax  
24 increases. This is not something that's fair to  
25 the people. It's not fair to people whether you're

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1 for more freeways or against more freeways, to make  
2 promises for projects and not have the money to  
3 fund them.

4 So fundamentally, the first question  
5 asked here by somebody who doesn't have an  
6 engineering degree -- I don't even know what  
7 degrees Jack has. I didn't even know he was going  
8 to be here tonight. He lives over on 28th and  
9 Lincoln, but he very briefly asked that question,  
10 and that question should be answered by responsible  
11 public policy officials, and I do not think SEWRPC  
12 should approve this plan until that question is  
13 answered.

14 Now, on the merits of the question  
15 itself, does it add value to the economy of our  
16 metropolitan area. I think not, and I don't think  
17 it's a suburb versus City issue. There's people  
18 that opposed the widening of Wauwatosa Road that  
19 live in Mequon. There's people that live in the  
20 vicinity of the proposed new Highway 83 out in  
21 Merton, Lannon and Sussex and places like that,  
22 including former republican State representative  
23 Ken Merkall (phonetic) who are doing everything they  
24 can to fight the expansion of Highway 83. There  
25 are people who live in the Kettle Moraine who like

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1 the Kettle Moraine the way it is and do not want to  
2 see it covered with shopping centers and wide roads  
3 and arterials. There are people throughout  
4 Southeastern Wisconsin, not just in Milwaukee or  
5 Racine or Kenosha, who actually are concerned about  
6 the effects of sprawl. They don't want to see  
7 Southeastern Wisconsin turn into an automobile  
8 slum.

9 Does it add value? The previous speaker  
10 mentioned Vancouver. Vancouver is very much like a  
11 European city in that it doesn't have freeways  
12 anywhere in the built-up area of the city itself.  
13 It has a freeway eventually if you want to drive  
14 down to Seattle as you get to the edge of town.  
15 It's a very rich City with very little poverty.  
16 They do have some congestion. There's no place on  
17 earth with no congestion; but other than that, the  
18 congestion is not something that's a big issue  
19 there because people have options to move around  
20 the City. They can walk. They can use transit.  
21 They can even drive. It's even pleasant to drive  
22 in Vancouver. You don't have to be on a freeway to  
23 have an enjoyable time driving. And that was a  
24 good point that she made.

25 In fact, in Europe in most cities they

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1 never build freeways inside the city boundaries.  
2 There are no freeways inside the ring of London.  
3 There are no freeways to speak of inside Paris,  
4 Vienna, the great cities of Europe. There wouldn't  
5 have been freeways inside the cities -- in the  
6 center of cities in America if the original person  
7 who proposed the freeway system, Norman Bel Geddes,  
8 his advice had been followed. He said that you  
9 shouldn't ruin the efficiency of the street grid by  
10 running these big ditches through the middle of  
11 cities.

12 The analogy that I think is best to  
13 understanding that is the concrete channelization  
14 of streams in Milwaukee County. It was well  
15 intended. After World War II, millions, in fact  
16 hundreds of millions of dollars was spent  
17 channeling our streams in Milwaukee County. The  
18 effort was idealistic, but it was breathtakingly  
19 wrong. It channelized water in a way that sped it  
20 up, increased flooding, drained wetlands, took away  
21 the efficiency of the natural environment to  
22 process water. The freeways do a similar thing in  
23 a densely populated area, whether it's Milwaukee or  
24 downtown Waukesha or anywhere else. They take away  
25 from the efficiency of the street grid in

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1 distributing traffic.

2 The freeways can be a blessing connecting  
3 major destinations, particularly over rural  
4 landscapes, but for those who think that if we had  
5 completed the freeway system in Milwaukee and built  
6 a freeway right in front of where the art museum is  
7 today instead of having East Pointe Commons having  
8 a ditch going through the -- between Ogden and Lyon  
9 Street on the East Side, having a huge ditch right  
10 in front of a school building, a six-lane freeway  
11 where the stadium south would have been, right in  
12 this neighborhood, I don't think those would have  
13 added value to this neighborhood or, for that  
14 matter, to Southeastern Wisconsin if they were  
15 built.

16 There is a city in the Midwest that has  
17 built every freeway plan, Detroit. Every single  
18 freeway that anybody ever suggested, they built,  
19 and go look at it. They have the ugliest sprawl on  
20 the edge of their metropolitan area, the most  
21 hollowed out city in America. That's what freeways  
22 did for them.

23 I'm not saying freeways don't serve a  
24 purpose occasionally. I don't think we should have  
25 a policy of not having them at all, but I do think

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1 that we need to be more conscious of alternatives,  
2 the avenue, the boulevard. We have an avenue right  
3 in front of this building that carries enormous  
4 amounts of traffic. At rush hour this street can  
5 carry as much traffic as freeways, and it doesn't  
6 congest, because, if it does, people get off. They  
7 can get off every block and use a different street.

8 We need to look -- we need to re-discover  
9 as engineering societies like ASTE and ITE are now  
10 doing, the avenue, the street, the boulevard, the  
11 street grid, these are all ways of moving cars.  
12 Let's forget for a moment about bicycles and  
13 transit. Let's just talk about cars. Cars can be  
14 efficiently moved in forms of transportation that  
15 are tested and true. There's nothing wrong with  
16 Forest Home Avenue or Fond du Lac Avenue or other  
17 avenues that we have. Kinnickinnic Avenue moves --  
18 could move 25,000 cars a day if it had to. I think  
19 it has about 17,000 cars a day. It moved 19,000  
20 cars a day before the Park East Freeway -- I mean  
21 the Lake South Parkway was finished. The streets  
22 can move traffic, and we need to re-discover the  
23 benefits of those streets.

24 We hear about the importance of widening  
25 roads, that somehow that's going to reduce commuter

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1 times. I don't believe it. All it does is  
2 concentrate the traffic on a few roads. It changes  
3 the distribution of traffic. It also changes the  
4 distribution of development. It changes drive  
5 sheds so they go further out into the hinterland.  
6 If you want to run a fast food place with a drive-  
7 through in Eagle, new freeways help you. It  
8 increases the drive shed. But I don't think the  
9 people that live in the Eagle area are really  
10 looking to get a lot more fast food joints. I  
11 think they're content to maybe go to Waukesha for  
12 that kind of thing.

13 There are places in this world, in the  
14 United States that are now looking at  
15 transportation in a much more sophisticated and  
16 balanced way. Most states in the United States,  
17 even some of the southern states have now gone on  
18 to look at transportation in a more balanced way.  
19 I suggest that, you know, if you don't want to look  
20 at the big cities with all their sophistication  
21 like New York and the subways and all that, look at  
22 places like Chattanooga where they're taking  
23 advantage of their street grid. They're converting  
24 a freeway along their riverfront into a boulevard.  
25 Look at communities throughout the Midwest that are

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1 now looking at traffic management in a different  
2 way, like St. Louis and Belleville, Illinois across  
3 the river from St. Louis. There's all kinds of  
4 examples of thoughtful ways that create consensus  
5 in the community. But taking an antiquated post-  
6 World War II freeway expansion plan and then trying  
7 to rush it through before the gubernatorial  
8 election is not the answer.

9 And I'm really concerned, and I want to  
10 close on this point, that somehow this plan which  
11 there's no room for even though there should have  
12 been room made for it in the State transportation  
13 plan to rebuild the freeways in Milwaukee, that in  
14 Madison they'll follow the temptation -- they'll  
15 follow the temptation of trying to isolate the  
16 costs on Southeastern Wisconsin even though we pay  
17 taxes for roads all over the State including  
18 beltways that were built around communities that  
19 didn't justify building them, and then somehow  
20 they'll try to isolate that cost here, a la Miller  
21 Park, and create a regional transportation  
22 authority with the idea of trying to tax for this  
23 kind of stuff here. The fact is, taxpayers in  
24 Southeastern Wisconsin have paid and paid mightily  
25 into the State coffers and have not gotten their

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1 fair share out of it. And it's frightening to  
2 think that that would happen, and I would hope that  
3 Governor McCallum who promises no State-wide tax  
4 increases that in using that word, State-wide, is  
5 not a code word for then coming in here a la Miller  
6 Park and trying to impose a tax only on the people  
7 in the seven counties, but I fear that may be the  
8 case. I hope I'm wrong.

9 Finally, I just want to say that I  
10 respect Southeastern Wisconsin Regional Planning  
11 Commission. I respect you, Ken, and the other  
12 members of the staff, but I think that you do get a  
13 perspective problem because of where you're located  
14 being in Pewaukee in an office park that can't be  
15 reached by transit. I want to offer you -- and I  
16 respect you enough that I'd like to have the  
17 opportunity to talk with you, debate with you,  
18 introduce you to people in the inner city. We have  
19 some neighborhoods where over half the people don't  
20 have access to a car. I think you got to see it,  
21 understand it, understand the value of it and  
22 understand the value of what's happening in  
23 Milwaukee right now. High-tech development is  
24 happening in our downtown, in our Third Ward, in  
25 our lower East Side. You look at the dots on the

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1 map, where are the businesses? They're in the  
2 urban area. Young people with money in their  
3 pockets want to be in the City. They want to be in  
4 the urban form. They want to enjoy that kind of  
5 life, and they're not looking to live in sprawl.  
6 They're not asking for that. They're asking for a  
7 lifestyle where they have convenience because  
8 they're close to the things they care about, and  
9 that's what the City gives them, including smaller  
10 cities like Cedarburg where the DOT tried to widen  
11 the main street in Cedarburg and tear all those  
12 beautiful buildings down on one side of the street.  
13 Or downtown Waukesha, it's beautiful. Downtown  
14 Racine -- there's beautiful little communities  
15 around, they're hurt by this plan too, because what  
16 they have -- the advantage that they have is that  
17 density and that complexity that makes them special  
18 places that are different than generic that you  
19 find on the sprawled edges of most metropolitan  
20 areas.

21 This plan needs more thought, and people  
22 should respect the Regional Planning Commission  
23 staff and also respect you enough to disagree with  
24 you and express their opinion and engage you in as  
25 many fora as you'll put up with. Thank you.

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1 MR. YUNKER: Thank you for your comments.  
2 The next person registered to speak is Susan Mudd,  
3 and following Susan Mudd is Carol Seaver. And  
4 again, if you have not registered to speak or if  
5 you have a form that you haven't turned in, just  
6 raise your hand or raise the form up and we'll pick  
7 that up.

8 SUSAN MUDD: Good evening. My name is  
9 Susan Mudd. I'd a resident nearby on the south  
10 side of Milwaukee at 1030 South 26th Street.  
11 Hello. My name is Susan Mudd. I'm a resident of  
12 the south side of Milwaukee, and I'm here to  
13 express my grave concerns about this plan. 6 and a  
14 quarter billion dollars. This plan should, once  
15 and for all, end the myth of freeways. What is  
16 free about these ways? Nothing. Not the price  
17 tag. 6 and a quarter billion dollars. What could  
18 one do with 6 and a quarter billion dollars? Not  
19 the way of life that is impacted by this plan.

20 Congestion, one of the big goals of this  
21 plan is to reduce our commute times to shave a few  
22 minutes as someone said earlier this evening.  
23 Well, it turns out that last week the U.S. census  
24 released numbers, figures showing that Milwaukee  
25 has already one of the shortest commutes in the

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1 country. At 22.1 minutes each way, metro Milwaukee  
2 has the fifth shortest average commute time of the  
3 63 metro areas in the U.S. with more than a million  
4 people. Our comparatively short commute time is on  
5 par with smaller metro areas like Oklahoma City,  
6 Rochester, New York. And interestingly, there are  
7 16 metro areas on the list with smaller populations  
8 than Milwaukee but longer commute times. They  
9 include places like Salt Lake City, New Orleans,  
10 West Palm Beach, Memphis, Nashville, Austin,  
11 Jacksonville. The list goes on. What explains  
12 this? We have shorter commute times in Milwaukee  
13 because our system is more compact, and while  
14 sprawl is gobbling up Waukesha County and many of  
15 our other Southeastern Wisconsin countryside, it's  
16 doing so even faster unfortunately than many other  
17 metro areas. The places that have expanded their  
18 so-called freeways to address congestion, places  
19 like Detroit, places like Atlanta that have built  
20 and built these systems to try to build their way  
21 out have ended up with longer commute times and  
22 more congestion, and people have responded by  
23 moving their homes and businesses even further  
24 apart, farther away from each other leading to  
25 environmental problems, social problems, cost

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1 problems, and endless cycles of problems with  
2 thinking they can build their way out of  
3 congestion. It's just not going to happen.

4 What does this plan do in terms of  
5 quality of life for neighborhoods? Well, 216 homes  
6 would be destroyed. I don't think those  
7 neighborhoods are going to be improved by that. 31  
8 businesses will have to be displaced or destroyed  
9 or removed at cost. I'm not sure that businesses  
10 are going to be too happy about that, nor the  
11 people that work at them or shop at them or are  
12 otherwise employed through them. For 127 new lanes  
13 of highway we're going to also destroy 650 acres of  
14 Southeastern Wisconsin landscape, including  
15 wetlands. Is that an improvement? When more and  
16 more people are calling for open space and the  
17 ability to get to open spaces and green spaces, is  
18 losing another 650 acres the right way to go? I  
19 think that's a big question.

20 SEWRPC staff kindly a few years ago ran  
21 the numbers on a report that I was involved with  
22 others in producing looking to the year 2020. And  
23 what the numbers that SEWRPC ran revealed were that  
24 depending on how we build our communities in  
25 Southeastern Wisconsin we could actually be saving

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1 open space. And with the same amount of people  
2 moving into the area, building homes, building up  
3 businesses, there are different ways that one can  
4 go. And if one chooses to build both one's  
5 transportation system and one's housing system in a  
6 way that allows people the opportunity when they  
7 choose to live and work near each other and to get  
8 around through other ways than wider highways at  
9 all times, we could save the same amount of open  
10 space in Southeastern Wisconsin as all of the  
11 parkland in our State park system. But by saying  
12 that that's the option, what I'm also revealing is  
13 that the other way is the way that destroys all  
14 that. And this plan is on the latter approach,  
15 destroying space, destroying neighborhoods, taking  
16 businesses, taking homes, taking landscape in order  
17 to continue in the cycle that we seem to be in in  
18 Southeastern Wisconsin, and in many other places,  
19 of trying in a way that we'll never succeed to  
20 build ourselves out of congestion.

21 There are places as others have referred  
22 to tonight that are learning, that are turning the  
23 corner and changing their approach. We've heard  
24 about Vancouver, very inspiring. Even in L.A.  
25 which we all think of as the freeway city, they are

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1 starting to turn a corner. They've started to  
2 build rail options for their citizens which are  
3 bringing about opportunities for both those who  
4 drive, they don't have to be surrounded with quite  
5 as many people in cars, and those who decide to  
6 take transit whether for economic reasons or other  
7 choice reasons are able to function as members of  
8 the society instead of being left out. Toronto is  
9 now tearing down the Gardner Expressway. They  
10 found that boulevards there can move as much  
11 traffic and will make traffic more manageable than  
12 that expressway. These are examples that we should  
13 be learning from. We don't need to repeat the  
14 mistakes of the cities that are trying, or the  
15 metro areas or the states that are trying to build  
16 their way out of congestion. We need to accept  
17 that some congestion is part of the highway system  
18 that we've got and will always be around. But  
19 instead of building eight lanes through Glendale  
20 and double-decking in Story Parkway, we need to  
21 give people real options.

22 Some of the options that we believe or  
23 that I believe need to be reinstated in this plan  
24 include commuter rail. Clearly SEWRPC has done  
25 work on studying commuter rail, and that study my

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1 understanding is virtually complete. Instead of  
2 having it somewhere else on some other plan and not  
3 part of this plan, these things need to be brought  
4 together. Similarly, the downtown connector.  
5 Similarly, we need a more realistic way to ensure  
6 that the bus service improvements which SEWRPC does  
7 promote are actually carried out instead of just  
8 being left in a plan.

9 So I think my concerns are clear, and I  
10 would just suggest that whether it be for 6 billion  
11 dollars or a lower price tag, a better plan could  
12 be developed that would serve the residents and  
13 others of Southeastern Wisconsin in a better way.  
14 Thanks very much.

15 MR. YUNKER: Thank you for your comments.  
16 The next person registered to speak is Carol  
17 Seaver, and following Carol Seaver is Justice  
18 Fellin.

19 CAROL SEAVER: Hi, I'm Carol Seaver. I'm  
20 a resident of the City of Milwaukee, 2906 North  
21 Marietta. Hmm, I'm here tonight partly to just  
22 remind people of what happened in the late '60s and  
23 '70s. My husband and I were part of the battle at  
24 that point to keep freeways from eating up the  
25 houses of poor people in Milwaukee. That was the

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1 main concern we had at that point. Although, we  
2 were also concerned with the environment.

3 I live on the East Side and I work  
4 downtown. Every day that I drive down in the  
5 morning on Lake Drive I thank the people on that  
6 committee and people in Milwaukee who fought  
7 against a freeway that would have ruined our  
8 lakefront. People like the former Henry Maier, my  
9 husband Ted Seaver, Dan Cupertino, Dr. Robert  
10 Purtell (phonetic). There was a strong coalition  
11 at that time to help have what was called tonight a  
12 balanced transportation system, a balanced kind of  
13 community. And I would urge you to think of what  
14 people have said here tonight about that balance.  
15 And I would just like to -- because I work with  
16 older people -- I'm not older myself of course --  
17 but I'm very aware of the transportation needs once  
18 you can no longer drive yourself, and I'd like you  
19 to -- even though it might not be pleasant to think  
20 of it, anyone can become disabled in a minute, in a  
21 day, in an hour. We're all getting older. If you  
22 can no longer drive a car, you're almost  
23 disenfranchised in America. There's the carred and  
24 the carless. Do you want to have to beg people to  
25 take you around in a car on an overbuilt freeway

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1 system, or would you like to have the independence  
2 to take a mass transit van or a bus or something  
3 that you could do yourself? I just hope you really  
4 consider other options. Thank you.

5 MR. YUNKER: Thank you for your comment.  
6 The next person registered to speak is Justice  
7 Fellin. I bet I didn't pronounce that right.

8 JUSTICE FELLIN: That's pretty much  
9 right.

10 MR. YUNKER: And after Justice, Marty  
11 Wall.

12 JUSTICE FELLIN: I'm Justice Fellin,  
13 Milwaukee County resident. Did anybody notice that  
14 the one voice so far against -- or for adding more  
15 lanes appeared to be a retired planted mole of the  
16 -- retired SEWRPC planted mole? That struck me as  
17 a little bit ironic, and in his discussion he  
18 seemed to call the rest of us foolish. I hope  
19 that's not his idea of democracy, calling the rest  
20 of the public voices foolish speaking up against  
21 the plan. I hope that's not how this process  
22 works. I hope the people are heard and their  
23 opinions taken very seriously. I'd like to urge  
24 all of you to work as hard as you can to reject  
25 this plan that's proposed by the South --

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1 MAYOR JOHN NORQUIST: Just a second. Let  
2 me just -- I just want to say, the guy you're  
3 talking about, Harvey Shebesta, I don't agree with  
4 him, but I have a lot of respect for Harvey  
5 Shebesta. I know you meant well, but Harvey was a  
6 traffic engineer for the DOT for 30 years or  
7 whatever, and he's for freeways, but he's an honest  
8 good guy. I'm just letting you --

9 JUSTICE FELLIN: No, I'm not trying to  
10 criticize him. It was more of a joke than anything  
11 else. But in any event, instead I'd like -- it's  
12 estimated that the cost to add lanes and new  
13 features to the existing freeway system would be an  
14 additional 3 billion dollars to the replacing  
15 "conc." alternative. Like any investment, the  
16 costs and the benefits need to be ascertained if  
17 one is to determine whether it is a wise decision.

18 So first, let's look at the desired  
19 benefits, a reduction in traffic congestion and  
20 quicker commute times. Unfortunately, the jury's  
21 already out on this, and the evidence is already  
22 there, and it already tells us that traffic  
23 congestion is short-lived as regional settlement  
24 patterns react to the new transportation system.  
25 Many studies have shown this. The most recent

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1 being the University of California study that  
2 showed that 90 percent of new freeway capacity is  
3 consumed by new or induced travel within five years  
4 of completion. Therefore, the benefit is reduced  
5 to shaving off mere minutes during only the peak  
6 commute times for only five years. On the other  
7 hand, the costs are many. 658 acres of land, over  
8 200 residences, 30 businesses, 3 government  
9 buildings would be taken out of productive use.  
10 Families would be uprooted and forced to move from  
11 their homes. Noise levels will rise around the  
12 freeway corridors. Air pollution will increase  
13 overall in the region. Property values will  
14 decrease in the areas where the freeways are moved  
15 closer to, and the freeway system will become an  
16 even bigger eyesore.

17 In addition, there's other costs, open  
18 spaces, farmland and recreational opportunities  
19 will decrease as the Milwaukee metropolitan region  
20 consumes even more open land. The exciting energy  
21 of people moving about in a city will be further  
22 replaced with simply the energy of cars moving  
23 about.

24 Milwaukee will not be able to attract  
25 important high-tech businesses and the family-

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1 supporting wages that they provide because these  
 2 businesses locate in metropolitan regions that have  
 3 instead invested in recreational, cultural  
 4 amenities along with multi-mobile transportation  
 5 systems where they can attract the workforce that  
 6 they need; not to mention the most obvious costs, 3  
 7 billion additional dollars for the increased  
 8 features and the new lanes.

9 Although, on the surface it may appear to  
 10 be a good plan, it is not. The negligible benefits  
 11 are vastly outweighed by the very real social and  
 12 economic costs. Since this is one of the most  
 13 expensive projects Wisconsin has ever proposed  
 14 embarking on, and I assume you don't want your  
 15 property, State and federal tax dollars to  
 16 increase, it is clear you should call your elected  
 17 officials to nix this plan. Thanks.

18 MR. YUNKER: Marty Wall, and the last  
 19 person registered to speak following Marty is John  
 20 Helmenstine.

21 MARTY WALL: Hi, thank you. My name is  
 22 Marty Wall from Milwaukee. Thank you for the  
 23 opportunity to speak. I know you all listen, and I  
 24 appreciate your staff. I've been here a number of  
 25 times and you've always been very cordial. Let me

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1 start with a couple quotes. One comes from a 10th  
 2 century philosopher, "Have a mind that is open to  
 3 everything and attached to nothing." Another one,  
 4 "You cannot solve a problem with the same mind that  
 5 created it." That was Albert Einstein. We are  
 6 Wisconsin. We must be forward-looking. It is our  
 7 motto. However, I see no creativity in these  
 8 plans. Safety enhancements are needed and  
 9 addressed, but congestion is not relieved by this  
 10 plan. There is no proof that an added lane will  
 11 address freeway congestion in the future.

12 The assumption that mass transit will be  
 13 fully implemented in the future and has been taken  
 14 into account troubles me on two fronts. First, the  
 15 plans and proposals for the transportation plan  
 16 have been on the table for decades and have not  
 17 been implemented. And, secondly, it is a bad,  
 18 outmoded mass transit idea. Transit does not take  
 19 place to and from the central business district any  
 20 longer. Destinations are spread throughout the  
 21 region, and the population is dispersed now. Only  
 22 a creative, efficient mass transit plan would be  
 23 implemented, and then it would directly affect your  
 24 forecasts of future needs in the system and would  
 25 directly impact the freeway study.

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1 The inefficiency of the present mass  
 2 transit plan assumes that the same 3.8 percent of  
 3 Milwaukee County residents that use mass transit  
 4 now will use it in the year 2020. This is  
 5 illogical and proves the inadequacy of the mass  
 6 transit component and why it won't be implemented.

7 The plan allots -- no part of the freeway  
 8 expansion, this plan allots no part of the freeway  
 9 expansion for busways or future light rail right of  
 10 way. Wouldn't this be the time to think about  
 11 this? To those that say the saving of citizens'  
 12 time is valuable, I agree. And improving the mass  
 13 transit system could save the 50 million rides in  
 14 Milwaukee County a few minutes each day amounting  
 15 to two, three, four days per year per rider saved.  
 16 So I agree efficiency in the system is paramount,  
 17 but not just cars; but those who are unable  
 18 physically or financially or emotionally to drive  
 19 value their time too. That's why we need a  
 20 balanced, linked plan for freeways and mass transit  
 21 into the future.

22 To those that say the freeway plan will  
 23 help Milwaukee, I say it's not that easy. It is a  
 24 component, but if we look at the '90s, the most  
 25 prosperous decade in the history of mankind,

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1 Milwaukee's freeways were obviously less congested  
 2 than now, yet this did not spawn growth. In fact,  
 3 Milwaukee had inconsequential job growth and lost  
 4 population and real property value. So those that  
 5 say that this is a panacea for Milwaukee's woes are  
 6 misinformed in my opinion.

7 A linked mass transit/freeway enhancement  
 8 plan can address jobs, economic development,  
 9 efficiency, housing, environment and more. By  
 10 linkage, development opportunities are enhanced  
 11 throughout the region, not just the suburbs. We  
 12 must make sure the excellent tenets of SEWRPC's  
 13 land use plan are implemented, efficient growth in  
 14 the urban areas, brownfield development, infield,  
 15 preservation of farmland and recreational land,  
 16 open space and maximizing employees' ability to  
 17 live near the place where they work. These are all  
 18 compatible with a transportation plan, not a  
 19 freeway plan.

20 However, I don't think we are committed  
 21 to the land use plan, or else we would not continue  
 22 to see the scars of the last freeway plan remain in  
 23 the heart of Milwaukee in the form of vacant land  
 24 that has been there my entire lifetime. This plan  
 25 is not good for Milwaukee. It is a missed

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1 opportunity to link the various complex  
2 interrelated aspects of a comprehensive plan that  
3 could go a long way to address the woes of the  
4 region, both human and environmental. Sprawl only  
5 exasperates the problems. Now is the time to talk  
6 about inequities in our region and about water and  
7 sewer and open space and farmland. We do not need  
8 to build -- or excuse me. We do need to build an  
9 environment, not a freeway. Thanks.

10 MR. YUNKER: The last person registered  
11 to speak is John Helmenstine.

12 JOHN HELMENSTINE: I'm John Helmenstine.  
13 I live up here at -- just across the street from  
14 Audubon Middle School. And I'm part of the  
15 problem. I drove here. I could have walked. And  
16 I think a lot of the speakers have very good  
17 information for us, very good arguments. And I'm  
18 going to concentrate on the fact that I think the  
19 transportation problem in the United States, we  
20 need to -- everyone needs to be involved. We need  
21 to change our ways, we need to use our cars less,  
22 more efficiently. We need to come up with a plan  
23 that's not just federal, State and local  
24 governments, democrats, republicans, car  
25 manufacturers, business, industry. People need to

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1 wanted to put a 345 KV -- KV volt transmission line  
2 running directly through our family farm. Being  
3 that we were only a mile away from Highway 29 that  
4 was recently widened two years prior to that, the  
5 most common sense thing that we thought of is why  
6 wasn't this planned for. We certainly put planning  
7 and we have worked our family farm for over 100  
8 years, it's four generations. And we were told by  
9 the utility that the homes were already taken and  
10 they couldn't take more homes, plus they had put in  
11 brand new poles of 115 KV, and I believe they  
12 didn't want to take out those new poles they put in  
13 and put in the 345 KV poles, so they went through  
14 our family farm. So from our farm to Wausau an  
15 additional 40 some miles of farmland was taken.

16 Our farm is outside of a town of 1,000.  
17 We live two and a half miles from this town. I  
18 have also seen in the 15 years that I have been  
19 here in Milwaukee, and I've watched the changes  
20 happen to the family farm through specifically the  
21 widening the highway. I never dreamed that we  
22 would start -- our farm would start to be  
23 surrounded by houses. So now if I can give you a  
24 picture of -- here's our farm, here is Highway 29,  
25 four-lane a mile away, and houses surrounding this

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1 think out of the box for solutions. We don't need  
2 to fixate on more concrete, and I'm definitely  
3 opposed to more concrete in the system. Thank you.

4 MR. YUNKER: Is somebody holding a slip  
5 up? Why don't you come up and just give me your  
6 slip. Is there anybody else who wishes to speak  
7 tonight? Okay. I'm sorry. And Mr. Kienzle did  
8 not get an opportunity to finish his comments so  
9 he'll speak after Jane Hannemann.

10 JANE HANNEMANN: My name is Jane  
11 Hannemann, and I've lived here in Milwaukee for  
12 about 15 years, actually around the County Stadium.  
13 Hmm, I did live in New York for nine years. I  
14 recently came back from a month in Paris where I --  
15 and both of those places I've taken the metro.  
16 I've taken the bus. I have taken fast trains. I  
17 have walked. They work. I have experienced the  
18 benefits of all of these, the benefits of walking,  
19 the metro, the bus. But having grown up on a farm  
20 which my two brothers still run in the central part  
21 of the State around Wausau, our family has also  
22 experienced the effects of widening the highway.  
23 Highway 29 was widened to a four-lane highway about  
24 three to four years ago. Two years ago we heard  
25 from the utilities, Wisconsin Public Service, they

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1 way, and now a 345 KV transmission line sealing us  
2 off. We are completely surrounded, and this is --  
3 need I say it again, outside of a town of 1,000  
4 people 17 miles away from Wausau. So it does  
5 affect -- it does affect people.

6 What we -- what our family also saw was  
7 that the department -- we felt the Department of  
8 Transportation, the utilities, many of these  
9 organizations do not work together. One makes a  
10 plan, another one makes a plan, and then one  
11 thing's already in place like the 115 KV poles, so  
12 now how can you change when something's in place?  
13 There doesn't seem to be a coordination of effort  
14 to make all of this work, including public input.

15 And so when you hear only so much land  
16 taken up, we're not hearing about the other  
17 infrastructure things that the automobile will take  
18 up. What about parking downtown? Who will pay for  
19 this as we discussed earlier? What about all those  
20 other subsidiary things that go along with the car?  
21 That was not addressed on any of these sheets here  
22 that I could see.

23 Hmm, when I first saw this, I began to  
24 see this whole process was so painfully similar to  
25 the process our family has gone through with this

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1 Arrowhead to Western transmission line. The report  
 2 came out by wires for the electrical report, and --  
 3 I'm sorry for -- I didn't -- I guess it's SEWRPC  
 4 came out with this report. It seemed like the need  
 5 and the alternatives were lumped together before  
 6 real public input was mixed into the pie. The plan  
 7 was suggested and approved by committee people  
 8 before all the facts were in. Dave Czeslewicz from  
 9 1,000 Friends says the full environmental impact  
 10 statement was not completed. The same thing  
 11 happened with the Arrowhead to Western transmission  
 12 lines. All the alliance of cities approved it, the  
 13 legislature approved it, Thompson approved it. The  
 14 full environmental impact statement was never done.  
 15 How can you decide something without all the facts  
 16 being in? We deserve that.

17 Also what happened is what was called an  
 18 advanced plan was gotten rid of. The advanced plan  
 19 was a plan that allowed the communities to work  
 20 with the utilities, the construction to figure out  
 21 what would be the best way for the next 20 years to  
 22 plan utility lines. Hmm, that was taken away by  
 23 the recent legislature and by Thompson and with the  
 24 impact of the utility lobbyists and campaign  
 25 donations. And I wonder again -- I would like to

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1 know what -- what's all gone into the mix here in  
 2 terms of which organizations are supporting this  
 3 plan in terms of the construction companies, all  
 4 those major things that help support the automobile  
 5 and freeways. I would like disclosure of that.

6 Also, I attended the public hearings for  
 7 this Arrowhead to Western transmission line. There  
 8 were six to eight public hearings. I attended  
 9 every single one of them from the beginning to the  
 10 end. I missed one. Overwhelmingly the support  
 11 from the public was opposed to this transmission  
 12 line. It did not make a difference. I can't help  
 13 but wonder does this matter -- does this public  
 14 hearing really matter.

15 Also, the appointees for the Public  
 16 Service Commission were governmental, were  
 17 appointed by the governor, and I wonder how many of  
 18 the Department of Transportation appointees have  
 19 been appointed by the governor. And I also support  
 20 an audit of the Department of Transportation, and I  
 21 would like as a citizen to have some of that  
 22 information available to me. My point was is that  
 23 once all the public hearings were done, you had a  
 24 lot of -- the three public service commissioners  
 25 were appointed by Thompson. They approved the

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1 transmission lines despite the overwhelmingly  
 2 negative opposition to the Arrowhead to Western  
 3 line. I wonder if the same thing will happen in  
 4 this case.

5 Finally, I also see another similar  
 6 pattern between the two incidents. They were both  
 7 on the fast track -- the fast track before the 2002  
 8 elections. Also, who will pay? Well, I can answer  
 9 the question for who will pay for the Arrowhead to  
 10 Western transmission line. I've already received  
 11 notices in my mailbox and so has my family on the  
 12 farm asking for rate hikes by the utility to pay  
 13 for the formation of this ATC. American  
 14 Transmission Company, which is the umbrella company  
 15 which handles all transmissions. So I assume that  
 16 either we, Milwaukee County, will pay for this or  
 17 the citizens of Wisconsin.

18 My point is that I have painfully seen  
 19 too many parallels between these two situations.  
 20 This is all too familiar to me. I ask -- I do not  
 21 want to become a cynic, but I cannot help but ask  
 22 the question, do we the people have any real power  
 23 in the say so of what will happen to our County and  
 24 our State. I challenge you to pay attention to  
 25 those words, and I hope this is not a done deal.

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1 Thank you.

2 MR. YUNKER: Thank you for your comments.  
 3 Mr. Kienzle, will you come up and finish your  
 4 comments, please. Thank you.

5 WILLIAM KIENZLE: I want to thank you,  
 6 Mr. Chairman and Miss Stenographer. I hope you put  
 7 the thing together so it makes sense because I'm  
 8 not sure where I was when I stopped. But as I  
 9 recall I was bringing to the point that we're  
 10 tearing down the expressway today I understand, and  
 11 somebody -- a motorcycle company, Harley-Davidson,  
 12 was going to build a beautiful museum down there  
 13 for the motorcycles. And I pointed out also that  
 14 Harley-Davidson used to be on 38th and not Vliet --  
 15 but Highland, and today I see Harley-Davidson on  
 16 38th and Highland, but I also see them on Capitol  
 17 Drive and 124th Street, and I see them out in the  
 18 Town of Germantown. We used to ride the street car  
 19 to get there. I don't know how you'd ever get to  
 20 those three points, and I'm sure their employees  
 21 live in Germantown, and I'm sure they live in  
 22 Wauwatosa and Brookfield and wherever. We look at  
 23 the Falk Corporation nestled under the 27th Street  
 24 viaduct years ago. You rode the street car to get  
 25 there. But where is Falk Corporation today? Well,

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1 it's still under the 27th Street viaduct, but it's  
2 also in Wauwatosa and a couple other places. We  
3 see that we've got -- Northwestern Mutual Insurance  
4 just bought a big piece of land on an old movie --  
5 outdoor movie theater in the Town of Franklin.  
6 They're going to put up a big structure and have  
7 hundreds of people employed there.

8 You need the expressways is the point I'm  
9 pointing out. The public transportation doesn't  
10 get people to work anymore. The biggest employer  
11 in the City of Milwaukee, and I don't think I'm  
12 well versed on who the biggest employer is, but one  
13 of the biggest employers in the City of Milwaukee  
14 is the Milwaukee Public Schools, 8 or 10,000  
15 employees. They have 150 schools plus or minus.  
16 Now you tell me how these people would get to work  
17 on public transportation? They live all over the  
18 City. The guy that lives on the south side teaches  
19 on the north side, and the guy that lives on the  
20 north side teaches on the south side, and some of  
21 them live outside of the County and so forth. The  
22 days of public transportation are gone. Let's hope  
23 they can come back to some extent, but the people  
24 are living all over.

25 And I think that the people here this

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1 the public hearing, and I want to thank you for  
2 attending, and I want to thank everybody who is  
3 still here who made comments for your comments.  
4 They will be part of the study record. We will  
5 bring them to the attention of the study advisory  
6 committee. They will consider them as they move  
7 from a preliminary plan. What we have now is a  
8 preliminary plan of recommendation for public  
9 comment, and as they move then to prepare a final  
10 plan of recommendations. Thank you again.

11 (Proceedings concluded at 8:25 p.m.)

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1 evening while well-intentioned are looking at the  
2 City of Milwaukee as the only entity and the one  
3 that's being hurt, and they may well be hurt, but  
4 as one of the speakers pointed out, they've lost  
5 population in Milwaukee, they've lost a lot of  
6 things in Milwaukee, and you folks handle -- and  
7 I'm sorry, I'm not well versed -- it's either six  
8 or seven counties, and you've got to look out for  
9 the six or seven counties and you're building  
10 expressway in six or seven counties. And I think  
11 we have to look at that. That is -- your job is to  
12 deal with six or seven counties, not just Milwaukee  
13 County. And I cannot see anything but improving  
14 the expressways to their fullest extent.

15 And, as I said, I don't think it went far  
16 enough. I don't know about what you're charged  
17 with, but my part is we should have had the  
18 beltline on old Highway 100. We need this 164  
19 business so it beltlines through Racine County,  
20 Waukesha County and up through the north end  
21 someplace. That was basically what I wanted to  
22 say.

23 MR. YUNKER: Okay. Thank you for your  
24 comments and thank you for having the patience to  
25 wait until everybody else finished. That completes

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1 STATE OF WISCONSIN )  
2 ) SS:  
3 COUNTY OF MILWAUKEE )

4  
5 I, MADONNA L. RANK, a Registered  
6 Professional Reporter and Notary Public in and for the  
7 State of Wisconsin, do hereby certify that the above  
8 public hearing was recorded by me on the 5th day of  
9 June, 2002, and reduced to writing under my personal  
10 direction.

11 I further certify that I am not a  
12 relative or employee or attorney or counsel of any of  
13 the parties, or a relative or employee of such attorney  
14 or counsel, or financially interested directly or  
15 indirectly in this action.

16 In witness whereof I have hereunder set  
17 my hand and affixed my seal of office at Milwaukee,  
18 Wisconsin, this 14th day of June, 2002.

19  
20  
21  
22 \_\_\_\_\_  
23 Notary Public  
24 In and for the State of Wisconsin

25 My Commission Expires: June 13, 2004.

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**ATTENDANCE RECORD**  
**PUBLIC HEARING ON THE PRELIMINARY RECOMMENDED**  
**REGIONAL FREEWAY SYSTEM RECONSTRUCTION PLAN**

Wednesday, June 5, 2002  
 6:30 p.m.  
 Manitoba Elementary School  
 Milwaukee, Wisconsin

**SIGN-IN ROSTER**

Name	Address	Community
1. Gregory A. Wolczyk	6400 W WILBUR AVE	MILWAUKEE
2. [unclear]	3522 S. 88th St.	Milwaukee
3. [unclear]	5625 S 25th	Milwaukee
4. Ustid Fossum	6223 W. STEVENSON ST.	Milw.
5. Mike Fossum	6223 W. STEVENSON ST.	Milw.
6. VIVIE VITRANT	2558 S. WENTWORTH AVE	MILWAUKEE
7. ALEX SZYMBORSKI	2828 W. LINCOLN AVE	MILWAUKEE
8. DON MALLINGER	2930 E RHODIE ISLAND	MILW
9. Ron Rutkowski	Milw. Co.	Milw.
10. Roxe Smith	W. 5207	Milw
11. Adalaja Adeniji	WISDOT	Milw.
12. JOE DUDZIK	8113 W BURDICK	MILW
13. Rubie Jamprecht	4198 So. 5th St	Milw
14. Rubie Jamprecht	"	"
15. Amy E. Hoffer	3631 S. 60th St	Milw
16. Michael Fula	4169 S. 51st	Milw (53207)
17. Dan Lee	6133 W. Spokane St	Granville
18. Steve Maierle	5697 Fenimore Ln	Muskego
19. Michael Kewin	9425 W. Hamlin	West Allis
20. Daniel Humpfller	3608 S. 3rd St	Milwaukee
21. [unclear]	505 W PLUMBEL AVE	MILW.
22. [unclear]	2919 S. 31st St	Milwaukee
23. Tom + Kathy Kalang	2416 W. Vogel St	Milwaukee
24. [unclear]	1437 S. 33rd	Milw.
25. BOB FRAZAR	P.O. Box 341055	MILW. 53234
26. TIM MAHER	4115 W. HIGHLAND BLVD #7	MILW 53208
27. PETER I. SLABY	805 N. 28th St.	MILW. 53208
28. [unclear]	4270 N. 87th St	Milw 53222
29. Jim Carpenter	1633 N. Prospect St	Milw 53202
30. DAVE CIESCINSKI	16 N. CARROLL S.	53210 WISCONSIN 53203

Name	MILW. ADDRESS	Community
31. LARRY SANDLER	P.O. BOX 371	MILWAUKEE
32. Jeff MUMBS	CITY - DAW - MILW	
33. Carol Sever	2906 N. Marietta	Milw.
34. Mary Wilson	6731 - 25th - Ave	Milw.
35. Joyce Herms	3023 S. 39th St	Milw.
36. John F. Helms	3334 S. Princeton Ave,	Milw.
37. Tileni Zapinski	3174 S. 32nd St.	Milwaukee
38. Kevin Atkinson	4169 S. 5th St	Milwaukee
39. Nancy MacLanck	5783 Lugabuck	Greendale
40. Alice MacLanck	5783 Lugabuck	Greendale
41. William F. Keemle	7306 Devans Ave	Greendale
42. JENNAN OLSEN	1707 N. PROSPECT	MILW
43. Alice Knievel	7756 Honey Creek Pkwy	West Allis
44. Barbara Wenzberg	2661A N. Fairway St	Milw
45. Mike Sullivan	1055 S. HERRIAN LN	OKA CREEK
46. Claude Vanderbeem	3340 East Allerton Avenue,	Cudahy WI
47. Tim Caruth	2957 S. 38th St	MILWAUKEE 53211
48. Richard A. Bowen	4272 N. 87th Milwaukee WI	53222
49. Jane Henneman	5824 W. Galena (#4)	Milw WI 53208
50. Tobias Zopf	4240 S. Sunny Slope Ave	Berlin 53151
51. Sam Madd	1030 S. 26 St.	Milw 53204
52. J. Scherer	2970 S. 45th	Milw 53219
53. Steve Filmasowicz	1213 E. Townsend,	Milw 53212
54. Justice Collins	1828 E. Mark Blvd	Milw 53211
55. Sabine Larson	6645 Hillside Lane	Tosa 53213
56. Robert Klein	2828 Maryland Ave	53211 Milwaukee WI
57. Kelly Millis	2744 N. 28th St	53211 Milwaukee, WI
58. HARVEY SHEBEST	2907 Emsue Dr	WALKERSA 53168

**COMMISSION STAFF**

Kenneth R. Yunker .....	Assistant Director
Robert E. Beglinger .....	Chief Transportation Engineer
Christopher T. Hiebert .....	Senior Engineer
David M. Jolicour .....	Engineer
Gary K. Korb .....	Regional Planning Educator
Patrick A. Pittenger .....	Senior Planner

TRANSCRIPT AND ATTENDANCE RECORD  
PUBLIC INFORMATION MEETING AND HEARING,  
OZAUKEE COUNTY ADMINISTRATION CENTER, CITY OF PORT WASHINGTON, JUNE 6, 2002

BROWN & JONES REPORTING, INC.

SOUTHEASTERN WISCONSIN  
REGIONAL FREEWAY SYSTEM  
RECONSTRUCTION STUDY  
PUBLIC HEARING

Public hearing of the Southeastern Wisconsin Regional Freeway System Reconstruction Study, taken before JESSICA R. WAACK, Registered Professional Reporter and Notary Public in and for the State of Wisconsin, at the Ozaukee County Administration Center, 121 West Main Street, Port Washington, Wisconsin, on the 6th day of June, 2002, commencing at 6:34 p.m. and concluding at 6:56 p.m.

312 East Wisconsin Avenue  
Suite 608  
Milwaukee, WI 53202  
PHONE: (414) 334-8555

TRANSCRIPT OF PROCEEDINGS  
MR. YUNKER: It's time to begin the public hearing. The first person that is registered to speak is Reid Knutson. We'd ask that you come up to the microphone and particularly address your comments to the court reporter so that we can get your comments as part of the formal record of the hearing.

MR. KNUTSON: Thank you very much. I'd just like to say that you have done a wonderful job with the study, particularly considering how tied your hands have been by some of the politicians in the southeastern part of the state.

If anything -- if there's one part of this I do not agree with, it would be that I would like to see the freeways widened even further. I would like to see more lanes to alleviate the congestion that will probably occur in the year 2020. Thank you very much.

MR. YUNKER: The second person registered to speak is Clint Solberg. Again -- excuse me, if at any time you feel you want to speak, please raise your hand and we'll get you a registration form. And when you finish filling that out, hold it up and we'll get it from you. Okay.

A P P E A R A N C E S

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION, by  
MR. KENNETH R. YUNKER, P.E.  
Assistant Director  
MR. ROBERT E. BEGLINGER  
Chief Transportation Engineer  
MR. CHRISTOPHER T. HIEBERT  
Senior Engineer

\* \* \* \* \*

I N D E X

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Clint Solberg .....	4
Nicholas Bittner .....	5
Ed Beimborn .....	8
Dwight Brass .....	15
Steve Scheil .....	18

MR. SOLBERG: My name is Clint Solberg. I'd like to commend the staff of the SEWRPC for the commendable job that they have done here in addressing the very difficult problems that are being encountered in the freeway system in Southeastern Wisconsin.

Unfortunately, these problems are there because of myopic viewpoints and bad decisions made 40 or 50 years ago when the freeway system was originally constructed and then not constructed as it should have been in the late 1960s and early 1970s.

I totally support the widening plan as they have developed it. I believe it's essential for the commerce of the State of Wisconsin, especially the Fox River Valley, which is a tremendously merging area. And the people need to flow through and to certainly the Milwaukee bottleneck.

And believe me, the trucks from the Fox River Valley will find another way to go to communities in the western part of the state or Eastern Minnesota if they continue to have large congestion here in this area.

Also, I believe the expansion's important

1 to have personal mobility, which is almost a God-  
 2 given right to every individual it seems these  
 3 days. If I had to say anything, it probably  
 4 doesn't go far enough. We obviously aren't going  
 5 to resurrect the belt freeway. Certainly a north  
 6 bypass would also be interesting. And I think it  
 7 would solve some problems around the north end.

8 I would throw out one design suggestion.  
 9 I presume it's been looked at, as is a number of  
 10 places that do have congestion, reversible lanes  
 11 have been used. And if the peaks are such that you  
 12 could have four or five lanes in the morning and  
 13 four or five lanes out at night with some of the  
 14 new technology that's out there, that's really kind  
 15 of an interesting approach. And it works very well  
 16 certainly out in the Northeast. Thank you.

17 MR. YUNKER: Thank you for your comment.  
 18 The next person registered to speak is Nicholas  
 19 Bittner.

20 MR. BITTNER: Hi. Thank you again. I  
 21 think the plan looks good. I'm happy that you've  
 22 left it open to the public as well.

23 To add to the one comment you said about  
 24 truckers finding another route and going through  
 25 the West, it's a true point. And I think you do

1 notice that one of the times -- the best time for  
 2 me to go through Chicago is at 1:00 or 2:00 in the  
 3 morning, and then it's just me and the trucks.

4 So the trucks still -- they'll go through  
 5 Chicago. So long as the people are there, the  
 6 trucks will come and serve that place. So they  
 7 might just change their routes so that they service  
 8 that area in the evening, which is usually the  
 9 best. It's easier to get through the areas in the  
 10 city as well.

11 But what I thought the study looks  
 12 like -- it starts with the question of how can we  
 13 decrease congestion to increase safety rather than  
 14 maybe asking how can we decrease vehicle miles  
 15 travelled to increase safety. And I think  
 16 decreasing congestion is the key point, but I also  
 17 think decreasing vehicle miles travelled is just as  
 18 equal a point.

19 So I'd like to maybe also see in 2020  
 20 I think the widening of lanes is probably deserved.  
 21 But you have to remember, if you're going to take  
 22 someone's home and commercial property and say it's  
 23 only worth \$30,000 and they maybe only bought it  
 24 for \$40,000 40 years ago, there's not a lot of home  
 25 you can buy for \$30,000 such as the quality that

1 they have now.

2 So you have to be aware of that, because  
 3 those were some of the mistakes that were made, and  
 4 I'm sure you're more than aware of it. I don't  
 5 even need to say that. But I don't want to go too  
 6 much further.

7 But there's also the other thing of maybe  
 8 for 2020 instead of asking for more widened lanes,  
 9 by that time they'd be ready to have a light rail  
 10 or some sort of commuter rail right-of-way along  
 11 the tracks similar to Chicago or something of the  
 12 sort.

13 But I don't know if that's the best,  
 14 because you mentioned to bring back the beltway  
 15 system. And maybe it isn't in the form of the  
 16 highway, but maybe in some sort of transit.  
 17 Because, you know, most people who ride their bike  
 18 probably aren't going to take a bike route in favor  
 19 of the highway.

20 Because it seems like, you know, if  
 21 you're taking your bike, it's usually a smaller  
 22 trip than the highway would determine. Thank you  
 23 for your time and sorry if I spoke too fast.

24 MR. YUNKER: The next person registered  
 25 to speak is Ed Beimborn.

1 MR. BEIMBORN: Thanks. My name is Ed  
 2 Beimborn. I'm a resident of the Town of Cedarburg.  
 3 I guess I have some written comments. Do you want  
 4 those as well?

5 MR. YUNKER: Yeah, if we could have those  
 6 for the record, I'd appreciate that, Ed.

7 MR. BEIMBORN: I'll try to speak quickly.  
 8 I'd like to begin by saying I have the highest  
 9 respect for SEWRPC. They have a continuing  
 10 presence in the region for many years and have been  
 11 a strong advocate of sound planning based on solid  
 12 information. And I bring these comments tonight to  
 13 be helpful and constructive and hopefully also to  
 14 develop good plans for Southeastern Wisconsin.

15 I have two major concerns about the  
 16 freeway plan. These are concerns about the lack of  
 17 a comprehensive approach in the plan and concerns  
 18 about methods that were apparently used to develop  
 19 the plan.

20 First, I have concerns about the process  
 21 used to develop the plan. I find it strange in  
 22 this day and age that the plan only concerns itself  
 23 with the issue of freeway expansion. SEWRPC has a  
 24 long history of developing comprehensive area wide  
 25 plans that consider all modes of travel, all types

1 of highways and all types of operational and  
2 systems management tools.

3 This plan seems to me to be a throwback  
4 to the way the planning was done prior to the  
5 establishment of SEWRPC while it appears that other  
6 elements of the adopted transportation plan of the  
7 region were included as a constant for all  
8 alternatives, examine. This, to me, is far more  
9 than just a refining of the plan. The freeway  
10 construction plan talks about huge changes that  
11 will affect the region for at least half a century.

12 Your currently adopted regional plan  
13 doesn't include extensive freeway expansion you  
14 propose, and you're recommending an action that  
15 doesn't conform with your own regional plan.

16 If there is ever an issue that begs to be  
17 considered as part of a comprehensive regional land  
18 use and planning effort, it's the question of  
19 expansion of freeway network. I serve on the  
20 advisory committee for the regional plan, and I'm  
21 not quite sure what the purpose of that committee  
22 is if this kind of effort goes on outside the  
23 comprehensive process.

24 This appears to violate the basic  
25 principles that SEWRPC has advocated for many

1 years. Some of these are the transportation  
2 planning needs to be regional in scope,  
3 transportation planning cannot be separated from  
4 land use planning, the highway and transit systems  
5 must be planned together, the transportation  
6 facilities and management measures must be  
7 integrated, the transportation plan must recognize  
8 limited natural resources and it must compliment  
9 and achieve personal and community goals.

10 In addition, the input from citizens of  
11 the community were asked only at the end of the  
12 study, and it seems to me a project of this  
13 magnitude requires an aggressive effort from the  
14 beginning.

15 I feel the scope of the study was far too  
16 limited. Alternatives such as improved freeway  
17 traffic management, arterial signal system  
18 enhancement, use of high occupancy vehicle lanes,  
19 express transit services, travel demand management  
20 and land use policies should have been considered  
21 and not just simply what you already had in your  
22 adopted plan.

23 The 2020 plan was based on a simplified  
24 extension of the 2010 plan. These plans are based  
25 on data that was collected more than ten years ago.

1 The region needs a fresh plan that considers a wide  
2 scope of issues including land use, energy and air  
3 quality. This needs to be done with a radically  
4 different process to foster debate and input from a  
5 wide variety of sources.

6 Those parts of the freeway expansion plan  
7 that are not absolutely necessary for the repair of  
8 the current system should be set aside and looked  
9 at as part of a new comprehensive land use and  
10 transportation and air quality planning process.

11 My second concern is about technical  
12 procedures that would apparently been used to  
13 develop the plan. They're not fully described, and  
14 I have to make assumptions about what the process  
15 used. The plan appears to use essentially the same  
16 travel forecasting methods as for the 2010 plan,  
17 which were the same for the 2010 plan, which were  
18 modified somewhat from the year 2000 plan as done  
19 in the 1970s.

20 You're recommending expenditure of \$6.5  
21 billion or \$700 million for expansion using  
22 forecasting methods that are essentially mid-1970s  
23 technology. The state of the art for travel  
24 forecasting has improved substantially since then  
25 and the commission -- and since then the commission

1 desperately needs to update their methods. While  
2 this was promised some years ago, I find no  
3 evidence it occurred, and all I can tell is from  
4 your annual reports.

5 Some other concerns, congestion measures.  
6 The congestion analysis seems inconsistent with the  
7 latest version of the highway capacity manual. The  
8 maximum flow rates on freeways have increased, and  
9 the values given in table 5-2 do not appear to  
10 agree with the manual.

11 Furthermore, the terms extreme, severe  
12 and moderate congestion are not found in the  
13 manual. This appears to put a spin on the  
14 information which makes the situation appear far  
15 worse than it may be. For example, travelling at  
16 55 to 65 miles an hour down a freeway is called  
17 severe congestion.

18 Air emissions: Your discussion of air  
19 quality impacts and freeway expansion appears to be  
20 overly optimistic, and I thank you for correcting  
21 that. Maybe that's the Wisconsin DNR's numbers.  
22 Recent experience has shown that congress has been  
23 reluctant to improve increased fuel efficiency and  
24 emission controls.

25 Optimistic assumptions about the future

1 don't change the air. And what's really needed is  
2 a serious contingent analysis of emissions and the  
3 methods to reduce them under a broad range of  
4 circumstances.

5 On land use I find your discussion of  
6 land use impacts of freeway expansion to be  
7 inadequate given the state of knowledge in this  
8 field. Your report seems to indicate that land use  
9 and transportation have little relationship. This  
10 appears to be in conflict with your past work and  
11 your own transportation planning goals.

12 This issue of land use and transportation  
13 interaction will dominate planning in the future  
14 and needs more analysis and attention. And SEWRPC  
15 should play a leadership role in helping  
16 communities implement smart growth and a  
17 transportation system plan that recognizes land use  
18 and transportation interaction as part of it.

19 And the crash analysis. The analysis of  
20 crashes on the existing freeway have no information  
21 about the causes of the crash and how the capacity  
22 expansion or safety improvements would specifically  
23 deal with them. This potentially is a \$6.5 billion  
24 decision or maybe 3.5 billion -- anyhow, just the  
25 widening issue or reconstruction with the safety to

1 bring it up to geometric standards.

2 The safety is an issue and a detailed  
3 analysis of the type, make or severity and  
4 occurrences of crashes should be done to ensure  
5 that such expenditures will indeed reduce crash  
6 occurrences in the most cost effective way.

7 There are serious questions about the  
8 methods used in the study, and they can be subject  
9 to extensive debate. To resolve these I suggest a  
10 peer review panel to examine the procedures used in  
11 detail to determine if they're appropriate.

12 Such a panel should have free and open  
13 access to your methods and data and be made up of  
14 experts in travel forecasting from outside the  
15 region. A decision of this magnitude requires that  
16 we make sure that it's correct. And only through  
17 an outside review would such an assurance be  
18 possible. And it would also help set directions  
19 for you to substantially revise and update your  
20 forecasting process.

21 State of the art has improved, and I hope  
22 you have an open mind to do this. A better process  
23 is needed and can be the basis of a comprehensive  
24 transportation, land use and air quality planning  
25 effort.

1 In summary, I feel that those parts of  
2 the freeway expansion plan that are not absolutely  
3 necessary for the repair of the current freeway  
4 system should be set aside to be dealt with in a  
5 more comprehensive effort.

6 They should use state of the art  
7 forecasting and planning methods in considering a  
8 wide range of transportation, land use alternatives  
9 and should consider their impacts on the  
10 environment. Such an effort will help the region  
11 grow smarter and be a better place for all of us to  
12 live. Thanks.

13 MR. YUNKER: Thank you for your comments.  
14 The next person registered to speak is Dwight  
15 Brass. Did I get that right?

16 MR. BRASS: Well, that's close enough.

17 MR. YUNKER: Close enough, okay. And I  
18 have one more slip, so if there's someone else who  
19 wants to speak, request a slip now and put it out  
20 now. You can turn the microphone if you want, but  
21 to get on the public record, you want to make sure  
22 you direct your comments as well to the court  
23 reporter.

24 MR. BRASS: Are you lip reading? My name  
25 is Dwight Brass. I'm here partly representing a

1 new political party called the Wisconsin Party.  
2 But I wanted to tell you about my background just  
3 for about 30 seconds. I worked as an environmental  
4 engineer for many, many years including work in  
5 Denver, Colorado, on the transportation control  
6 plan.

7 The transportation control plan there was  
8 basically controlling transportation vis-a-vis  
9 highways in order to reduce air pollution.  
10 Highways are called indirect sources. In other  
11 words, they don't pollute directly, but it's  
12 commonly accepted in the environmental field and  
13 has been for at least 30 years that you build  
14 freeways and they will come.

15 And although there's a claim here this  
16 evening that there's an exception to that for the  
17 most part, 99 out of a 100 or 999 out of a thousand  
18 freeway expansions increase the amount of traffic,  
19 the vehicle miles travelled.

20 I see nothing here directed toward  
21 reducing vehicle miles travelled. That is a  
22 primary goal for a non-obtainment area such as  
23 Milwaukee. We're having to suffer with this  
24 ethanol gasoline, which reduces your gas mileage  
25 somewhere between seven and ten percent. This

1 amounts to added gas consumption of almost a  
2 quarter of a million dollars a day just in the  
3 Southeastern part of Wisconsin.

4 What I would recommend is first of all,  
5 we go back to the drawing board. And I'm in favor  
6 of safety improvements, although I haven't looked  
7 at these in detail. And I'm in favor of rebuilding  
8 the freeway if necessary.

9 But what I don't see is any inclusion of  
10 an integrated mass-transit system with this  
11 project. Money is -- can go in one place or it can  
12 go in another place. Wisconsin cannot print money.  
13 So if we spend 6.5 billion or 3 billion or whatever  
14 the number might be on what appears to be a 100  
15 percent motor vehicle project, that amount of money  
16 can't be spent somewhere else.

17 So my suggestion is that we go back to  
18 the drawing board, we look at the safety  
19 improvements. If the land acquisition amounts to  
20 only five percent of the current right-of-way, it  
21 seems like they could tweak that a little bit and  
22 maybe get that down to zero.

23 I'm opposed to taking even one home or  
24 one acre of land or one business. And I don't  
25 really believe that it's necessary to do that. If

1 But even looking at your charts, one can see an  
2 exponential growth in the amount of traffic on the  
3 freeway system.

4 This assumes that the automobile is going  
5 to be the main mode of transportation for the next  
6 30 years. It does not take into account possible  
7 alternatives. And I can think of a couple, and I  
8 don't have the details, but I'm sure your engineers  
9 do, whether or not petroleum as we know it is going  
10 to be available in the next 40 or 30 years.  
11 Possible with disruptions in the Middle East or  
12 whatever, oil embargo, some alternatives would have  
13 to be done.

14 Secondly, looking at other cities that  
15 are much larger than Milwaukee, I have noticed that  
16 sometimes -- this freeway system looks like  
17 everything is coming into the downtown area.

18 In some cities the downtowns kind of  
19 dissolve and move into other parts of the area.  
20 Like Oak Brook, Illinois, becomes a sort of  
21 miniature downtown. The western part of St. Louis  
22 becomes a downtown. It's not only because of  
23 traffic. I'd like the commission to look at that  
24 and see what they would predict. I know nobody's  
25 got a crystal ball in that respect.

1 We have an integrated mass-transit system that  
2 represents a significant portion of this total  
3 project cost, probably about one third, let's say,  
4 and we could pick numbers, but 1 to \$2 billion  
5 would create a high-speed transit system, even an  
6 overhead monorail that would not interfere with  
7 ground-level traffic and would drastically reduce  
8 vehicle miles travelled.

9 And maybe we would get out from under the  
10 illness of the ethanol fuel. We sure are not going  
11 to get out from under it with this kind of approach  
12 where we're building, building and building  
13 freeways.

14 MR. YUNKER: Thank you for your comments.  
15 The last person registered to speak is Steve  
16 Scheil.

17 MR. SCHEIL: Scheil.

18 MR. YUNKER: Scheil.

19 MR. SCHEIL: Ever since in looking at  
20 these exhibits, the reading about them and looking  
21 at the media, I just want to kind of dovetail what  
22 the other gentleman spoke, this whole plan is  
23 predicated on we're going to have more and more  
24 automobiles. However they get there, whether they  
25 the freeway attracts them or not, I don't know.

1 The other thing I would think of in  
2 getting rid of the traffic to start with would be a  
3 system that I saw when I was in Singapore where you  
4 would license cars. If you want to go downtown,  
5 your license fee would be more than somebody who  
6 did not go downtown.

7 For example, during the week in  
8 Singapore, if you want to go down to your office,  
9 you're going to pay substantially more than if you  
10 take public transit. Or if you want to go down  
11 there on the weekends, you will pay less.

12 Eventually what they're trying to do is  
13 tax people who go downtown, and, therefore, make it  
14 unattractive for them. I know in the United States  
15 of America driving a car is an inalienable right.  
16 It's part of our Bill of Rights. Our culture  
17 evolves around the automobile. I know it would  
18 probably be a political nightmare to do this. I  
19 think the planning commission might want to  
20 investigate this and save up for possible use.

21 But again, I would like the planning  
22 commission to go beyond what we have right now.  
23 We're planning out to the year 2030. They're  
24 asking for 6.5 billion or 3 point whatever billion  
25 to solve today's problem. We know in the next 20,

1 30 years the world is going to change. I don't  
 2 know. I'd like to see the commission come up with  
 3 some alternatives, alternative A, alternative B,  
 4 whatever. Thank you.

5 MR. YUNKER: Thank you for your comments.  
 6 No one else has registered or indicated a desire to  
 7 speak, so that completes the public hearing. I  
 8 want to thank all of you for attending, and I want  
 9 to thank you for providing us with your comments.

10 The comments will all be provided to the  
 11 study advisory committee for their consideration as  
 12 they shape a final plan of recommendations. Thank  
 13 you again.

14 (Proceedings concluded at 6:56 p.m.)  
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 25

1 STATE OF WISCONSIN )  
 2 ) SS:  
 3 COUNTY OF MILWAUKEE )  
 4  
 5

6 I, JESSICA R. WAACK, a Registered  
 7 Professional Reporter and Notary Public in and for the  
 8 State of Wisconsin, do hereby certify that the above  
 9 hearing was recorded by me on the 6th day of June, 2002,  
 10 and reduced to writing under my personal direction.

11 In witness whereof I have hereunder set  
 12 my hand and affixed my seal of office at Milwaukee,  
 13 Wisconsin, this 13th day of June, 2002.

14  
 15  
 16  
 17 \_\_\_\_\_  
 18 Notary Public  
 19 In and for the State of Wisconsin

20 My Commission Expires: October 16, 2005.  
 21  
 22  
 23  
 24  
 25

ATTENDANCE RECORD

PUBLIC HEARING ON THE PRELIMINARY RECOMMENDED  
 REGIONAL FREEWAY SYSTEM RECONSTRUCTION PLAN

Thursday, June 6, 2002  
 6:30 p.m.

Ozaukee County Administration Center  
 Ozaukee, Wisconsin

SIGN-IN ROSTER

Name	Address	Community
1. Fran Myers	300 W. Trillium Rd	Mequon
2. Rose Hess Rindler	N6623 Hwy 57	Belgium, WI. 53004
3. Nicholas Bittner	2625 N. Humboldt Blvd #106	Milwaukee WI 53212
4. Jacki Havel	1615 W. 18th St	Wauwatosa WI 53024
5. Jim Huchling	144 W. 6557 W. 18th St	Cedarburg WI 53012
6. Carl Knopf	9605 LINDBLUM CT	Mequon, WI 53092
7. Donna Kipst	" " "	" " "
8. Winston Solberg	N403 Robinwood Dr.	Sheswood 54169
9. Reid Lynn Brown	2403 College	Cudahy 53118
10. Mark Gottlieb	1205 Norridge Tr.	Port Washington 53074
11. Ed Sankin	8120 River Valley	Saukville W.
12. Kate Smith	9915 N. Valley Hill Dr	Mequon WI 53092
13. Kit Keller	W42N799 Stebbins Rd	Cedarburg
14. Andrew Strick	121 W. Mason Street	Port Washington
15. Tom McAvoy	Ozaukee County Board Chair	Ozaukee County
16. [Signature]	Ozaukee County Board Chair	Port Washington
17. Gene Lindler	606 E. Otjen St.	Milwaukee
18. Dwight Brass	17 Valley	Beloit
19. Steve Stige Schell	2613 W. Lake Vista Ct	Mequon

COMMISSION STAFF

- Kenneth R. Yunker ..... Assistant Director
- Robert E. Beglinger ..... Chief Transportation Engineer
- Christopher T. Hiebert ..... Senior Engineer
- David M. Jolicœur ..... Engineer
- Patrick A. Pittenger ..... Senior Planner



Appendix B-12

OPENING REMARKS AND PRESENTATION BY COMMISSION STAFF  
AT EACH PUBLIC INFORMATION MEETING AND HEARING

Welcome to the public meeting and hearing on the Southeastern Wisconsin Regional Freeway System Reconstruction Study, and specifically the preliminary recommended plan for freeway system reconstruction. My name is Ken Yunker. I am the Assistant Director of the Southeastern Wisconsin Regional Planning Commission. I will now briefly review the format for today's meeting and hearing. The session has three parts: the first part consisted of the open house that was held here this afternoon from 4:00 to 6:00 p.m. at which the public had an opportunity to review information regarding the study and the preliminary plan and an opportunity to ask questions of study staff; the second part of the session will consist of a presentation on the study in general and specifically the preliminary plan; and, the third part of the session will be the public hearing, with statements from those of you that are present this evening who may wish to offer formal comments on the preliminary plan.

As you entered the room here tonight, you had an opportunity to fill out a speaker registration form on which you could indicate your desire to be heard. If anybody needs a speaker registration form at this time, please raise your hand and a study staff member will give you a speaker registration form, and when you have one filled out to speak, also raise your hand and they will pick those forms up. After the presentation on the study and the preliminary plan, those of you who wish to be heard will be called upon to make your statements in the order in which the forms have been submitted. Your statement will be taken down by study staff and recorded. The statements will be documented in the study's record of public comments and will be presented to the Advisory Committee that is guiding the conduct of the study. We will now provide to you a presentation on the study and the preliminary plan.

[Staff Presentation]

It is now time to receive comments. This hearing is intended to receive your comments concerning the preliminary plan. I want to emphasize that the purpose of the hearing is to hear your comments, and not to be a question and answer period. There was an opportunity to meet with study staff and to review study materials earlier, and study staff will be available after the hearing this evening to answer additional questions.

We're going to ask that you keep your comments to about \_\_\_\_ minutes. You will be notified when you have about one minute remaining. We want everyone to have an opportunity to express himself or herself this evening, and if you don't have enough time to provide your comments in the \_\_\_\_ minutes allowed, you may have an opportunity to speak again. If time permits, you will be allowed to speak a second time after all persons that have registered to speak have had an opportunity to do so. When you provide your comments, please come up to the front and use the microphone so that the court reporter and everyone else in the room can hear your comments.

I would also like to point out that comments may also be provided in writing. Forms for this purpose, which may be submitted this evening or mailed to the address on the form, are available from study staff at the entrance to the room. The public comment period on the preliminary plan extends through June 14, 2002, and written comments may be provided to the Commission through a variety of other methods. For contact information such as a mailing address and an e-mail address, please see the fifth issue of the study newsletter available at this meeting

[Public Comment Portion of Meeting]

#70421

## ***Southeastern Wisconsin Regional Freeway System Reconstruction Study and Preliminary Recommended Plan***



**Public Information Meetings and Hearings**

**May–June 2002**

1

## ***Reason for Freeway System Study***



- **270-mile freeway system nearing the end of its service life, and will begin to require reconstruction before the end of the decade**
- **Need to determine prior to reconstruction those improvements and redesign to be incorporated in a reconstructed freeway system**



2



## ***Importance of Freeway System***

- **Important to Interstate, State, and Regional Travel**
  - **Carries virtually all vehicle traffic traveling through the Region on an average weekday**
- **Important to Residents, Businesses, and Industries**
  - **Nearly 90 percent of travel made on an average weekday by Southeastern Wisconsin residents is by automobile, and nearly 40 percent of that travel is on the freeway system**
  - **Most of the daily traffic on the freeway system in each county is made by the residents of that county, or to and from that county's businesses and industries**



3



## ***Freeway System - One Element of the Regional Transportation System***

- **Study of the freeway system being conducted within the context of the entire regional transportation system and existing and ongoing regional land use and transportation system planning**
  - **Regional plans call for smart growth and curtailing urban sprawl, significant expansion of public transit, and improvements of surface arterial streets and highways.**
  - **The final recommendations of the freeway reconstruction study will refine and add to the recommendations of the regional plan.**



4



## ***Freeway System - One Element of the Regional Transportation System***

- **This study has been structured to consider freeway widening as a measure of last resort, by identifying the freeway traffic volumes and congestion that may be expected even if regional land use and transportation plans are fully implemented, and even if complete light rail and commuter rail systems are implemented**
  - **This has been done to make clear the choice which this Region and each County faces in rebuilding the freeway system, that is, whether to reconstruct the freeway system to its same capacity and accept substantially increased freeway traffic congestion, or to rebuild the freeway system with additional lanes to avoid this substantial increase in traffic congestion.**



5




## ***Study Advisory Committee***

- **Seven Counties—Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties**
  - **County Executives, County Board Chairs**
- **Municipalities—Mayors of Milwaukee, Oak Creek, Wauwatosa, and Brookfield**
- **Business—MMAC and West Bend Chamber of Commerce**
- **Labor—Teamsters Union**
- **Wisconsin Department of Natural Resources**
- **Wisconsin Department of Transportation**
- **Federal Highway Administration**
- **Transportation Development Association**



6

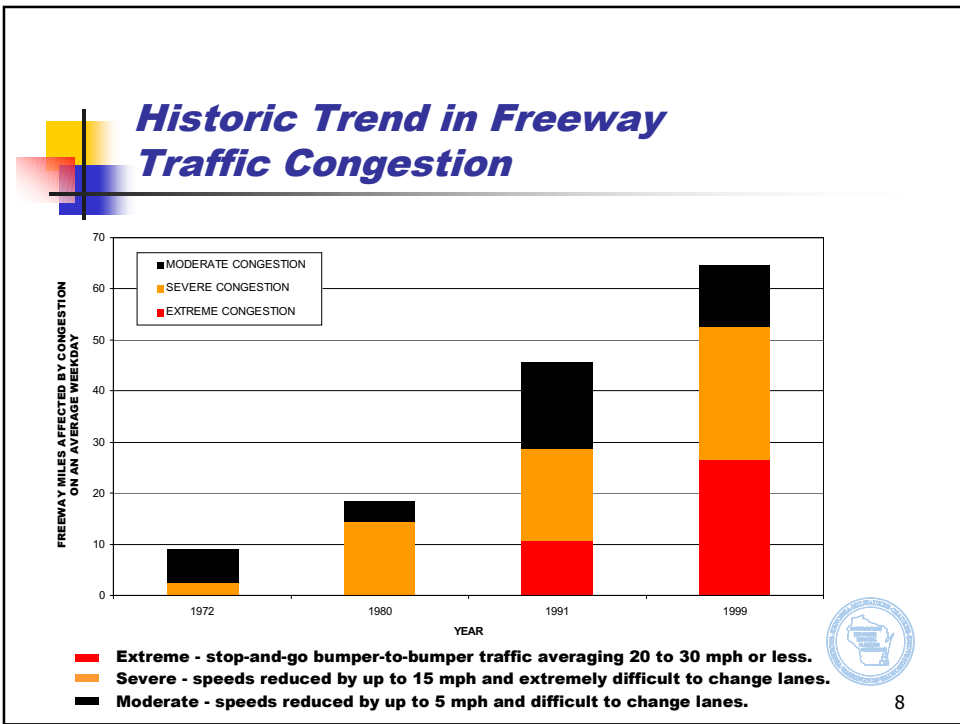


## **Problems and Deficiencies of the Regional Freeway System**

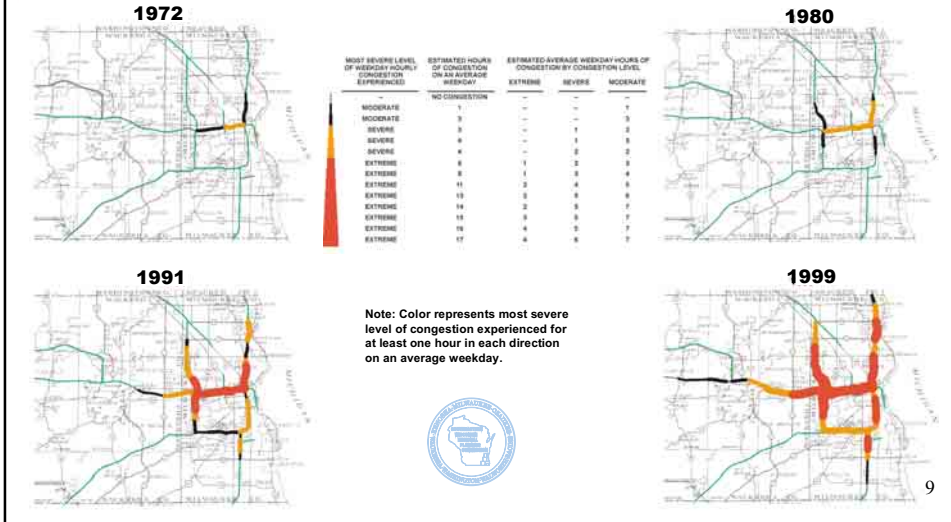
- **Physical Design**
- **Traffic Accidents**
- **Traffic Congestion**

REGIONAL COMMISSION

7



## Historic Trend in Freeway Traffic Congestion



## Preliminary Plan for Freeway System Reconstruction

- Rebuild to Modern Design Standards
- Rebuild with Additional Lanes on 127 Miles of Freeway



***Preliminary Plan—Includes Rebuild  
to Meet Modern Design Standards***

- **Reconfigure freeway-to-freeway system interchanges**
  - Relocate left hand on- and off-ramps to right hand side of freeway
  - Minimize lane drops and provide route continuity
  - Improve freeway-to-freeway ramps to provide ramp speeds that are closer to freeway mainline speeds
  - Address closely spaced service interchanges with grade-separated or collector-distributor roadways



11



***Preliminary Plan—Includes Rebuild  
to Meet Modern Design Standards—  
continued***

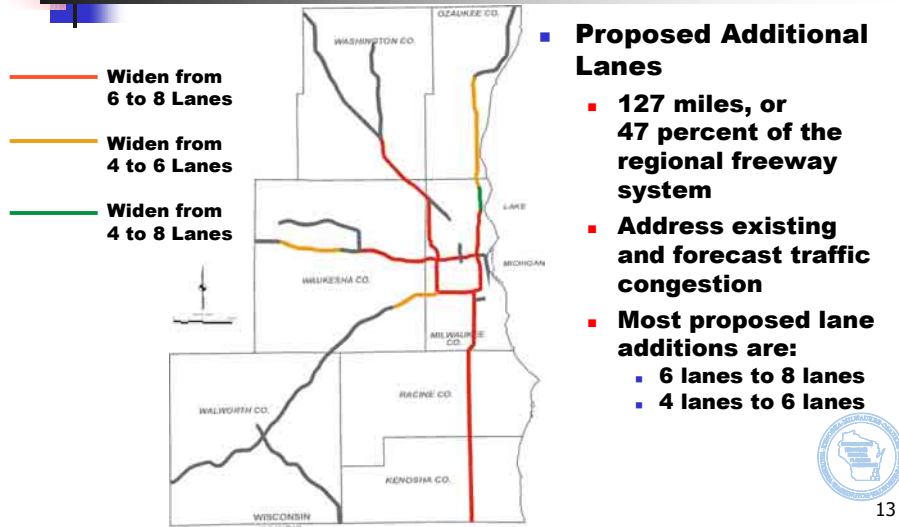
- **Improve freeway system service interchanges**
  - Lengthen and widen ramp tapers
  - Convert multi-point exits to single point exits
  - Separate ramps from frontage roads in Kenosha and Racine Counties
  - Provide selected auxiliary lanes to address closely spaced interchanges
- **Improve freeway mainline**
  - Improve freeway horizontal and vertical curvature, grades, and vertical clearance to meet standards
  - Provide full inside and outside shoulders



12



## Preliminary Plan—Rebuild with Additional Lanes



## Construction Cost

<b>\$3.37 billion</b>	<b>– Base Cost of Reconstruction</b>
<b>\$2.15 billion</b>	<b>– Cost of Improvements to Meet Modern Design Standards</b>
<b>\$0.73 billion</b>	<b>– Cost of Additional Lanes on 127 Miles of Freeway</b>
<hr/>	
<b>\$6.25 billion</b>	<b>– Total Construction Cost Over Next 30 Years (\$208 million annually)</b>





## ***Right-of-Way Acquisition Needs—Preliminary Plan***

- **Rebuilding the 270-mile freeway system to modern design standards with design and design and design-related safety improvements**
  - 577 acres
  - 166 residences
  - 23 commercial/industrial buildings
  - 2 governmental/institutional buildings
- **More than 50 percent of the necessary right-of-way for land and commercial/industrial buildings has already been approved through preliminary engineering and environmental assessment**
- **Needed right-of-way represents:**
  - 5 percent expansion of freeway right-of-way
  - Additional 0.03 percent of Region to be dedicated for freeway purposes
  - A total 0.13 percent reduction in Regional tax base and 0.21 percent reduction in Milwaukee County tax base over next 30 years.



15



## ***Right-of-Way Acquisition Needs—Preliminary Plan—continued***

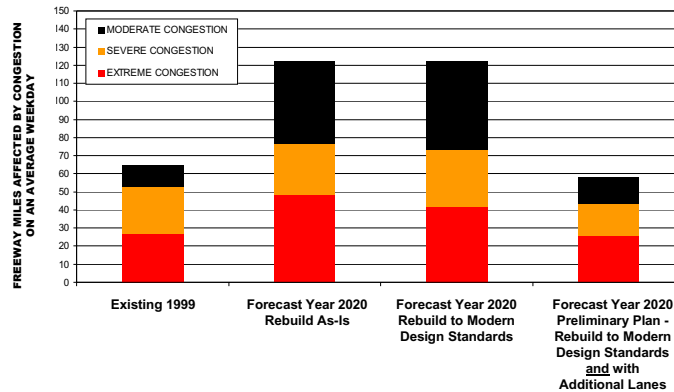
- **Adding freeway lanes would entail an additional increment of right-of-way**
  - 81 acres
  - 50 residences
  - 8 commercial buildings
  - 1 governmental/institutional building
- **Less than 1 percent expansion of freeway right-of-way**
- **Less than additional 0.01 percent of Region to be dedicated for freeway purposes**
- **A total 0.05 percent reduction in Regional tax base and 0.13 percent reduction in Milwaukee County tax base over next 30 years**



16

## Freeway Traffic Congestion— Preliminary Plan with Additional Lanes

- Widening would permit avoiding a substantial increase in freeway system traffic congestion



(Forecasts of freeway traffic volume and congestion consider freeway widening as a measure of last resort, as they identify the freeway traffic volume and congestion expected even with smart land use growth, substantially expanded public transit, and improved surface arterial streets)



17

## Other Traffic Congestion Impacts—Preliminary Plan

- Avoid a doubling of daily travel delay on the freeway system by the year 2020
- Increased freeway system travel time reliability
- Safety problems due to both design deficiencies and traffic congestion would be significantly addressed—rear-end crash rates are 5 to 15 times higher on congested freeway segments
- Reduced traffic volumes and neighborhood impacts on surface arterial streets



18

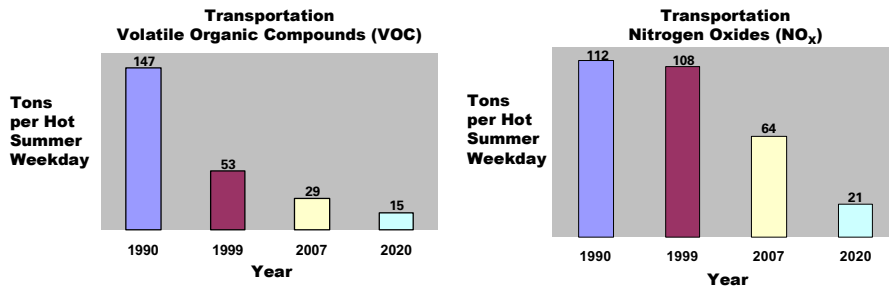
## ***Air Quality Impacts— Rebuild with Additional Lanes***

- **Whether the freeway system is rebuilt with or without additional lanes will have a negligible impact on the level of transportation system ozone-related and other air pollutant emissions and air quality, and also vehicle motor fuel consumption**
  - **Similar levels of regional vehicle traffic are expected with or without additional lanes**
  - **Transportation system derived ozone-related air pollutant emissions have been significantly declining, and are projected to continue to decline. This is principally a result of new motor vehicle standards for air pollutant emissions—“tailpipe technology”**



19

## ***Southeastern Wisconsin Six County Severe Ozone Non-Attainment Area Transportation System Ozone-Related Air Pollutant Emissions***



**NOTE: Wisconsin Department of Natural Resources State Implementation Plan for Ozone Air Quality Standard Attainment has emission budgets for the year 2007 of 32 tons for VOC and 71 tons for NO<sub>x</sub>.**



20



## ***Land Use Impacts—Preliminary Plan***

- **The preliminary plan with the proposed additional lanes may not be expected to have a significant impact on land use patterns.**
  - **Transportation is one of many possible causes of decentralization, and is generally not considered a significant cause compared to rising affluence, cost of living, schools, environmental amenities, preferences for single family homes and larger lots, perceived and/or actual crime and safety, and other factors.**
  - **In addition, the levels of congestion forecast in the year 2020 under the preliminary plan are only modestly less than existing levels of congestion. Thus, the preliminary plan is not expected to result in any substantial change in travel times or accessibility which could be considered to impact land use patterns.**
  - **However, the alternative plans with no additional lanes would permit a doubling of traffic congestion and delay. It may be argued that this significant increase in congestion could contribute to a decline in regional economic growth and continued decentralization.**



21



## ***Induced Travel—Preliminary Plan***

- **The preliminary plan with the proposed additional lanes may not be expected to induce additional travel.**
  - **Adding freeway lanes may be expected to result in levels of congestion in the year 2020 which are only modestly less than current levels of congestion. Therefore, adding freeway lanes cannot be expected to induce more travel over the existing situation.**
  - **Review of historic traffic growth in Southeastern Wisconsin including the period during which the freeway system was first constructed and significantly reduced both peak and off-peak period travel times indicates that nearly 90 percent of historic traffic growth was a result of factors such as economic and household growth and changing population lifestyles, and not travel which was “induced.”**



22



## ***Two Subalternatives to Full 127 Miles of Freeway Widening***

- **121 miles of freeway widening**
  - **No widening of IH 94 between Marquette and Zoo Interchanges**
- **108 miles of freeway widening**
  - **No widening of IH 94 between Marquette and Zoo Interchanges**
  - **No widening of IH 43 between Mitchell Interchange and Bender Road**
  - **Reduced widening of IH 43 between Bender and Brown Deer Roads to 6 rather than 8 lanes**



23



## ***121 Miles of Freeway Widening Option—Eliminate Widening of IH 94 from Marquette to Zoo Interchanges***

- **Reduced construction costs**
  - **\$90 million less (one percent reduction in system reconstruction costs)**
    - **\$6.16 billion - 121 miles of freeway widening**
    - **\$6.25 billion - 127 miles of freeway widening**
- **Reduced right-of-way acquisition**
  - **22 fewer acres**
  - **18 fewer residences (located along the south side of IH 94 from 76th Street to 70th Street)**
  - **5 fewer commercial/industrial buildings (located along the south side of IH 94 from 30th Street to 13th Street)**



24

## ***121 Miles of Freeway Widening Option—continued***

- **Impact on Wood National Cemetery and adjacent cemeteries**
  - **Widening to 8 lanes can be accomplished without requiring any relocation or disturbance of graves**
    - **No increase in land dedicated to freeways and streets is likely in Wood National Cemetery owing to the elimination of Zablocki Drive (Cemetery Access Road) bridge**
  - **Between Mitchell Boulevard and Hawley Road westbound IH 94 lanes would be elevated and overlap eastbound lanes and the northern cemeteries by up to 15 to 25 feet. This freeway redesign configuration will be required whether or not additional lanes are provided if grave disturbance is to be avoided and if safety shoulders are to be provided**



25

## ***Freeway Redesign Configuration of IH 94 between Mitchell Boulevard and Hawley Road***



26



***Freeway Redesign Configuration of  
IH 94 between Mitchell Boulevard  
and Hawley Road—Perspective:  
Looking South from Story Parkway***



**Existing Design**



**Reconfiguration Design**



***Freeway Redesign Configuration of  
IH 94 between Mitchell Boulevard and  
Hawley Road—Perspective: Looking  
North from Wood National Cemetery***



**Existing Design**



**Reconfiguration Design**





## ***121 Miles of Freeway Widening Option—Traffic Congestion***

- **Additional hours and severity of congestion on IH 94 between Zoo and Marquette Interchanges**
- **Doubling of peak hour travel delay**
- **Increase in traffic on surface arterial streets**
- **Reduced travel time reliability and traffic safety**
- **Minimal traffic diversion and additional traffic congestion and delay on remainder of freeway system**



29



## ***108 Miles of Freeway Widening Option— Eliminate Widening of IH 94 from Marquette to Zoo Interchanges and of IH 43 from Mitchell Interchange to Silver Spring Drive***

- **Reduced construction costs**
  - **\$260 million less (four percent reduction in system reconstruction costs)**
    - **\$5.99 billion - 108 miles of freeway widening**
    - **\$6.25 billion - 127 miles of freeway widening**



30

***108 Miles of Freeway Widening Option—  
Eliminate Widening of IH 94 from Marquette  
to Zoo Interchanges and of IH 43 from  
Mitchell Interchange to Silver Spring Drive***

■ **Reduced right-of-way acquisition**

	<u>IH 43 Segment</u>	<u>IH 94 Segment</u>	<u>Total</u>
<b>Acres</b>	<b>24</b>	<b>22</b>	<b>46 fewer</b>
<b>Residences</b>	<b>18*</b>	<b>18</b>	<b>36 fewer</b>
<b>Commercial/ Industrial Buildings</b>	<b>3**</b>	<b>5</b>	<b>8 fewer</b>
<b>Governmental/ Institutional Building</b>	<b>1</b>	<b>--</b>	<b>1 fewer</b>

\* **Three residences west of IH 43 and north of W. North Avenue and 15 residences along IH 43 between Bender and Brown Deer Roads**

\*\***Located along IH 43 between Bender and Green Tree Roads**



***108 Miles of Freeway Widening  
Option—Traffic Congestion***

- **Additional hours and severity of congestion**
- **Doubling of peak hour travel delay**
- **Increase in traffic on surface arterial streets**
- **Reduced travel time reliability and traffic safety**
- **Minimal traffic diversion and additional traffic congestion and delay on remainder of freeway system**





## ***Process for Developing a Final Recommended Plan***

- **Solicit public comment and feedback on preliminary plan (April-July 2002)**
  - **County boards and executives**
- **Advisory Committee determination of final plan recommendations and an accompanying program, taking into account the comment and feedback (August 2002)**
- **Submittal of final plan and program for formal adoption by each county board and executive (September-November 2002)**
- **Amendment of regional transportation plan by SEWRPC (December 2002)**
- **Submittal of plan and program to WisDOT Secretary (December 2002)**



**Appendix C**

**WRITTEN COMMENTS RECEIVED BY THE COMMISSION REGARDING  
THE REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY AND  
PRELIMINARY FREEWAY SYSTEM RECONSTRUCTION PLAN**

Appendix C-1

WRITTEN COMMENTS RECEIVED DURING THE PRELIMINARY FREEWAY SYSTEM RECONSTRUCTION PLAN FORMAL COMMENT PERIOD: MARCH 21, 2002, THROUGH JUNE 14, 2002

Appendix C-1A

WRITTEN COMMENTS FROM ELECTED OFFICIALS



BRIAN BURKE
WISCONSIN STATE SENATOR
Senate Chair, Joint Committee on Finance

June 12, 2002

Southeastern Wisconsin
Regional Planning Commission
PO Box 1607
Waukesha, WI 53187-1607

To The Commissioners of SEWRPC.

On behalf of my constituents who live near (and with) the current I-94 freeway system in their immediate neighborhoods, I wish to express my opposition to your proposal for expansion of this freeway within the City of Milwaukee.

We must make smart choices when it comes to planning, growth and development. What we do today to accommodate the traffic of urban sprawl will have a tremendous economic and environmental impact on our city of neighborhoods for years to come. Should we continue to further destroy our historic, walkable neighborhoods in order to shave five minutes off of commute time for people? I authored the Smart Growth Law in Wisconsin because it is a quality of life issue for me. It encourages communities to plan ahead, as you are attempting to do. But the Smart Growth Law encourages planning that saves natural resources AND tax dollars. Your proposal for expansion would cost more than \$6.2 billion dollars without a suggestion on how it could be paid for. When Smart Growth became law, most observers focused on how it will protect Wisconsin farms and forests from poorly planned development. While protecting and is important, so is Smart Growth's other goal, creating and preserving neighborhoods with housing options that include everybody. Under this law we need communities to maximize use of existing roads and resources while minimizing development that requires vast amounts of open space and extension of costly new public services.

Consider this: your proposal would mean the loss of 210 homes, eliminate more than 31 businesses and use more than 658 acres of additional land including wetlands. Your proposal rewards the unbridled urban sprawl and penalizes families in great neighborhoods like Story Hill. The families in the Story Hill are working hard to restore their neighborhood and create a sense of community and responsibility to improve the quality of life for all. They should be congratulated and encouraged, not penalized. Under your proposal for an expanded section of I-94, these families face an increase in pollution and noise while losing parts of their community. To add injury to pain, you would charge taxpayers \$6.2 billion to expand this stretch of freeway rather than replacing the existing system. This is an expensive mistake and leaves no room to further develop mass transit.

Please make the smart choice. Oppose the expansion of I-94 as it is currently proposed. Thank you for your further consideration of this matter.

Respectfully,

[Signature]

Brian Burke
State Senator

STATE CAPITOL, POST OFFICE BOX 7882, MADISON, WISCONSIN 53707-7882
PHONE: (608) 266-8936 OR 1-800-229-8811, FAX: (608) 265-0211

STATE REPRESENTATIVE
JON RICHARDS

SERVING MILWAUKEE'S
EAST SIDE, DOWNTOWN AND
BAY VIEW NEIGHBORHOODS

June 11, 2002

Mr. Kenneth R. Yunker, P. E., Assistant Director
Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
Waukesha, WI 53187-1607

Re: Comments on Regional Freeway Reconstruction Study for Southeastern Wisconsin

Dear Mr. Yunker:

As the State Representative for the 19th Assembly District, which includes much of Downtown Milwaukee, the East Side and Bay View, I write to let you know that I am troubled by SEWRPC's preliminary proposal to add lanes to 12.7 miles of highway in Southeastern Wisconsin.

Your freeway building plan would cost more than \$6.2 billion; use more than 658 acres of land, including wetlands; cause the loss of 210 homes and 31 businesses; generate more urban sprawl and possibly weaken the city's economy—all to shave off about 2 minutes of commuting time for some drivers. This eye-popping cost is roughly six times the size of our current massive state budget deficit. I have yet to hear what community benefit could justify this enormous expense.

Furthermore, the plan barely gives a nod to mass transit and alternative modes of transportation. Where are the recommendations that emphasize the use of buses, car-pools, trains or bicycles? The plan does not address concerns that low-income and minority populations would be unfairly harmed by your road construction plan. And the fact that your plan does not include comprehensive land use, economic development or job creation studies is also troublesome given the magnitude and importance of project for Milwaukee and the whole of Southeastern Wisconsin.

These are concerns that many of my constituents in the 19th Assembly District share. I look forward to seeing these concerns addressed in the next draft of the plan.

Thank you.

Sincerely,

[Signature]

JON RICHARDS
State Representative
19th Assembly District

CAPITOL
780 South Capitol Street, Milwaukee, WI 53204-1446
Phone: (414) 224-1446
HOME
1221 North Midland Street, Milwaukee, WI 53204-1446
Phone: (414) 224-1446

WD/21/02 14:21 FAX 4143370690

MMSD

001



May 21, 2002

Phil Evenson
Executive Director
Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
Waukesha, WI 53187-1607

Dear Mr. Evenson:

I am writing to express my concerns that plans to greatly expand Milwaukee's freeway system could jeopardize the millions of dollars that have been spent in recent years to greatly reduce the risk of flooding to Milwaukee-area residents.

By adding more concrete without proper stormwater management, this massive expansion project would also increase the risk of flooding to area residents along the Menomonee River, who were ravaged by the floods that hit the Milwaukee area in 1997 and 1998.

In recent years, the Milwaukee Metropolitan Sewerage District has completed several important flood control projects, including the \$12 million Valley Park Flood Management Project, which has substantially reduce the risk of flooding to a 130-home neighborhood just north of Interstate 94 near Miller Park. I would hate to see anything constructed that would increase the risk of flooding to those residents, who suffered through years of frequent flooding.

In addition, in recent years MMSD has initiated projects to increase the capacity of the Inline Storage System by over 25 percent, enacted stormwater regulations for the District's service area to ensure flood risk does not increase because of future development and expanded many facilities to reduce the pollutant loadings to Milwaukee-area waterways.

Any plan implemented for Milwaukee-area freeways also should not encourage land use patterns that will necessitate new infrastructure when there already is existing infrastructure in place with available capacity. That would be a poor use of tax dollars and could hurt the Milwaukee-area economy.

I look forward to continuing to work with SEWRPC on this important issue to our community.

Sincerely,

[Signature]
State Rep. Antonio Riley
MMSD Commission Chairman

Milwaukee Metropolitan Sewerage District
260 W. Seeboth Street, Milwaukee, WI 53204-1446
414-272-5100 www.mmsd.com

COPY

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607 • TELEPHONE (262) 547-6721
FAX (262) 547-1103



May 23, 2002

Representative Antonio Riley
MMSD Commission Chairman
260 W. Seeboth Street
Milwaukee, WI 53204-1446

Dear Representative Riley:

Thank you for your letter of May 21, 2002, commenting on the relationships between a tentative proposal by a SEWRPC Advisory Committee to rebuild and expand the Milwaukee area freeway system and flood control, stormwater management, and land use development objectives. As comprehensive planners, we are as concerned about flood control, stormwater management, and land use development as we are about transportation system development.

It is clear that the State of Wisconsin will need to rebuild the Milwaukee area freeway system in its entirety over the next 30 years. Whether or not additional traffic lanes ultimately are provided on selected segments of that system, the reconstruction activity will provide an opportunity to properly address flooding and stormwater management issues. Indeed, present Wisconsin Department of Transportation policy requires the Department, as individual projects are conceived, engineered, and constructed, to appropriately address flooding and stormwater management issues. Consequently, if that policy is followed, there should be no reason to fear that the freeway reconstruction project will place at greater flood risk those neighborhoods that are now being protected by MMSD investment of various types. Indeed, the reconstruction activity may well improve upon the present situation with respect to freeways and runoff, given that the present system was designed in the 1950s, a time when WisDOT did not have its present stormwater management policy in place. It will be important for the MMSD and its staff to become involved in WisDOT's project development process to help ensure that this is the case.

The Commission and its staff agree with your position that new freeway construction should not encourage land use development where other supporting infrastructure is not now in place. We believe that the present preliminary freeway reconstruction proposal accomplishes that objective by investing in better designed freeways and additional freeway capacity in those portions of the Region where development is fully or substantially in place. We are not proposing the construction of new freeways on the periphery of the Milwaukee area. Rather, we are proposing greater reinvestment in already developed areas.

With respect to the matter of providing additional lane capacity on selected freeways, please bear in mind that the Advisory Committee's proposal at this time seeks simply to abate the growth in traffic congestion that we have witnessed over the past decade, not eliminate congestion. We, too, are concerned about the Milwaukee area economy and want that economy to flourish. We believe that a position of tolerating ever-increasing congestion on the present system will work against that goal and against the objective of

Representative Antonio Riley  
May 23, 2002  
Page 2

fostering private sector reinvestment in the central city. We also believe that the proposed investment in freeways is not sufficient and must be accompanied over the next several decades by increased investment also in providing better transit services. That, too, is important to the people of Milwaukee and the Milwaukee area economy.

Thank you for communicating your thoughts on this important issue. Please be assured that we will share your thoughts with the Commission's Advisory Committee guiding the freeway reconstruction study.

Sincerely,

Philip C. Evenson  
Executive Director

PCE/rj  
#69773 v1 - Riley Lit-MMSD

cc: Leslie J. Fafard, District Director, WisDOT

bcc: Bill Drew (w/incoming letter)

### Proposal to foster a public dialogue leading to a regional consensus on implementable freeway-related improvements in Southeastern Wisconsin

#### I. PURPOSE OR MISSION STATEMENT

Foster a public dialogue leading to a regional consensus on implementable freeway-related improvements in Southeastern Wisconsin.

#### II. PROBLEM STATEMENT

WisDOT needs to replace the deteriorating freeway system in Southeastern Wisconsin as major segments reach the end of their service life. Decisions need to be made regarding whether the new replacements will be in kind, improved, or otherwise modified, before design and construction may proceed. Our last effort at addressing this issue with a Major Investment Study resulted in a stalemate because there was no agreement between state and local political interests to support the improvement alternatives under consideration.

#### III. GUIDELINES

1. The regional consensus that develops from this process will help determine the overall direction, role, or mission for WisDOT's District 2 in improving travel in major transportation corridors.
2. The primary product is a conceptual plan stating the type of improvement intended for each segment of the freeway system.
3. Obtaining a consensus will likely require addressing freeway-related issues such as multimodal transportation, ITS (intelligent transportation systems), land use controls, demand management, as well as freeway capacity, design, and operation.
4. A system-wide approach -- not a piecemeal approach -- will be used.
5. Community leaders will be involved.
6. The process will be financed by WisDOT but WisDOT should not lead it. The goals of the regional community should be considered.
7. The process will not have a preconceived outcome. Alternative strategies will be discussed. The Null Alternative or Do Nothing alternative is the default unless a

consensus is reached concerning a set of improvements.

8. The Regional Transportation System Plan provides the starting point for this process. Reviewing Translinks 21 and Metro 2020 recommendations may provide some continuity. A marketing study may be useful to identify different interests in southeastern Wisconsin.

#### IV. MANAGEMENT STRUCTURE

A number of structural elements are necessary for the process. The process requires an advisory committee, board, or panel to discuss issues and make recommendations. An agency needs to organize the committee. A consultant is needed to write the reports, introduce and explain alternative strategies, and facilitate input by the committee. An agency needs to hire and manage the consultant, oversee their work and pay the bills. Finally, an agency needs to finance the process.

Recommendations regarding each of these elements follow.

1. **Sponsor.** The sponsor of this effort should be WisDOT and WisDOT should finance the study. This study concerns freeway-related improvements; WisDOT has played important roles in planning, funding, improving, operating, and maintaining the freeway system in the Milwaukee area. In order to continue to meet these responsibilities, a set of agreed-upon freeway strategies and clear cut roles and responsibilities is needed. Therefore, it makes sense that WisDOT initiate and finance this effort.
2. **Lead.** We looked at three alternatives for a lead agency. The lead agency is responsible for organizing the advisory committee and directing the consultant. SEWRPC is in the best position to play these roles for these reasons:
  - ◊ This is essentially a refinement of SEWRPC's system plan.
  - ◊ They already have a process in place for setting up advisory committees and dealing with controversial planning issues.
  - ◊ They provide a regional emphasis with better chance of overall "buy-in."
  - ◊ Their lead reduces the state role and influence.

There are also some possible disadvantages:

- ◊ The outcome might be perceived as just another advisory plan.
- ◊ Their lead reduces the state role and influence.

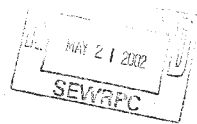
WisDOT will list the study in SEWRPC's ongoing work plan. WisDOT will provide this proposal to SEWRPC as the basis for the work. WisDOT will amend this proposal pending discussions with SEWRPC. SEWRPC will be free to define its own methods for providing the products and following the guidelines stated herein. The consultant will

John O. Norquist  
Mayor  
City of Milwaukee

May 20, 2002

Tuesday, September 08, 1998

Philip Evenson  
Executive Director  
SEWRPC  
P.O. Box 1607  
Waukesha, WI 53187-1607



Dear Mr. Evenson:

I note that SEWRPC will be holding a series of meetings in the next two weeks to review a proposal for more than \$6.2 billion of highway expansion in Milwaukee and surrounding counties. The proposal only considers adding more lanes or a no-build alternative.

I am enclosing a Wisconsin Department of Transportation study from 1998 which had laid out a far different and more comprehensive approach to transportation issues in the region.

The proposal focused on the need for public dialogue to address all highway and related issues such as multi-modal transportation, land use policy, and specifically mentions items missing from the SEWRPC proposal currently on the table. These omitted items include "the public transit system such as inter-city buses, commuter buses, express buses and local buses, Amtrak, commuter rail, light rail transit and street cars."

It is my understanding that SEWRPC reviewed this WISDOT proposal and narrowed it to the highway expansion plan which will add lanes in the City of Milwaukee on residential and commercial property and do substantial harm to our quality of life. I would expect that SEWRPC will explain at its hearings why it chose to dismiss the comprehensive WISDOT proposal in favor of the highway only expansion plan it is bringing to the public for review.

Sincerely,

JOHN O. NORQUIST  
Mayor

Enclosure

JON:JR:pjm



Office of the Mayor  
City Hall  
200 East Wells Street  
Milwaukee,  
Wisconsin  
53202  
(414) 286-2200  
fax (414) 286-3391



work directly for SEWRPC. WisDOT's involvement will be through representation on the advisory committee. SEWRPC can choose to seek any counsel or technical expertise from WisDOT during the process.

We decided that the following options for lead agency were inferior to having SEWRPC be the lead. The options and pros and cons follow:

- SEWRPC and WisDOT could lead jointly. This option would have the advantage that WisDOT resources could be brought to bear more directly to help facilitate the process. The disadvantages are that WisDOT may be perceived as pursuing its own agenda rather than the advisory committee's and responsibility and accountability are diluted.
- The last alternative is for WisDOT to lead the process. The advantages of this approach are that it's a chance to show we're interested in letting customers define quality; and responsibility and accountability are concentrated in a single agency. The disadvantages are that WisDOT will be perceived as pursuing its own agenda rather than the advisory committee's and it would be difficult to get buy-in from local and regional agencies.

3. Consultant. The consultant would be chosen based on normal selection practices.
4. Advisory committee. The lead agency will organize the advisory committee reflecting the population of Southeastern Wisconsin. (The advisory committee should consist of representatives from each county, selected cities, villages, towns; and representatives from business, community, and interest groups.) *The committee should be lead by a prominent business leader and should involve legislators.*

## V. PRODUCTS

There are three primary products desired from this process.

1. A delineation of the roles and responsibilities for all elements of the surface transportation system. This could be expressed as a table where the column headings are state, regional, county, and municipal. The row headings would be the components of the street and highway system such as freeways, principle arterial streets and highways, minor arterial streets and highways, collectors, and access roads; and the public transit system such as inter-city buses, commuter buses, express buses and local buses. Amtrak, commuter rail, light rail transit, and street cars.

In this product, roles and responsibilities could include funding, cost sharing, owning, and operating. Specific transportation facilities could be further divided by function, location, or other criteria.

3

2. A conceptual plan for the freeway system. The plan would specify for each segment of existing or proposed freeway, whether the segment should be:
  1. Demolished and replaced with arterial street improvements
  2. Resurfaced
  3. Reconstructed in kind
  4. Reconstructed with spot safety and operational improvements within the right-of-way
  5. Modernized in terms of ramp design and general geometrics with some additional right-of-way
  6. Modified by adding, deleting, or consolidating on and off ramps
  7. Expanded by means of additional conventional lanes
  8. Expanded by means of additional special purpose lanes reserved for carpools and buses
  9. Newly constructed on new rights of way or on existing principal arterial alignments.

- The second and third actions are not realistic options because most freeway segments have already been resurfaced twice and are at the end of their useful life, or have known safety and operational problems that require at least a spot improvement, or both. Therefore, the default alternative for this process is assumed to be #4 "Reconstructed with spot safety and operational improvements within the right-of-way."*

In addition, the plan will specify a set of freeway related transportation services or actions to be done in conjunction with, or in lieu of, freeway improvements. These may include but are not limited to:

- Freeway Traffic Management (to manage the flow of vehicles more efficiently)
  - Ramp metering.
  - Motorist information.
  - Incident management.
- Freeway Demand Management (incentives and alternative modes to decrease peak period traffic volumes demanded on the freeway)
  - Provision of commuter or express bus or rail service
  - Promotion of carpooling
  - Provision of park and ride lots
  - Improvements on arterial streets that serve as alternative routes
  - Access fees for entering the freeway system
  - Land use controls related to freeway interchanges

### 3. Financial plan

This product will specify the costs of each action in the plan by item along with the suggested cost-sharing arrangements where applicable.

## VI. SCOPE

4

The study area for this effort will comprise all seven counties in Southeastern Wisconsin that compose SEWRPC's service area. However, the emphasis will be freeways in areas that are experiencing the effects of urbanization.

The time frame for freeway related improvements is January 1, 2000 through Jan 1, 2020.

## VII. PROCESS

The study will require a number of steps.

1. Identification and discussion of problems with the existing system and goals for a future system.

For example:

- Interstate commerce traffic gets stuck in commuting traffic during peak periods. A means for separating these two types of travel would be helpful.
- 75% of the freeways in Milwaukee County will experience level of service "E" or "F" by the year 2020.
- Freeways in downtown Milwaukee provide convenient access but also occupy land that could be used for development.
- A by-pass would take pressure off of the Marquette and Zoo Interchanges, yet locating this facility may likely trigger opposition from local communities.

2. Identification and discussion of the range of strategies for each segment.

The following items are examples of some specific strategies that WisDOT would particularly like to see identified and discussed. Of course, advisory committee members and staff may introduce other strategies or select from those listed under product #2 above.

- ◊ Does the Milwaukee area need a by-pass?
- ◊ Should selected pieces of the freeway downtown be demolished and replaced with arterial street improvements?
- ◊ Which of the SOV or HOV lane expansions in the state highway plan should be implemented?
- ◊ Which freeway segments should remain the state's responsibility and which should be

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taken over by other units of government?

- ◊ Which freeway segments would benefit from additional traffic management and demand management? Who is responsible for these actions?

3. Combine solutions into packages.

This optional step is intended to simplify the evaluation of the improvements.

4. Evaluate alternatives packages from a technical standpoint.

Estimate the direct benefits, costs, and natural and social environmental impacts of each alternative improvement or package. Discuss indirect impacts and those that are difficult to quantify. This will by necessity have to be done at a rather broad level in order to keep the scope of the study manageable and to complete the work in a reasonable amount of time.

5. Evaluate alternatives from a community perspective.

Present and discuss the alternatives with the advisory committee and with the public through appropriate public involvement.

6. Prepare the consensus plan.

7. Seek adoption of the plan by the Regional Planning Commission.

After the plan is adopted, each jurisdiction seeks to implement their portion of the plan. An evaluation of the plan implementation efforts five years from the date of completion would be helpful in keeping the plan implementation efforts on track.

## VIII. SCHEDULE

Aug. '98	WisDOT finishes proposal
Sep. '98	WisDOT management approves proposal, WisDOT reaches understanding with SEWRPC
Oct. '98	SEWRPC releases RFP, starts process of organizing advisory committee
Nov. '98	Consultants submit proposals
Dec. '98	SEWRPC selects consultant, negotiates and signs contract with consultant.

Jan. '99 Study Begins

Jan. '00 Study Concludes

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607 • TELEPHONE (262) 547-6721 FAX (262) 547-1103



May 23, 2002

Mr. John O. Norquist  
Mayor, City of Milwaukee  
City Hall  
200 E. Wells Street  
Milwaukee, WI 53202

Dear Mayor Norquist:

Thank you for your letter of May 20, 2002, relative to the regional freeway reconstruction study being undertaken by the Commission at the request of the Wisconsin Department of Transportation (WisDOT). Attached to your letter was a 1998 WisDOT document which you believe lays out "a far different and more comprehensive approach to transportation issues in the region" than the approach being followed by the Commission in conducting the study. You further indicate that your reading of the 1998 WisDOT document indicates that WisDOT was seeking a multi-modal transportation study that would address, in addition to the freeways, "the public transit system such as inter-city buses, commuter buses, express buses and local buses, Amtrak, commuter rail, light rail transit and street cars."

We respectfully disagree with your interpretation of the 1998 WisDOT document. Our reading of that document indicates the following:

1. The currently adopted, multi-modal regional transportation system plan was to be the point of departure for the regional freeway reconstruction study and provide the framework of reference for that study (see page 2 of the WisDOT document). Thus, the freeway study was to examine in detail one element of the multi-modal regional transportation system, but do so in a way that recognizes—qualitatively and quantitatively—the anticipated contributions of the other elements to the entire transportation system. This is precisely what we have done in carrying out the study. In this respect, the regional freeway reconstruction study is no different than many other detailed planning studies recently completed or underway by this Commission and carried out in conjunction with plan implementation agencies. Such studies include transit development programs for Ozaukee, Washington, and Waukesha Counties, county jurisdictional highway system plans, and the Kenosha-Racine-Milwaukee commuter rail study. All of these studies focus on a subelement of the broad multi-modal transportation system that has been established in the framework regional plan.
2. The primary product sought by WisDOT was a "conceptual plan stating the type of improvement intended for each segment of the freeway system" (see page 1 of the WisDOT document). What is presently being laid before the public for review and comment is a preliminary draft of the intended conceptual plan.
3. Issues related to freeway reconstruction, including multi-modal transportation, intelligent transportation systems, lane use controls, and demand management, were to be addressed in the study, but were to remain in the "background" relative to the primary focus of the study, which was to

Mr. John O. Norquist  
May 23, 2002  
Page 2

be freeway design and capacity (see page 1 of the WisDOT document). Again, we believe that we have appropriately addressed these issues in the materials that have been prepared under the study to date.

4. WisDOT desired three major products from the study: a) a statement of the roles and responsibilities of public agencies for elements of the regional transportation system, b) a conceptual plan for the freeway system, and c) a financial program attendant to the reconstruction of the freeway system (see pages 3 and 4 of the WisDOT document). The adopted, multi-modal regional transportation system plan already includes an identification of roles and responsibilities for implementation of the various elements of the regional transportation system. Hence, the first product is intended to focus on roles and responsibilities for each major segment of freeway, with the assumption to date being that WisDOT will continue to be fully responsible for each freeway segment. The second product has been well defined, although it clearly is subject to change after public input is obtained. The third product will be prepared and reviewed by the Advisory Committee on which you serve following the Committee's selection of a final plan.

Given the foregoing, we respectfully reject your conclusion that the Commission "chose to dismiss the comprehensive WisDOT proposal in favor of the highway only expansion plan it is bringing to the public for review." Rather, we conclude that we are conducting the study fully in accord with the framework for the study that was specified by the WisDOT.

While we disagree with the report interpretations and conclusion set forth in your letter, we share your underlying concern that the current focus on regional freeway reconstruction activity not obscure the need to move forward on other transportation fronts identified in the adopted regional plan, including providing better systems of public transit to interconnect key subareas of the metropolitan area; to provide a basis for choice in travel, particularly in key corridors; and to better serve those residents of the area who do not have ready access to automobiles. From our staff perspective, we will make only modest progress on those fronts until—like most other metropolitan areas in the Nation—there is made available a dedicated source of nonproperty tax revenue at the local level to support public transit systems. Our efforts in the last decade to move in that direction did not succeed. Perhaps it is time to reconsider such an initiative.

Sincerely,

Philip C. Evenson  
Executive Director

PCF/rj  
6/9/98/51 v1 - Norquist.Ltr

cc: Leslie J. Fafard, District Director, WisDOT  
William R. Drew, Chairman, Regional Freeway System Advisory Committee

ORAL  
WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 8, 2002  
Kenosha City Hall  
625 52nd Street  
Kenosha, Wisconsin

Name Irv Larsen

Affiliation Kenosha Co Board Supervisor

Mailing Address \_\_\_\_\_

Comment Supports widening freeway in Kenosha Co.

Suggested consideration of new freeway bypass south and west of Milwaukee County

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 June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you.

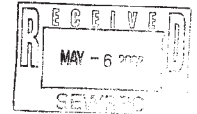
COMMENT TAKEN AT REQUEST BY REB.

#68961 v1

PEGGY  
ROSENZWEIG



State Senator, 5th Senate District  
Member, Joint Committee on Finance



April 26, 2002

Thomas H. Buestrin  
SEWRPC  
Chairman, Freeway System Advisory Committee  
W239 N1812 Rockwood Drive  
P.O. Box 1607  
Waukesha, WI 53187-1607

Dear Mr. Buestrin:

Recently a constituent of mine wrote in with some suggestions on how we might rebuild I-94 and I wanted to convey those ideas to the Freeway System Advisory Committee.

Enclosed please find a copy of his comments for your consideration. He posed some very intriguing ideas for how we might rebuild I-94 and I have informed him that his comments were forwarded to you. I also recommended he visit your website where he could learn more about the process that has taken place thus far and to find dates and times of the upcoming meetings to discuss a preliminary freeway reconstruction plan in May and early June.

Please do not hesitate to contact my office if I can offer assistance to your committee.

Sincerely,

*Peggy Rosenzweig*  
PEGGY ROSENZWEIG  
5th Senate District  
Wisconsin State Legislature

cc: John Bauer

Matthews, Pam

From: Grapentine, Mark  
Sent: Monday, April 08, 2002 3:03 PM  
To: Matthews, Pam  
Subject: FW: interstate 94

Post-It® brand fax transmittal memo 7571

To	Sen. Matthews	From	Pam Matthews
CC	Sen. Rosenzweig	To	Sen. Rosenzweig
Dept.		Phone	608.266.2512
Fax #	608-547-1103	Fax #	

-----Original Message-----

From: John & Lesley Bauer [mailto:bauer281@merr.com]  
Sent: Saturday, April 06, 2002 6:39 PM  
To: Sen. Rosenzweig@legis.state.wi.us  
Cc: Rep.Cullen@legis.state.wi.us  
Subject: Interstate 94

Hi  
I have an idea about rebuilding I-94. I was wondering why we need the Interstate going through downtown. As planned, this would disrupt businesses and home owners. Why can't they add 2 lanes in each direction to 894, rename that to I-94, post it that all traffic takes this route and then repave the present interstate, fix what needs to be fixed, and rename that "local" I-94? This way only local traffic would use this land locked freeway and anyone who is just passing through would take the western interstate roads (the old 894, now renamed I-94). Or, instead of double decking the present interstate, you could double deck 894 with the top lanes being through lanes, no exits- just a couple of entrance ramps. Just because it's always been done this way, doesn't mean we have to live in a box, lets get out and explore!  
John Bauer  
2814 N 79th St  
Milwaukee  
bauer281@merr.com

05/08/2002

COPY

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607

TELEPHONE (262) 547-6721  
FAX (262) 547-1103

Serving the Counties of:



May 17, 2002

Mr. John Bauer  
2814 N. 79th Street  
Milwaukee, WI

Dear Mr. Bauer:

Your electronic message to State Senator Peggy Rosenzweig of April 6, 2002, relative to the rebuilding of the regional freeway system has been forwarded to the Commission staff. Please be assured that your communication will be made a part of the record of public comments relative to the Commission's Regional Freeway Reconstruction Study and will be brought to the attention of the Commission's Advisory Committee guiding that study.

Implicit in your suggestion that the Milwaukee freeway bypass (IH 894 and USH 45/41) be expanded and relabeled IH 94 is a belief that there is a substantial amount of through traffic in southeastern Wisconsin that desires to bypass the Milwaukee downtown area but that simply follows the major through I-94 interstate routing. Commission travel surveys indicate that such is not the case. Indeed, those surveys indicate that about 95 percent of daily travel in the Region is "local" in nature in that such travel has both trip ends within the Region. Only relatively small amounts of travel—less than 1 percent—are truly "through" in nature, having both trip ends outside the Region. Since so much of our traffic is local in nature, daily travel behavior is simply not influenced by the route number that is posted on the shield denoting a freeway route. Rather, local travel, which tends to be repetitive in nature, takes the most time-efficient route no matter what the route shield denotes.

Thank you for submitting your comments. Again, you may be assured that they will be conveyed to the Advisory Committee.

Sincerely,

Philip C. Evenson  
Executive Director

PCE/ij  
#69461 v1 - Bauer Letter

cc: State Senator Peggy Rosenzweig  
State Representative David A. Cullen

cc: Patrick Pittenger (w/incoming message)

WRITTEN COMMENTS FROM GOVERNMENT AGENCY STAFF

8



Department of City Development  
Housing Authority  
Redevelopment Authority  
City Plan Commission  
Historic Preservation Commission

Julie A. Penman  
Commissioner  
Michael A. Dawson  
Deputy Commissioner

June 14, 2002

Philip C. Evenson, AICP  
Executive Director  
Southeastern Wisconsin Regional Planning Commission  
P.O. Box 1607  
Waukesha, WI 53187-1607

Re: SEWRPC Planning Report No. 47, *A Regional Freeway Reconstruction System Plan for Southeastern Wisconsin*, Final Draft As Approved by Technical Subcommittee

Dear Mr. Evenson:

You and City of Milwaukee Mayor John O. Norquist have exchanged letters about a proposal that I wrote in 1998 calling for "a public dialogue leading to a regional consensus on implementable freeway-related improvements in Southeastern Wisconsin."

The Mayor and I disagree with you about much of the preliminary plan. The public presentation SEWRPC is offering about it strikes the City of Milwaukee as a freeway-construction justification instead of a more comprehensive study of transportation and land use issues that relate to the provision and use of freeways.

Below are specifics to back up the City's contention that the plan lacks attention to many non-highway planning categories, including the fiscal issue. I have also included some analysis of the Marquette interchange project - a component of your plan I argue contains major expansions that have not been acknowledged.

**1. The study recommendations only list freeway-construction solutions**

The recommendations found in Chapter 6 consist solely of freeway expansion alternatives. Other strategies are explicitly dismissed as ineffective and buried in the report!

Chapter 6 states, "No other measure can be expected to even come close to having the same impact on future traffic congestion, including 'smart growth' land use development, improvement and expansion of public transit, surface arterial improvements, or travel demand management or systems management measures." This is hardly a comprehensive approach. Besides, relieving freeway congestion is not the only goal of freeways. (If it were, closing on-ramps could achieve that goal.)

In your letter you state that these "were to be addressed in the study, but were to remain in the 'background' relative to the primary focus of the study..." These recommendations are not just in the background, they're buried.

809 North Broadway, Milwaukee, Wisconsin, Phone (414) 285-5900  
Mailing Address: P.O. Box 324 Milwaukee, WI 53201-0324  
Internet Address: www.mkecdia.org Business Information: www.milwaukeebiz.com  
T.O.D. Numbers: Rent Assistance 285-2521 and Community Services 285-2504

A mix of freeway-related strategies could have been offered in the recommendation chapter instead of just being described in the back of in Chapter 2, Overview of Regional Freeway and Transportation System. The chapter title doesn't even indicate that the chapter includes a decent summary of the regional land use and transportation system plan recommendations.

What a wasted opportunity to educate the citizens and their elected officials about the array of policy and technical alternatives available to improve travel and development in their communities. A comprehensive approach would have explicitly combined some other freeway-related strategies into the freeway expansion alternatives, at least for discussion.

**2. You don't consider the effect of expanded freeways on land use patterns**

I've read your report's section on induced travel very carefully. You plan where jobs and households will be located and then plan the transportation system, but there is no feedback loop that looks at how the transportation system in turn affects land use. This is a huge issue for the Milwaukee metro area and the State of Wisconsin.

While transportation facilities that promote commerce between cities are a sound investment, freeway expansion that promotes decentralization is harmful to the commerce of the city and the surrounding environment. This issue should have been central to *developing* freeway-related strategies. A comprehensive study *should* have addressed these secondary impacts of freeway expansion as is commonly done during the NEPA process for individual projects.

A technical point: the report states, "...analyses of trip-making have indicated that travel time and cost have relatively very little influence." That is not the same as saying they have little influence on land use decisions. I would submit that travel time and cost have relatively very large influence on locational decision-making. Avoiding transportation cost is the very basis for settling in urban places in the first place.

**3. "Design and Design-related Safety Improvements" is expansion**

The Design and Design-related Safety Improvements alternative expands the freeway, resulting, in part, for a 62% increase in cost.

In the case of the Marquette interchange, it's been repeatedly said that the interchange is in "the same footprint" and "is not an expansion." My calculations show that the recommended plan for the Marquette Interchange is more than double the cost of replacing the interchange "as is" and adds 11 more lane miles, an increase of 56%.

The preferred alternative adds lanes in ramps and approaches, sometimes all the way to the limit of the project. It's ludicrous to say this isn't an expansion. Two lanes do not have the same footprint as one lane. Even if the term "footprint" were being used to describe the right-of-way, which is hardly technical jargon in need of substitution, the interchange and your design improvements plan require more right-of-way too.

Saying these differences don't constitute an expansion is like saying a Ford Expedition is no larger than a Mini Cooper because they both have four wheels. It's not just designed differently; it's expanded.

I am in favor of cost-effective safety improvements. However, I haven't seen the analysis or modeling that suggests that these designs are the most cost-effective means for accomplishing lower crashes or improved flow. I strongly suspect most of the benefit can be had for an increased expenditure of 10-20%, not more than doubling the cost or adding 62%. To put it in perspective, 62% is almost the same percentage increase as adding 2 lanes to the existing three (67%).

**4. Travel through the region doesn't justify freeway expansion.**

Offering travelers safe and efficient transportation through our region and state is a worthy goal and fosters the social and economic development of this region and others. However, the truck and automobile trips passing through the region amount to 20,000 trips per day, about the same number of people riding some light rail transit lines. No wonder your report expressed them in annual terms instead of daily terms. A three-lane freeway for 20,000 trips is more than sufficient. The problem for long-range travelers is that the freeway is full of local commuters. We could pursue other strategies to serve commuters' needs and keep them off the freeway. Instead, the recommended plan attracts 10,000 to 25,000 vehicles per weekday on segments of freeway.

**5. There is no discussion of how to pay for the recommendation.**

A common last chapter to a planning report is the discussion of how you are going to pay for the plan. I'm not saying you need a way to pay for an alternative for discussion, but you should at least start the discussion, offer some possibilities, and make the costs real for people.

The preliminary plan adds costs of \$2.8 billion or 82% to the already challenging cost of "as is" replacement with no discussion of how to pay for either.

In conclusion, this study seems intent on justifying a decision to expand freeways rather than inform the decision and promote a discussion about it. Why else downplay the extent of the expansion and its fiscal impact? Why no incremental improvement alternative? I haven't seen the careful assessment of benefits either, even though tools to do so, such as computer modeling, are available. Finally, in 20 years the expansion brings us back to the congestion levels we have now. Does that portend another freeway study calling for a ten-lane freeway and still no other strategies in place. That seems to be the road our region is heading down.

I favor the replacement of aging infrastructure - the freeways play an important role in the transportation system - and cost-effective safety and performance improvements. Some expansion as part of an overall transportation and development strategy might be desirable. But first we would need a planning report that addresses these difficult issues and offers the communities in Southeastern Wisconsin choices about how to do that. Instead we get this freeway builder's dream.

Sincerely,

Michael J. Maierle  
Long Range Planning Manager  
Department of City Development  
City of Milwaukee



Department of City Development  
Housing Authority  
Redevelopment Authority  
City Plan Commission  
Historic Preservation Commission

Julie A. Penman  
Commissioner  
Michael A. Dawson  
Deputy Commissioner

June 13, 2002

**SENT VIA FAX (262-547-1103) AND MAIL**

Mr. Phillip Evenson  
Executive Director  
Southeastern Wisconsin Regional Planning Commission  
W239 N1812 Rockwood Drive  
P.O. Box 1607  
Waukesha, WI 53187-1607

Dear Mr. Evenson:

This letter is to express my opposition to the freeway expansion plan as proposed by the Southeastern Wisconsin Regional Planning Commission (SEWRPC). This plan not only fails to address a comprehensive approach to regional transportation, but also fails to consider the economic impact it will have on the City of Milwaukee and other established communities.

At a time when the city is beginning to experience renewed interest and investment, I question SEWRPC's wisdom of revisiting failed policies of the past that lead to urban sprawl, disinvestment and the deterioration of our neighborhoods. Increasing freeway capacity will further encourage businesses to relocate to the suburbs, thus severely hindering our ability to reclaim urban brownfields, attract investment and create family supporting jobs close to where workers live.

This plan will result in the loss of hundreds of businesses and homes, destroy neighborhoods and require huge new tax increases - all in the name of saving a few minutes in travel time. It's difficult to imagine that for \$6.2 billion we cannot develop a balanced transportation plan that fosters economic development, protects our neighborhoods and provides access to high-paying jobs and services.

I ask that you reconsider this massive freeway expansion and develop a comprehensive transportation plan that is beneficial to the suburbs and the City of Milwaukee.

Sincerely,

Julie A. Penman  
Commissioner

809 North Broadway, Milwaukee, Wisconsin, Phone (414) 285-5900  
Mailing Address: P.O. Box 324 Milwaukee, WI 53201-0324  
Internet Address: www.mkecdia.org Business Information: www.milwaukeebiz.com  
T.O.D. Numbers: Rent Assistance 285-2521 and Community Services 285-2504



John C. Noquist  
Mayor  
City of Milwaukee



John C. Noquist  
City Hall  
200 East Wisconsin Street  
Milwaukee  
Wisconsin  
53202  
414-226-2229  
tel. 414-226-2191

June 7, 2002

Mr. Philip Evenson, Executive Director  
Southeastern Wisconsin Regional Planning Commission  
W239 N1812 Rockwood Drive  
PO Box 1607  
Waukesha, WI 53187-1607

Dear Mr. Evenson:

I am responding to the Southeastern Wisconsin Regional Planning Commission's call for comments on its Freeway System Reconstruction Study.

My current position is Policy Director for Milwaukee Mayor John C. Noquist. From 1999 until last month, I was the Deputy Director of the City of Milwaukee's Department of Administration, managed the city's 2000 census awareness activities and served as liaison with the Census Bureau.

I have looked at census data (attached) for the seven counties making up SEWRPC, have examined SEWRPC's governance and financing, and conclude that SEWRPC is profoundly isolated from and not representative of the social and economic diversity of the region.

SEWRPC, according to its 2002 budget, is a publicly-funded agency. One hundred percent of its 21 commissioners and 100 percent of its 11-member management team are white, according to information provided by SEWRPC. There is no way that SEWRPC can argue that its commissioners and management even remotely reflect the seven counties in the region.

I would not be the first to argue that the one-county, three-person commission governance formula is discriminatory. The fact that Milwaukee County has almost ten times the population of Walworth County, for example, or almost eleven times the population of Ozaukee County, shows how undemocratic is SEWRPC's governing structure. Were the commission based on population, Milwaukee could have at least 10 of the 21 seats.

This unrepresentative, non-elected governing structure further isolates the region's minority population by limiting, for all practical purposes, minority representation to Milwaukee and Racine Counties--the two counties where

Mr. Philip Evenson - 2 - June 7, 2002

minorities are concentrated. And census data show that most of the region's minority population lives in Milwaukee County, yet Milwaukee County has but three seats on the 21-member commission--and none is Black. None of the counties, nor Governors Thompson and McCallum, should be proud of this record.

Furthermore, the 2002 SEWRPC budget shows that Milwaukee County provides more than 30 percent of the Commission's \$2.24 million in revenues from property tax levies. This means that Milwaukee County is paying a grossly disproportionate share of SEWRPC's budget--more than five times that provided by Walworth County taxpayers and five times as much as Ozaukee County taxpayers, for example.

In other words, it is fine for SEWRPC to enrich itself at the expense of Milwaukee and its minority residents (SEWRPC's budget went up 24 percent this year), but minority residents have zero representation on the commission or employment on its management staff. If that is not racial and economic discrimination (the disparities in income among the counties are also included), then I don't know what is.

The census data I am including show how deeply segregated is the region. Four of the seven counties--Waukesha, Washington, Ozaukee and Walworth--have Black populations of less than one percent. Less than one percent!

The segregation by income is equally eye-opening. The populations of Waukesha, Washington and Ozaukee Counties have median household incomes in the range of fifty percent higher than those in Milwaukee County.

Milwaukee County has a rate of poverty more than four times the rates in Waukesha, Washington and Ozaukee County. And Milwaukee County's households are twice as likely by percentage to be without access to a vehicle than the households in every other SEWRPC county. That rate is about four times higher than the rate in Waukesha, Washington and Ozaukee Counties.

The data indicate racial and economic apartheid. This has been exacerbated by the construction of the freeway system, which accelerated sprawl development to nearly all-white communities. This circumstance is reinforced by local zoning codes which require large lots and prohibit or restrict multi-unit construction, thus barring low and middle income residents from moving in. It is further reinforced by a regional planning commission that excludes minorities from its key decision-making structure.

Mr. Philip Evenson - 3 - June 7, 2002

The SEWRPC highway expansion proposal would accelerate the trends indicated in the census data. The plan would harm economic development in Milwaukee County, especially in City of Milwaukee neighborhoods, where there are the largest concentration of minority and low-income jobs, residents and businesses.

The negative impacts on the City and County of Milwaukee, and the additional access for the outlying counties' residents provided by the highway expansion, reflect the lack of diversity and vision on the commission and its senior staff. They go hand-in-hand.

That insensitivity is further reflected in the absence of a transit component in the plan to serve the concentration of low-income households without vehicles in Milwaukee County. Exclusion, not inclusion, seems to be SEWRPC's guiding principle and operational procedure.

It is unacceptable in 2002 for a public-funded body to plan and endorse spending \$6.25 billion of public money through a process, and with a likely outcome, that benefits primarily upper-income, white taxpayers while discounting other groups.

The entire process is rigged to reinforce a discriminatory status quo. It should be brought to a halt until the commission, its staff, and its outlook are modified to reflect the demographic differences in the region, and to plan for the many, not the already privileged few.

SEWRPC needs to address and help wipe out Jim Crow, not facilitate it. SEWRPC is a planning agency that needs to reform itself internally before exercising its considerable influence on the outside world.

Sincerely,

James Rowen  
Policy Director

Enclosure

DEMOGRAPHIC DIFFERENCES AMONG SEWRPC COUNTIES

	Milwaukee	Waukesha	Washington	Ozaukee	Racine	Kenosha	Walworth	Wisconsin
Population (2001)	932,012	367,385	119,829	83,556	189,613	167,424	95,626	1,419,566
White persons (2000) (%)	85.0%	95.0%	97.7%	95.7%	81.7%	80.4%	84.2%	83.9%
Black or African American (2000) (%)	24.0%	0.7%	0.4%	0.6%	10.5%	1.1%	0.8%	5.7%
Hispanic or Latino or Latino origin (2000) (%)	8.0%	2.6%	1.3%	1.2%	7.9%	7.2%	4.1%	3.0%
Persons reporting some other race (2000) (%)	4.2%	0.9%	0.7%	0.3%	1.7%	1.3%	1.1%	1.6%
Households without vehicles	19.3%	4.2%	3.3%	3.4%	8.1%	6.6%	4.8%	7.3%
Persons below poverty (2000)	18.0%	3.1%	3.5%	2.7%	9.1%	9.1%	8.0%	5.2%
Persons per household (2000)	3,005.0	488.9	372.0	254.1	667.1	547.9	655.2	2,018.8
Median household monthly income (1997)	\$37,279	\$61,567	\$53,937	\$62,427	\$44,678	\$42,528	\$41,584	\$39,820

Source: US Census Bureau, 2000 Census, (www.census.gov)

1) Includes persons reporting only one race.  
2) Hispanics may be of any race.  
3. Fewer than 100 base.

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name Jim Rowen

Affiliation \_\_\_\_\_

Mailing Address 3707 N. Heckel Ave.  
Milw., WI 53211

Comment \_\_\_\_\_

NO NEW LANES  
NO DOUBLE-DECKING at Sibley Hill  
Pedestrian USDOT Funding / WisDOT  
Funding / SEWRPC ACTION to bus-rail  
pedestrian - bike alternatives

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 June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you.

#68961 v5

Wednesday, May 22, 2002

Hello. My name is Michael J. Maierle. I'm commenting this evening in my capacity as the Long Range Planning Manager for the City of Milwaukee.

I'm testifying against the preliminary recommended option of rebuilding with additional lanes.

I would like to enter into the record a letter, and attachment, from City of Milwaukee Mayor John O. Norquist, to Mr. Philip Evenson, Executive Director of the Southeastern Wisconsin Regional Planning Commission, dated May 20, 2002. The letter refers to a proposal that I wrote in September of 1998 as a planner at the Wisconsin Department of Transportation calling for a public dialogue leading to a regional consensus on implementable freeway-related improvements in Southeastern Wisconsin.

The approach to planning freeway improvements that I recommended in 1998 differs from yours in a number of respects. But it boils down to this: "Obtaining a consensus will likely require addressing freeway-related issues such as multimodal transportation, intelligent transportation systems, land use controls, demand management, as well as freeway capacity, design, and operation."

It is disturbing that the Commission chose to ignore this proposal for a balanced approach to regional transportation and, instead, focused all their energy and public resources on a plan that is limited to freeway expansion.

By only focusing on freeway design and capacity issues instead of dialoguing with the communities within the city of Milwaukee you've ended up with an alternative that adds \$2.8 billion or 83% to the cost of simply replacing the freeway with no assurance that all the associated features of a well functioning urban transportation system that you assumed in your analysis will be implemented.

In addition, the preliminary recommended plan will not promote the land use goals laid out by Wisconsin's Comprehensive Planning and Smart Growth Laws.

- Promotion of the redevelopment of lands with existing infrastructure and public services.
- Encouragement of neighborhood designs that support a range of transportation choices
- Encouragement of land uses, densities and regulations that promote efficient development patterns and relatively low municipal, state government and utility costs.

- Providing an integrated, efficient and economical transportation system that provides mobility, convenience and safety which meets the needs of all citizens including transit dependent and disabled.

I recently spoke to a group of professionals and asked them what they felt would be the effect of this preliminary recommendation on development patterns in Southeastern Wisconsin. Only one person said it would promote development in the City, four felt that it would have no effect, and 34 felt that it would promote development on the urban periphery. These office parks and commercial centers built adjacent to freeway interchanges, in turn, load more local trips on the most expensive type of roadway, the freeways. It would be helpful to discuss how to deal with this issue as part of a freeway plan.

Southeastern Wisconsin has been very good at implementing the highway recommendations of the Planning Commission over the course of its history. But only roughly half of the land use development occurs as recommended, and almost none of the transit recommendations are implemented. And now you expect the City and it's residents to support an additional \$2.8 billion, an increase of 83% in costs, for more sprawlways? No deal.

A consensus approach would have required that a transportation plan be conceived of from the beginning as an opportunity for a win-win deal. You didn't seek to obtain a consensus and instead chose to isolate the City of Milwaukee, and you ended up with a preliminary recommendation opposed by the Mayor and the Common Council of this City. I am here today because I work for the almost 600,000 residents of this city, and come to think of it, so do you.

This process is a lost opportunity to bring various communities together to agree on a set of freeway-related transportation improvements that we could all live with.

Thank you.

ATTACHMENT TO THE COMMENTS OF  
MICHAEL J. MAIERLE  
MAY 22, 2002 TRANSIT CENTER

John O. Norquist  
Mayor  
City of Milwaukee

May 20, 2002

Philip Evenson  
Executive Director  
SEWRPC  
P.O. Box 1607  
Waukesha, WI 53187-1607

Dear Mr. Evenson:

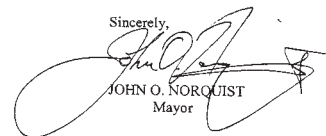
I note that SEWRPC will be holding a series of meetings in the next two weeks to review a proposal for more than \$6.2 billion of highway expansion in Milwaukee and surrounding counties. The proposal only considers adding more lanes or a no-build alternative.

I am enclosing a Wisconsin Department of Transportation study from 1998 which had laid out a far different and more comprehensive approach to transportation issues in the region.

The proposal focused on the need for public dialogue to address all highway and related issues such as multi-modal transportation, land use policy, and specifically mentions items missing from the SEWRPC proposal currently on the table. These omitted items include "the public transit system such as inter-city buses, commuter buses, express buses and local buses, Amtrak, commuter rail, light rail transit and street cars."

It is my understanding that SEWRPC reviewed this WISDOT proposal and narrowed it to the highway expansion plan which will add lanes in the City of Milwaukee on residential and commercial property and do substantial harm to our quality of life. I would expect that SEWRPC will explain at its hearings why it chose to dismiss the comprehensive WISDOT proposal in favor of the highway only expansion plan it is bringing to the public for review.

Sincerely,



JOHN O. NORQUIST  
Mayor

Office of the Mayor  
City Hall  
200 East Wells Street  
Milwaukee,  
Wisconsin  
53202  
(414) 286-2200  
fax (414) 286-3191

Enclosure  
JON:JR:pjm

## Proposal to foster a public dialogue leading to a regional consensus on implementable freeway-related improvements in Southeastern Wisconsin

### I. PURPOSE OR MISSION STATEMENT

Foster a public dialogue leading to a regional consensus on implementable freeway-related improvements in Southeastern Wisconsin.

### II. PROBLEM STATEMENT

WisDOT needs to replace the deteriorating freeway system in Southeastern Wisconsin. As major segments reach the end of their service life. Decisions need to be made regarding whether the new replacements will be in kind, improved, or otherwise modified, before design and construction may proceed. Our last effort at addressing this issue with a Major Investment Study resulted in a stalemate because there was no agreement between state and local political interests to support the improvement alternatives under consideration.

### III. GUIDELINES

1. The regional consensus that develops from this process will help determine the overall direction, role, or mission for WisDOT's District 2 in improving travel in major transportation corridors.
2. The primary product is a conceptual plan stating the type of improvement intended for each segment of the freeway system.
3. Obtaining a consensus will likely require addressing freeway-related issues such as multimodal transportation, ITS (intelligent transportation systems), land use controls, demand management, as well as freeway capacity, design, and operation.
4. A system-wide approach -- not a piecemeal approach -- will be used.
5. Community leaders will be involved.
6. The process will be financed by WisDOT but WisDOT should not lead it. The goals of the regional community should be considered.
7. The process will not have a preconceived outcome. Alternative strategies will be discussed. The Null Alternative or Do Nothing alternative is the default unless a

Tuesday, September 08, 1998

consensus is reached concerning a set of improvements.

8. The Regional Transportation System Plan provides the starting point for this process. Reviewing Translinks 21 and Metro 2020 recommendations may provide some continuity. A marketing study may be useful to identify different interests in southeastern Wisconsin.

### IV. MANAGEMENT STRUCTURE

A number of structural elements are necessary for the process. The process requires an advisory committee, board, or panel to discuss issues and make recommendations. An agency needs to organize the committee. A consultant is needed to write the reports, introduce and explain alternative strategies, and facilitate input by the committee. An agency needs to hire and manage the consultant, oversee their work and pay the bills. Finally, an agency needs to finance the process.

Recommendations regarding each of these elements follow.

1. **Sponsor.** The sponsor of this effort should be WisDOT and WisDOT should finance the study. This study concerns freeway-related improvements; WisDOT has played important roles in planning, funding, improving, operating, and maintaining the freeway system in the Milwaukee area. In order to continue to meet these responsibilities, a set of agreed-upon freeway strategies and clear cut roles and responsibilities is needed. Therefore, it makes sense that WisDOT initiate and finance this effort.

2. **Lead.** We looked at three alternatives for a lead agency. The lead agency is responsible for organizing the advisory committee and directing the consultant. SEWRPC is in the best position to play these roles for these reasons:

- ◊ This is essentially a refinement of SEWRPC's system plan.
- ◊ They already have a process in place for setting up advisory committees and dealing with controversial planning issues.
- ◊ They provide a regional emphasis with better chance of overall "buy-in."
- ◊ Their lead reduces the state role and influence.

There are also some possible disadvantages:

- ◊ The outcome might be perceived as just another advisory plan.
- ◊ Their lead reduces the state role and influence.

WisDOT will list the study in SEWRPC's ongoing work plan. WisDOT will provide this proposal to SEWRPC as the basis for the work. WisDOT will amend this proposal pending discussions with SEWRPC. SEWRPC will be free to define its own methods for providing the products and following the guidelines stated herein. The consultant will

Tuesday, September 08, 1998

work directly for SEWRPC. WisDOT's involvement will be through representation on the advisory committee. SEWRPC can choose to seek any counsel or technical expertise from WisDOT during the process.

We decided that the following options for lead agency were inferior to having SEWRPC be the lead. The options and pros and cons follow:

- ◊ SEWRPC and WisDOT could lead jointly. This option would have the advantage that WisDOT resources could be brought to bear more directly to help facilitate the process. The disadvantages are that WisDOT may be perceived as pursuing its own agenda rather than the advisory committee's and responsibility and accountability are diluted.
  - ◊ The last alternative is for WisDOT to lead the process. The advantages of this approach are that it's a chance to show we're interested in letting customers define quality; and responsibility and accountability are concentrated in a single agency. The disadvantages are that WisDOT will be perceived as pursuing its own agenda rather than the advisory committee's and it would be difficult to get buy-in from local and regional agencies.
3. **Consultant.** The consultant would be chosen based on normal selection practices.
  4. **Advisory committee.** The lead agency will organize the advisory committee reflecting the population of Southeastern Wisconsin. (The advisory committee should consist of representatives from each county; selected cities, villages, towns; and representatives from business, community, and interest groups.) *The committee should be led by a prominent business leader and should involve legislators.*

### V. PRODUCTS

There are three primary products desired from this process.

1. A delineation of the roles and responsibilities for all elements of the surface transportation system. This could be expressed as a table where the column headings are state, regional, county, and municipal. The row headings would be the components of the street and highway system such as freeways, principle arterial streets and highways, minor arterial streets and highways, collectors, and access roads; and the public transit system such as inter-city buses, commuter buses, express buses and local buses, Amtrak, commuter rail, light rail transit, and street cars.

In this product, roles and responsibilities could include funding, cost sharing, owning, and operating. Specific transportation facilities could be further divided by function, location, or other criteria.

Tuesday, September 08, 1998

2. A conceptual plan for the freeway system. The plan would specify for each segment of existing or proposed freeway, whether the segment should be:

1. Demolished and replaced with arterial street improvements
2. Resurfaced
3. Reconstructed in kind
4. Reconstructed with spot safety and operational improvements within the right-of-way
5. Modernized in terms of ramp design and general geometrics with some additional right-of-way
6. *Modified by adding, deleting, or consolidating on and off ramps*
7. Expanded by means of additional conventional lanes
8. Expanded by means of additional special purpose lanes reserved for carpools and buses
9. Newly constructed on new rights of way or on existing principal arterial alignments.

*The second and third actions are not realistic options because most freeway segments have already been resurfaced twice and are at the end of their useful life, or have known safety and operational problems that require at least a spot improvement, or both. Therefore, the default alternative for this process is assumed to be #4 "Reconstructed with spot safety and operational improvements within the right-of-way."*

In addition, the plan will specify a set of freeway related transportation services or actions to be done in conjunction with, or in lieu of, freeway improvements. These may include but are not limited to:

- Freeway Traffic Management (to manage the flow of vehicles more efficiently)
  - ◊ Ramp metering.
  - ◊ Motorist information.
  - ◊ Incident management.
- Freeway Demand Management (incentives and alternative modes to decrease peak period traffic volumes demanded on the freeway)
  - ◊ Provision of commuter or express bus or rail service
  - ◊ Promotion of carpooling
  - ◊ Provision of park and ride lots
  - ◊ Improvements on arterial streets that serve as alternative routes
  - ◊ Access fees for entering the freeway system
  - ◊ Land use controls related to freeway interchanges

### 3. Financial plan

This product will specify the costs of each action in the plan by item along with the suggested cost-sharing arrangements where applicable.

### VI. SCOPE



The study area for this effort will comprise all seven counties in Southeastern Wisconsin that compose SEWRPC's service area. However, the emphasis will be freeways in areas that are experiencing the effects of urbanization.

The time frame for freeway related improvements is January 1, 2000 through Jan 1, 2020.

VII. PROCESS

The study will require a number of steps.

1. Identification and discussion of problems with the existing system and goals for a future system.

For example:

- Interstate commerce traffic gets stuck in commuting traffic during peak periods. A means for separating these two types of travel would be helpful.
- 75% of the freeways in Milwaukee County will experience level of service "E" or "F" by the year 2020.
- Freeways in downtown Milwaukee provide convenient access but also occupy land that could be used for development.
- A by-pass would take pressure off of the Marquette and Zoo Interchanges, yet locating this facility may likely trigger opposition from local communities.

2. Identification and discussion of the range of strategies for each segment.

The following items are examples of some specific strategies that WisDOT would particularly like to see identified and discussed. Of course, advisory committee members and staff may introduce other strategies or select from those listed under product #2 above.

- ◊ Does the Milwaukee area need a by-pass?
- ◊ Should selected pieces of the freeway downtown be demolished and replaced with arterial street improvements?
- ◊ Which of the SOV or HOV lane expansions in the state highway plan should be implemented?
- ◊ Which freeway segments should remain the state's responsibility and which should be

taken over by other units of government?

- ◊ Which freeway segments would benefit from additional traffic management and demand management? Who is responsible for these actions?

3. Combine solutions into packages.

This optional step is intended to simplify the evaluation of the improvements.

4. Evaluate alternatives packages from a technical standpoint.

Estimate the direct benefits, costs, and natural and social environmental impacts of each alternative improvement or package. Discuss indirect impacts and those that are difficult to quantify. This will by necessity have to be done at a rather broad level in order to keep the scope of the study manageable and to complete the work in a reasonable amount of time.

5. Evaluate alternatives from a community perspective.

Present and discuss the alternatives with the advisory committee and with the public through appropriate public involvement.

6. Prepare the consensus plan.

7. Seek adoption of the plan by the Regional Planning Commission.

After the plan is adopted, each jurisdiction seeks to implement their portion of the plan. An evaluation of the plan implementation efforts five years from the date of completion would be helpful in keeping the plan implementation efforts on track.

VIII. SCHEDULE

Aug. '98	WisDOT finishes proposal
Sep. '98	WisDOT management approves proposal, WisDOT reaches understanding with SEWRPC
Oct. '98	SEWRPC releases RFP, starts process of organizing advisory committee
Nov. '98	Consultants submit proposals
Dec. '98	SEWRPC selects consultant, negotiates and signs contract with consultant.

Jan. '99	Study Begins
Jan. '00	Study Concludes

SWRPC Remarks

May 22, 2002

My name is Rhonda Manuel, Business Improvement District Coordinator for the City of Milwaukee Department of City Development. I'm here to express my opposition to SEWRPC's proposed expansion project and ask that you consider the consequences that your plan will have on economic development in the city.

On a daily basis, I work with non-profit and community organizations to promote economic development along Milwaukee's 53 neighborhood commercial districts. The revitalization of these commercial fosters job creation, availability of goods and services, and the growth of our tax base.

And so far, we've been very successful in attracting new retail and commercial development in our neighborhoods - including the central city.

However, the expansion of the freeways will have a severe, debilitating effect upon our ability to continue these successes. The expansion of the freeways pulls commuters off these arterials and put them on the freeways.

Traffic counts along our commercial districts are one of the strongest marketing tools that we have to encourage economic development in our neighborhoods. High traffic counts mean high visibility and, of course, a larger customer base. If this base were significantly reduced, which is what would occur under this plan, fewer retailers and developers would consider these commercial districts as viable investment options.

Secondly, retailers that currently exist would also be negatively impacted as well. Retailers depend upon pedestrian and vehicular traffic in order stay in business. Fewer vehicles would mean fewer customers and would eventually force these retailers to move from our neighborhoods - taking their much-needed jobs with them.

Suffice-to-say that this plan would be counterproductive to our goals of making our neighborhoods stringer and providing jobs and opportunities close to where people live.

Again, I strongly urge you to consider the economic impact that the freeway expansion will have on our neighborhoods and go back to the drawing board to develop a regional transportation plan that beneficial to both to the suburbs and the City of Milwaukee. T

Thank you.

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name Steve Jacquart  
 Affiliation Mayor's Office  
 Mailing Address City of Milwaukee  
200 E. Wells St  
53202  
 Comment \_\_\_\_\_

*I oppose adding lanes to the freeway sections within Milwaukee County because it would hurt our neighborhoods + economy. I can't understand why SEWRPC is studying freeway expansion in a vacuum - spending \$6.2m will have huge land use + development impacts. If we're going to spend the \$, why not study the outcomes + alternative modes of transportation to the automobile? How is all this roadbuilding ever going to be paid for? This project would take so many resources that we'd have to*

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 <sup>shut</sup> down accepted through June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood <sup>sub</sup> Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax <sup>transit</sup> (262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you.

*Clearly it's obvious that much of the costs for adding lanes to the system must be hidden in the safety + modernization alternatives.*

*because + raise taxes dramatically pay for it.*



State of Wisconsin | DEPARTMENT OF NATURAL RESOURCES

Scott McCallum, Governor
Darrell Bazzell, Secretary
Gloria L. McCutcheon, Regional Director

Southeast Region Headquarters
2300 N. Dr. Martin Luther King, Jr. Drive
PO Box 12436
Milwaukee, Wisconsin 53212-0436

April 3, 2002

File Ref: 1600

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING
SOUTHEASTERN WISCONSIN REGIONAL
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002
Downtown Transit Center, Harbor Lights Room
909 E Michigan Street
Milwaukee, Wisconsin

Name Jim Porco

Affiliation City of Milwaukee - DPW

Mailing Address 11019 N. Green Tree Rd.
Milw WI 53224

Comment

127 MILE OPTION IS EXCESSIVE. 108 MILE OPTION
IS MORE REASONABLE. ELEVATED LANES ON I-94 IS
BETTER. COST/BENEFIT RATIO WOULD BE MINOR. RECONSTRUCT
TO MEDIAN DESIGN STANDARDS IS A REASONABLE GOAL. THE
OF "MEDIAN" DESIGN STANDARDS SHOULD BE DETERMINED DURING
PROLIMINARY WORK BASED ON BUDGET, ROW, SAFETY CONCERNS
ETC. IS STANDARD ON ALL HIGHWAY PROJECTS. "STATE OF THE ART"
IS NOT NECESSARY IN ALL SITUATIONS. LISTED TO
THE CUSTOMER. MILWAUKEE & MILWAUKEE SHOULD HAVE SIGNIFICANT
INFLUENCE ON CONSTRUCTION PROJECTS WITHIN ITS CORPORATE LIMITS.
SUBURBAN/RURAL COUNTIES SHOULD NOT DICTATE WHAT IS BEST FOR
MILWAUKEE!

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 June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood
Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax
(262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you

#68961 v5

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

Dear Mr. Yunker:

Thank you for the opportunity to provide supplementary information to the Department's Position Paper
on Southeast Wisconsin Freeway Reconstruction Study, March 2002. I have attached a map showing the
freeway segments where the Department may support widening. These segments are in areas that have a
high concentration of major industrial centers, high-density residential housing, public water and sanitary
sewerage systems, and less impacts on environmental corridors. These areas generally experience the
most severe and extreme congestion.

The Department supports freeway design and safety improvements and the Southeastern Wisconsin
Regional Planning Commission's Regional Land Use Plan for Southeastern Wisconsin, 2020. I have
attached a copy of the Department's Position Paper to provide more details. If you have questions, or
would like to discuss the Department's position, please contact Mike Thompson, (414) 263-8648

Sincerely,

Gloria McCutcheon, P.E.
Regional Director

cc: Phil Evenson - Southeastern Wisconsin Regional Planning Commission
Les Fafard - Department of Transportation District 2
Lloyd Egan - AM
Lakshmi Sridharan - SER
Mike Thompson - SER

www.dnr.state.wi.us
www.wisconsin.gov

Quality Natural Resources Management
Through Excellent Customer Service



Freeway Reconstruction Study Comments

Table with 2 columns: Field (Date submitted, Name, Organization, Address, Comments) and Value (5/6/02 5:10:55 PM, Michael Stumpf, City of Whitewater CDA, 402 W. Main Street, P.O. Box PO Box 688, Whitewater, WI 53190, I note that none of your options consider widening Highway 12 from Elkhorn to Madison. Doing so would divert a substantial amount of traffic from both I-90 and I-94. Doing so prior to reconstruction of freeways through Milwaukee might make a noticeable difference in congestion during reconstruction.)

Department of Natural Resources
Position Paper on
Southeast Wisconsin Freeway Reconstruction Study
March 2002

Department Study Involvement: Gloria McCutcheon, Department of Natural Resources
Southeast Regional Director is a member of Freeway Advisory Committee and Mike Thomson,
SER Environmental Analysis & Review Supervisor is a member of Technical Subcommittee. On
January 29, 2002, the Technical Subcommittee voted in support of Southeast Wisconsin
Regional Planning Commission's recommendation to reconstruct 127 miles of the freeway
system with additional lanes, including design and design related safety improvements.
Department of Natural Resources abstained from the vote, awaiting written response from
SEWRPC to Department's concern letter dated December 13, 2001. The Department received
written response from SEWRPC on February 28, 2002.

Position Statement: Department is supportive of design and design related safety
improvements relative to ensuring public safety, maintaining Wisconsin's character, and where
possible minimizing negative environmental effects. The proposed design and safety
improvements will impact some wetlands and environmental corridors. The Department
recognizes that some expansion may be warranted to reduce extreme levels of traffic congestion.
The Department believes that full expansion of 127 miles as proposed is too extensive and has
additional negative environmental impacts. The Department will consider support of expansion in
and around the freeway system's four critical interchanges, which may enhance the design and
safety improvements and still remain in an area planned for high-density residential land use.

The Department is supportive of implementation of Transportation Control Measures and transit
recommendations presented in the Southeast Wisconsin Regional Transportation Plan, 2020,
along with more recent transit studies (Milwaukee-Madison High Speed Rail, Kenosha-Racine-
Milwaukee Commuter Rail, and Milwaukee Connector). These measures, recommendations, and
initiatives will provide a balanced transportation system. Expansion of the system without transit
alternatives in place may accommodate and encourage sprawl, discourage transit initiatives, and
create greater emphasis on auto dependency.

Position Support:

- 1. The Department supports Smart Growth planning principles, including in-fill development.
Freeways can serve as conduits for decentralization, channeling urban growth in some
places rather than others. The proposed expansion extends into low-density residential and
agricultural-rural areas which SEWRPC's Land Use Plan, 2020 seeks to minimize
development of these areas. In addition, some areas of expansion abut areas of agricultural
land and environmental corridors. It may be reasonable to expect that lowered freeway
congestion and higher free-flow speeds will result in increased average commuting trip length
and total regional Vehicle Miles Traveled. Scattered development poses risks to air quality,
habitat, water quality and quantity, and scenic values.
2. The Department supports the eight Basic Principles of regional transportation planning in
SEWRPC's Regional Transportation Plan: 2020. Three of these principles consist of:
- Transportation system planning must be conducted concurrently with, and cannot be
separated from, land use planning.
- Highway and transit systems must be planned together.

- Transportation system planning must recognize the existence of a limited natural resource base to which urban and rural development must be properly adjusted to ensure a pleasant and habitable environment.

3. The Department supports SEWRPC's description of the **Regional Transportation Plan: 2020** presented in the *Draft Conformity Assessment Document for 2002-2004*.

**Regional Transportation Plan: 2020**

- The Plan is based upon the regional land use plan, which seeks to preserve and enhance the environment within the Region, including the containment of urban sprawl, the preservation of environmental corridors, and the preservation of prime agricultural lands.
- The regional land use plan recommends attainment of a centralized regional settlement pattern and seeks to control and reverse current land use development trends.
- Decentralized development is costly and difficult, if not impossible, to serve efficiently with public transit, and reduces the potential for carpooling.
- Urban development occurring in a scattered, low-density pattern also results in a demand for urban facilities and services, such as improved highways, throughout a widespread area of mixed rural-urban land uses.

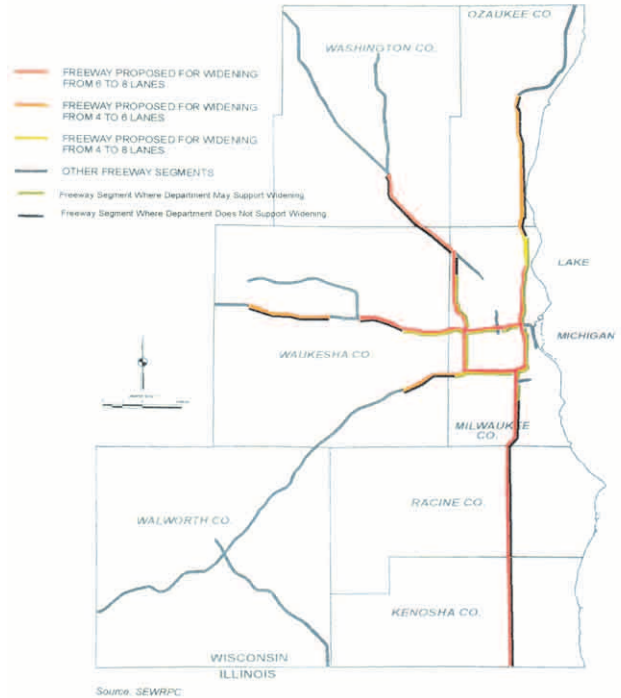
4. The Department supports the principles of environmental justice, which are designed to ensure that no disproportionately high or adverse impacts are imposed on any one person or group, and that transportation projects consider the human environment. The Department is committed to the principle that all citizens receive the benefits of a clean, healthy, and sustainable environment regardless of race, national origin, or income and involve a broad public involvement in the decision making process.

5. The Department believes that the proposed additional lanes go beyond current areas of No Congestion and beyond forecast levels of Extreme Congestion.

**Forecast areas not to reach levels of Extreme Congestion under Design & Safety Alternative include:**

- I-94 South of Rawson Ave. to Illinois border (**currently no congestion**)
  - I-43 North of Brown Deer Rd. to Hwy. 57 (**currently no congestion**)
  - I-43 West of Hale Interchange to Hwy. Y (**currently no congestion**)
  - I-94 West of approximately Barker Rd. to Hwy. 67 (**currently moderate to no congestion**)
  - I-45 North of Mill Rd to Hwy. 45/41 split (**currently no congestion NW of North interchange**).
6. The Department believes that there are limited benefits to selecting the expansion alternative rather than design and safety alternative. Neither alternative eliminates congestion. The most significant difference is in levels of congestion between the two primary alternatives, is that the design and safety alternative has greater levels of moderate congestion. Peak and off-peak travel times do not improve significantly over current conditions.
7. The Department believes that the extent of proposed expansion requires more information and evaluation of land use impacts. The Department will work with local governments and the Department of Transportation through the Cooperative Agreement process to evaluate land use impacts during scoping phase of WisDOT projects to design and reconstruct the freeway.

April 3, 2002, Department Comments on Proposal for 177 Miles of Widening, Map 6-15, Ch. VI, Final Draft A Regional Freeway Reconstruction System Plan For Southeastern Wisconsin  
**Map 6-15**  
**PROPOSED ADDITIONAL LANES INCLUDED IN FREEWAY SYSTEM RECONSTRUCTION ALTERNATIVE WITH DESIGN AND DESIGN-RELATED SAFETY IMPROVEMENTS AND ADDITIONAL LANES**



WRITTEN COMMENTS FROM PRIVATE CITIZENS AND ORGANIZATIONS

Freeway Reconstruction Study Comments

**Date submitted** 6/14/02 7:11:00 PM  
**Name** Craig Holl  
**Organization**  
**Address** 14420 W. Dakota St.  
 New Berlin, WI 53151  
**Comments** First, I want to voice my full support for adding additional lanes to the whole regional freeway system, as well as the obvious improvements in safety and modernization. The system needs more capacity, now. Second, I have some comments about various aspects of your study:

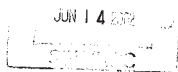
- I feel that the I-94/Moorland Rd interchange should not be downgraded to a diamond interchange. More ramps means more free-flow, which is good for the traveling public.
- I support efforts to make the I-43/STH 100 interchange in Greenfield a full-access interchange. With this plan, there is discussion of removing the half interchange at I-43 and Layton. I recommend and support the construction of a full interchange at I-43 and Layton/124th. This would ease traffic at both the Moorland interchange and STH 100 interchange.
- I support rebuilding the Fond du Lac Freeway as a 4-lane freeway, and the state keeping the excess ROW for the future, to be used as landscape space. Modernization of interchanges should also be a part of this plan.
- I support rebuilding the Stadium Freeway as a 4-lane freeway, and the state keeping the excess ROW for the future, to be used as landscape space. Modernization of interchanges should also be a part of this plan.
- I support adding auxiliary lanes between every interchange.
- I support creating C/D roadways on I-43 at the US 12 interchange, as well as keeping the C/D roadways on US 12.
- I support a north bypass freeway connecting I-43 and US 45 near the county line.
- I recommend and support US 41 to be reconstructed as a 6-lane freeway from the Richfield Interchange northward.
- I recommend and support STH 164 to be extended about 1/2 mile from its current northern terminus to have a direct connection to US 41. A drawing by a colleague of mine is attached to this email.
- I support extending the US 12 freeway to the Whitewater Bypass.
- I support new interchanges at Calhoun Rd, CTH XX, and Highland Rd.

Freeway Reconstruction Study Comments

- I support reconstructing I-94 as a 6-lane freeway between Milwaukee and Madison.
- I support reconstructing the Stadium Interchange as a full system interchange, and not downgrading it to a service interchange.

If you have any questions about any of my comments, feel free to email me. Thank you.

June 12, 2002  
 363 E. Point View Dr  
 Racine, WI 53402



To SEWRPC - for the public record.

Widening highway I-94 from Milwaukee to the Illinois border is a poor idea especially since there are other alternatives such as the Chicago Metra. I won't drive on the freeways anymore as I consider them too dangerous. Adding lanes is not the solution. We need alternate means of efficient, inexpensive transportation. SEWRPC seems too focused on highways to the exclusion of everything else.

We need rail service to serve people who don't drive on the freeways. I had to stop seeing an eye specialist in Madison because driving on I-94 became untenable especially in the winter. There is no viable mass transit to get one to the Madison hospital complex. Madison eye specialist Dr. Paul Kauffman said at our last visit he had just returned from a national medical meeting in which one of the topics for discussion was the inability of people to get to their medical facilities. I find this troubling about Froedter medical center in Milwaukee as well. There is no viable public transportation to get there either. As the baby boomers age this problem is going to be more acute and I'm surprised you haven't taken that into account. We need plans for a basic rail network to handle future needs.

Air pollution is also a problem with many of us. I take three inhalers plus meds to control asthma. My whole family is asthmatic. The air quality along Lake Michigan is already listed as "F". More lanes will speed out more toxic air to breathe. Most people will adversely affected in some way if you are going to prepare the way for more polluting vehicular traffic.

To get some of the trucks off the highways, there should be subsidies for businesses who will transport their goods by rail.

There are all sorts of environmental reasons why more lanes effect our quality of living but I won't go into them.

Yours truly,  
 Nancy Duersten

JOHN E. MOLLWITZ  
 2924 South 46th Street  
 Milwaukee, Wisconsin 53219-3426

Wednesday, June 12, 2002

Freeway Expansion Study  
 Southeastern Wisconsin Regional Planning Commission  
 P.O. Box 1607  
 Waukesha, WI 53187-1607

This is a letter of support for the proposed \$6.2 billion expansion of the Milwaukee area freeway system.

Many of the arguments opposing the expansion were voiced in the 1950s and 1960s as the present system was built. At the same time, the system has served this community well because it was built with a time frame for replacement in mind. So, too, the replacement should look ahead to its effective lifespan. If that lifespan is 50 years, and allowing for repairs, the cost is about \$140-million to \$150-million a year in today's dollars.

Mayor John O. Norquist and others fear wider freeways will simply add to urban sprawl at the cost of the Downtown. Many argue that people should get out of their cars, use light rail or buses, do more walking, and get to know people. Even with the space created by the removal of the Park East Freeway, which I support, the Downtown area simply could not support all of the businesses and residences the dreamers envision. How do you deliver goods and services without a good freeway system? Do you deliver one of these huge shovels made by Joy Industries by hooking it up to the end of a light rail car for a journey to a rail yard?

Yes, there probably will be bonds to help pay for it, along with what Mayor Norquist calls a "freeway expansion tax." So be it. In all likelihood, those bonds will be paid back in cheaper dollars. Even if current low inflation remains in effect for 50 years, there is still inflation.

If I really want to get my freeway-opponent friends frothing at the mouth, I argue the need to complete the system by building the Park West Freeway, also a Southwest Freeway down Forest Home Avenue. Then I usually say something like, "And, of course, eight lanes for each direction." By then my friends usually concede grudgingly that you have to move goods and services efficiently, and that freeways do that job well.

Sincerely,

John E. Mollwitz

Wolves  
 Photograph by Art Wolfe  
 Gray wolf (Canis lupus)

For Public Record on SEWRPC  
 Highway Plan -

I oppose the SEWRPC plan to expand highways in southeast Wisconsin. If more and wider highways were the solution to our problems, then our problems would not exist.

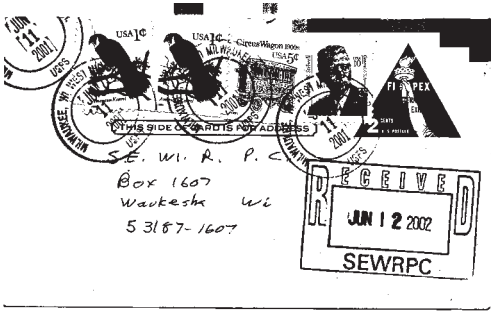
The rest of this expansion will steal money from mass transit, the only option the planning commission refused to look at.

I demand a comprehensive, multi-modal plan for this corridor that expands our means of travel and protects our air.

Sincerely, JEFF MOORELAND

53187-1607 30

Southwestern Wisconsin Regional Planning Commission  
 Attn: Public Record for freeway study  
 P.O. Box 1607  
 Waukesha, WI  
 53187-1607



Good Day: \_\_\_\_\_ 6/11/02

I live in city, not suburbs. I use freeways. Had our 1960's and 70's anti freeway legislators not prevailed, our freeway system would have been completed. Our present pieces would not be as worn out. Reverse their agenda. Build 1 mile a year new. Tear down none. Bold Plan. Put to a vote??

Pete  
Pete Fiorath

Peter K. Fiorath  
2352 S 33rd St.  
Milwaukee, WI 53215

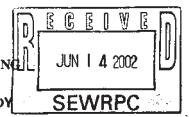
STAN ROSENSTIEL  
7843 32nd AV  
Keshosha 53142

Chairman Thomas Buestria  
SEWRPC  
c/o SIERRA CLUB  
PO 13663  
53213

Dear Chairman Buestria,  
I am concerned about plans developed by the Southeast Regional Planning Comm to expand highways in Southeast WI. This plan would threaten our quality of life with asthma producing air pollution, sprawl, noise. If more & wider highways were the solution to congested, then traffic would be better way, not worse support & implement clean commuter train's buses, high speed trains while leaving highways such as S WI 164 alone. Help improve air quality

Stan Rosenstiel

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



May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

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

Comment I attended the meeting at the Transit Center on May 22. It is not a high priority of mine to shorten single-occupant SUV's commute time by 4 minutes. After the speeding, tailgating and lane weaving gang are off the I-system they continue this activity on our streets. The biggest problem in our area is the complete lack of law-enforcement. I am against adding lanes or building double-deck highways. I am for mass transit and traffic law enforcement. The proposed \$6.2 billion plan is a throwback to the Robert Moses era in New York. He couldn't get his way completely. I hope Milwaukee can likewise defeat this proposal.

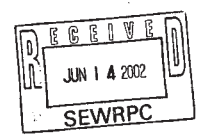
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Thank you.

#68961 v5

June 11, 2002

SE Wisconsin Regional Planning Commission  
Public Record on Freeway Reconstruction  
P. O. Box 1607  
Waukesha, WI 53187-1607



W Sell  
2827 S. Lenox  
Milwaukee, WI 53207  
414 744 3970

Re: **Freeway Expansion**

I wish to be on record as opposed to the planned freeway expansion, particularly the segment west of Downtown Milwaukee.

It is disappointing to me that this entire plan is all about cars and trucks and suburban convenience; apparently no consideration was given to alternative transportation (bus, train, bicycle), or to neighborhoods that will have to bear the brunt of it in terms of noise and air pollution.

We need to find our way OUT of congestion and not simply dump the problem on our children when other modes of transportation are brought to play at far greater cost.

The reduction of taxable land base also means that the residents will continue to pay for this expansion for generations. Why should those who choose to live near their work bear the brunt of the cost for those who choose to live far from their work?

Please devise a plan that is more attuned to our needs and not simply indicated by convenience of commuters.

Sincerely,

William Sell

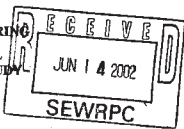
From the desk of William Sell



WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

June 4, 2002  
ZooFari Conference Center  
9715 W. Bluemound Road  
Milwaukee, Wisconsin



Name Lisa Maglio  
Affiliation resident  
Mailing Address 1321 N. 60th St  
Wauwatosa WI 53208  
(414) 257-3136

Comment: As a resident close to Hawley rd and the  
Story Hill area - I am concerned about increase  
in traffic and noise pollution that would come  
with increasing I-43 from bypasses that would  
feel the negative impact of increasing lanes would  
at least be a decrease of a commuted time for  
those who live in the area in Wauwatosa County  
we already have a 45-60 min commute  
and had to build before we had to build in their  
home. There are a lot of alternatives for changing peak times  
with tolls and 41 South to St. Xavier and 25th or the  
way home, please consider everyone's feed back before

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Thank you. building/charging a freeway system we can not charge  
taking private land/homes, we need to preserve what  
green space we have and encourage not developing those  
areas with a bigger freeway system. sincerely Lisa  
Maglio

#68961 v9

FROM : Lee Brady FAX NO. : 414 476 8738 Jun. 14 2002 07:36AM P2

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

June 4, 2002  
ZooFari Conference Center  
9715 W. Bluemound Road  
Milwaukee, Wisconsin

Name William Schoetgen and Lee Brady  
Affiliation Story Hill residents  
Mailing Address 173 N Story Place  
Milw, WI 53208

Comment: Bitterly Opposed!! It is disproportionately  
expensive to Milwaukee residents to  
further pollute our lives. Truck noise is  
almost unbearable. This double deck would  
be ugly. It will real estate and to know property  
values would be seriously affected. I drive the  
freeways and find them to move along well for the  
greater part of the day. I understand city residents won't  
live in the city and pay our taxes, but want their  
lives improved at our expense. It will cost a lot for  
very little improvement. We need to look at alternatives

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 June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you.

#68961 v9

Freeway Reconstruction Study Comments

Date submitted 6/14/02 12:33:00 PM  
Name Michael & Mary Lewis  
Organization  
Address 9425 West Harrison Avenue  
West Allis, WI 53227  
Comments Dear Mr. Yunker:

We agree with SEWRPC's plan to add lanes to 127 miles of freeways. I-94 and I-43 should also be widened. Regardless of where the money will come from, the first issue is to draft a plan that will work for the long term and then determine the costs. To do otherwise is working backward. It's unfortunate that some communities have been spreading misinformation on this important project to the Milwaukee area. Freeway improvements will not only benefit surrounding communities like West Allis, but will benefit downtown Milwaukee. Where does anyone get the idea that if you increase congestion, it will help Milwaukee or force people into buses they don't want to take? Congestion will increase urban sprawl, not prevent it. Business and people will move out where it's easier to travel.

Again, we support the plan to expand the freeway. Thank you for the opportunity to comment.

Sincerely,

Michael & Mary Lewis

Freeway Reconstruction Study Comments

Date submitted 6/13/02 11:26:00 PM  
Name Richard Komassa  
Organization  
Address Milwaukee, WI  
Comments It would be totally idiotic to spend 6.2 billion, lose land, lose homes, lose tax revenue, and lose wetlands to gain a few minutes of travel time.

This would lower the quality of life we all desperately need to have.

No thanks!

**Freeway Reconstruction Study Comments**

Date submitted 6/13/02 11:11:00 PM  
 Name Nikki Bender  
 Organization  
 Address Milwaukee, WI  
 Comments While I do share concern for the considerable wear and tear of our current expressway interchanges, I need to voice my LOUD DISAGREEMENT with any plans to create a double deck section through parts of Milwaukee.

First, In my view, Milwaukee has a "cute" rush hour. It is relatively painless, and is rarely a bottleneck for very long. As I travel to other cities I continue to brag at how easy it is to get in and around Milwaukee compared to other places.

Second, it seems that while widening roadways does provide more room for cars and trucks, it also creates more urban sprawl, more water run-off, more volume of cars and trucks and therefore, more pollution. We already have plenty of ozone alert days here, there's no reason to increase volume of vehicular traffic to increase our air pollution. Remember, we're all after "quality of life" here.

Third, the area considered for double decking I-94 is one of the finest neighborhoods in not just the City of Milwaukee, but in the region! To create a noisy double-decked, exhaust blasting roadway through the area will erode the beauty of the Story Hill area. This area of beautiful, well maintained homes, in a racially diverse neighborhood close to downtown is a jewel, and would suffer greatly with construction of a double decked highway.

Fourth, there is no reason why the people of the City of Milwaukee should be the ones to bear the brunt of neighborhood destruction and construction costs in order to accommodate people's movement to the suburbs. There is no reason to ruin our neighborhoods for the convenience of those who don't wish to live here, but do wish to work here.

Fifth, there is so much more that can be done to improve our mass transit. I've spoken to people who, living in New Berlin and working downtown, wanted to take the Freeway Flyer to work, but found that if they missed the return bus, there was no way to get back to their car. There was only one bus! What kind of encouragement is that to ride the bus! A mass transit system has to be dependable, convenient and accommodating to ridership scheduling. I think with all the money being talked about for construction, perhaps some of those millions can go to increasing Freeway Flyers and smaller metro buses, making them inexpensive, abundant and desirable to use.

I could say more, but suffice it to say that the plan as presented is very slanted to road construction, and not enough thought was given to common sense alternatives which provide improved construction without widening the roadways through the city, improved mass transit, improved incentives for car pooling, etc.

**Freeway Reconstruction Study Comments**

Put me down for an emphatic "NO" to the double-decking of I-94!!! How about going back to the drawing board and coming up with a better plan that puts stronger emphasis on improving mass-transit and preserving neighborhoods.

Sincerely,  
 Nikki Bender

**Freeway Reconstruction Study Comments**

Date submitted 6/13/02 2:50:00 PM  
 Name Jill Gaertner  
 Organization  
 Address Wauwatosa  
 Comments I attended one of your public info sessions but I had to leave before my turn came to speak...

We as a nation need to get off of this dependence on foreign oil, and to do that we need to drive less. Government has the ability to shape public behavior, and freeway expansion encourages more driving.

I don't care if people from other counties have a long commute to downtown or through Milwaukee county. The longer they're in their cars the sooner they'll consider public/mass transit or a move to a less sprawling area.

Dedicate the left lane to busses between 6-9am and 3-6pm so that they can travel quickly past all the cars with single individuals traveling in congestion... A visual sales pitch.

Offer more incentives for commuters to try mass transit. Free days, etc.

Increase the gas tax to pay for any freeway work.

UNDER NO CIRCUMSTANCES WOULD I APPROVE OF DOUBLE-DECKING OR WIDENING THE FREEWAY IN MILWAUKEE COUNTY, PARTICULARLY NEAR THE STORY HILL NEIGHBORHOOD.

Sincerely,  
 Jill Gaertner

**Freeway Reconstruction Study Comments**

Date submitted 6/13/02 1:04:00 PM  
 Name Barbara Eisenberg  
 Organization  
 Address  
 Comments I have several comments concerning the proposed alternatives for reconstruction of the freeway system. However, if I had to choose one of the alternatives, I would choose the one that calls for rebuilding the system as it is. This alternative is the lowest cost, in terms of dollars, and would not impact any environmental corridors, wetlands, other "green spaces", residences, commercial buildings or government institutions. If the goal is truly to reduce congestion, the only long-term solution is to reduce the numbers of cars on the roads! Even if one of the other alternatives were chosen, in 20 years, we would still have only a slight reduction in the level of congestion.

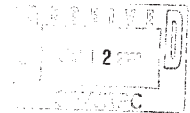
More thought and study needs to be put into how to reduce the numbers of cars on the road. We need to encourage people to work closer to where they live, use public or non-motorized transportation (bicycle, roller blades or walk) and work out of their homes. Light rail or commuter rail is a sensible component. Imagine what Chicago's traffic would be like if they didn't have the commuter rail system that they do. Currently, one of the only incentives for people to use alternative transportation is the congestion, which really is not much when compared to similar cities.

Another point I wanted to make is that freeways are bad for neighborhoods. We need to encourage neighborhood development by allowing mixing of commercial and residential properties that help create job opportunities for people in their neighborhoods. More people living near where they work means fewer cars on the road. During your presentation, you stated that only 1/3 of all travel in region on an average weekday is on the freeway system. If that's the case, it makes more sense to put the money into the streets that are used 66 percent of the time.

For those people that do use the freeway, there are other ways of dealing with congestion  
 , education to change the behavior of drivers  
 , better signs to warn drivers of changes  
 Thank you for allowing me to comment on the freeway reconstruction study.

Sincerely,  
 Barbara Eisenberg

June 7, 2002



SEWRPC  
 PO Box 1607  
 Waukesha, WI 63187-1607

Dear SEWRPC person

This letter concerns the proposed freeway expansion options. I am very opposed to the SEWRPC Advisory Committee preliminary recommendation that has a cost of 6.2 billion dollars and would only minimally reduce congestion in 2020. The plan lacks provision for alternative modes of transportation and lacks any innovative solutions. Both of these failings make it unacceptable for the long term good of our region.

I've read on many occasions that freeway expansion activates the "if you build it, they will come" syndrome. While I do support solutions that improve safety I cannot support the taking of additional land for freeways.

It is disappointing that there are no innovative ideas. One has only to look at some European cities to see design solutions that make sense, are sometimes attractive, that move many people and still allow life to exist without domination by the automobile.

Why not put portions of the freeway underground? Brussels has a city ring underground. I cannot believe this was more difficult for them to achieve than it would be for us. Certain portions of the freeway could be in tunnels, minimizing the noise, weather issues, and land takings.

Why not build train and subway systems beside, under, or in the center of the existing freeways? Why not utilize existing rail rights of way? There are certainly cities our size with viable, fast mass transit systems.



Can we not look to SOME 21<sup>st</sup> Century mass transit? Any city or metropolitan area that is going to be viable in perhaps seventy-five years will have a transportation systems that reflects new thinking, that minimizes the manifold problems caused by fossil fuel burning, single person modes of transportation. Milwaukee isn't a weather paradise that naturally attracts population. But if there are other amenities including an efficient, interesting, transportation mix that meets environmental and personal comfort concerns, than our area will have a chance to thrive well into the future.

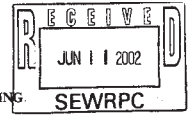
Please do not expand the freeway system above ground. Make it safer. Fix the deteriorating portions. Spend only enough to accomplish these objectives. But then look for exciting, forward thinking solutions that are both fuel and time efficient, solutions that will make our region a leader for decades to come. I would rather do it right, even if it costs more initially, because good solutions will benefit us all in the long run.

Sincerely



Bill Werner  
3467 North Frederick Avenue  
Milwaukee, WI 53211

Copy: Mayor John Norquist  
Alderman Michael D'Amato  
Representative Sheldon Wasserman  
Senator Alberta Darling



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

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name Gerald Ottone

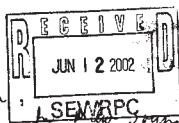
Affiliation \_\_\_\_\_

Mailing Address 2020 E. Park Pl, #108  
Milwaukee WI 53211

Comment See attached.

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 June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you.



214 Lakonia Ave  
Lake Mills 53551  
6/10/02

Commission  
about freeway expansion tax with your address if readers have any comment on plan. Perhaps my comment is not within duties and responsibilities; if so please forward to appropriate authority.

My recollection is that one input for the F system was then Pres. Eisenhower's idea that the system would facilitate national defense by providing a means to move military equipment easily around the country. I doubt the plan under consideration applies to that. But I disagree.

Nowhere in discussion of this plan or any plan have I seen the concept of making a major user or users, trucking companies, pay for the wear and tear they cause. Neither my car nor pickup cause any significant wear on the highway. Nor is there any initial excess cost to carry their weight; it's that extra cost from those who benefit from / cause these extra costs.

Karl Anderson

I find it difficult to understand how the regional planning commission can end up endorsing the most pro-freeway of the five alternatives being considered. The effectiveness of adding more lanes to reduce highway congestion has long since been discredited, as this strategy has been shown to enable the very conditions which lead to increased traffic congestion, and planners have generally been in the forefront in recognizing this. I was under the impression that adding lanes to freeways has generally been abandoned as a public strategy, with the exception of high-occupancy-vehicle lanes. Instead, we are presented with a gung-ho freeway plan which seems to reflect only the priorities of the highway engineering industry.

In fact, widening freeways merely encourages the use of those freeways up to an enhanced capacity and, more importantly, enables the very sort of sprawling land uses which end up generating even more traffic. This, not population growth, is why the freeways have become so congested--because their very existence has served to encourage sprawl which results in much more transportation inefficiency.

It is ironic that the plan projections show future traffic congestion under different scenarios, all of which assume that "smart growth" will be implemented. It is not possible to have "smart growth" with freeway widening! The very existence of greater freeway capacity has the inevitable effect of further encouraging dispersed location patterns.

In the last several decades, the unsustainability of freeway systems has been demonstrated. We need instead to invest the billions otherwise going to unsustainable freeways, into sustainable public transit systems. Reducing the number of freeway lanes will begin to disentangle sprawl by making compact, clustered locations more attractive.

For now, I would not object to expenditure of public dollars to rebuild the existing freeway system without additional lanes. But a truly bold vision, that we ought to be adopting, sees a phase-out of the freeway system, at least in its urban reaches. This vision foresees the conversion of freeway rights-of-way into much more space-efficient transit corridors, with adjoining lands being returned to the tax rolls for high-density, high value economic activity. There is no reason (other than cultural pro-automobile bias) why we cannot adopt this vision and get started on realizing it now. The sooner we start, the less costly it will be to convert our obsolete freeways into transit corridors.

We cannot reasonably expect the large mass of the region's residents to voluntarily choose transit--the environmentally responsible choice--when public moneys are overwhelmingly invested in provision for the automobile. But if we disinvest in freeways--a very attractive option financially--we will in effect be working to discourage automobile use--which is, if I am following all the planning truisms, exactly what we want to do!

Urban space is simply far too valuable to be wasted on accommodating space-eating automobiles. We need to begin the conversion to space-efficient transit now, at the very least by rejecting the widening of any stretches of freeway in southeastern Wisconsin.

June 10, 2002



Southeast Wisconsin Regional Planning Commission  
P. O. Box 1607  
Waukesha, WI 53187-1607

Re: Region Freeway Plan

Dear Sir or Madam,

I write to support the staff plan to expand our region's freeway plan to four lanes in each direction. There is no question that any plan is going to disrupt some homes and businesses. With those so affected I have sympathy.


Any public project is usually going to have an adverse effect on some persons. The goal of course is to minimize the number of those so affected plus provide adequate compensation to these individuals and businesses.

Nonetheless, the common plus for the proposal outweighs the inconveniences of the few and deserves community support. It is amazing how overcrowded our freeways have become in the past ten years and this project will not solve but rather minimize the problem as the congestion continues to increase.

Those opposed believe light rail or an increased bus system will suffice. That attitude is utopia and is not financially feasible. Do I wish that more would use public transportation? The answer is yes, but it hasn't happened and won't occur in the near future. Further our streets and nonfreeway highways will be hopelessly congested if we don't divert to an expanded freeway system.

Please don't just listen to the naysayers like Mayor Norquist who never liked freeways or the newspaper architectural critic who only approves of edifices that were constructed in the 19<sup>th</sup> century.

Sincerely,

  
MICHAEL J. BARRON  
3027 N. Lake Drive  
Milwaukee, WI 53211

#### Freeway Reconstruction Study Comments

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Date submitted	6/11/02 6:02:00 PM
Name	Martin Collins
Organization	
Address	3033 N. Murray Ave. Milwaukee, WI 53211
Comments	Please add me to the list of those opposing the freeway expansion. In addition to my preference to rail alternatives, my logic is as follows: If you make it easier for people to commute further away from the city, they will. If it grows more undesirable due to time increases for commuting, fewer people will outmigrate. Less outmigration means less gasoline burned, less pollution and less pressure against Smart Growth. Portland has limited growth by laws. We can do it by simply not spending billions on new roads.

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#### Freeway Reconstruction Study Comments

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Date submitted	6/10/02 2:35:00 PM
Name	Jeanne Solik
Organization	
Address	1824 N. Water Street, #303 Milwaukee, WI 53202
Comments	Dear Committee Members:  I am writing in response to the plans to redesign and expand southeastern Wisconsin freeways. As a resident of Milwaukee who regularly uses and appreciates the soon-to-be-demolished Park Freeway spur, I must nevertheless strongly urge you to reconsider the current plans to add lanes and expand the current freeway system. Though the Park Freeway spur is a real convenience to me, I am willing to see it go if its removal improves the quality of life in even a small area of Milwaukee. Please don't repeat the mistakes of the past, which we are now trying to correct, by adding lanes to the freeway system.  I ask you to look more closely at the recommendations of the Design Council and Walter Kulash. I am far from an expert in this area, but their arguments against adding lanes simply make sense. Please don't let ego and territorial struggles interfere with doing what is best, in the long- and short-term, for our community. Do not continue with this plan to expand the freeway, putting cars and convenience ahead of people and homes.  Thank you for your time.  Respectfully,  Jeanne E. Solik

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#### Freeway Reconstruction Study Comments

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Date submitted	6/10/02 9:11:00 AM
Name	Becky Steffes
Organization	
Address	
Comments	Any attempt to build our way out of congestion is doomed to failure. I strongly protest putting more money into increasing our freeways. As anyone who reads the news reports can tell, building additional freeways results in more congestion, long commuting time, and the false sense that we can build our way out of congestion. Please advocate strongly for light rail.  "... Returning hate for hate multiplies hate, adding deeper darkness to a night already devoid of stars. Darkness cannot drive out hate; only light can do that. Hate cannot drive out hate, only love can do that. Hate multiplies hate, violence multiplies violence, and toughness multiplies toughness in a descending spiral of destruction. . . The chain reaction of evil - hate begetting hate, wars producing more wars - must be broken, or we shall be plunged into the dark abyss of annihilation."  Dr. Martin Luther King, Jr.

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#### Freeway Reconstruction Study Comments

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Date submitted	6/10/02 8:30:00 AM
Name	Angela McCullough
Organization	
Address	246 N. Pinecrest Milwaukee, WI
Comments	For the record - I am opposed to expanding the freeway system. I would like to see some safety improvements and the necessary structural work, however I do not want segments double-decked or broadly expanded. Perhaps some of the various highways should have two lane connectors instead of one (like 43 south to 94 west or 94 west to 45 north). I have serious concerns about sprawl, noise/air pollution, and the displacement of people/destruction of homes. If a transportation plan is to be developed - it should be an integrated plan that takes a multitude of modes into consideration (busing, bicycles, light rail/subway/train, etc.)

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#### Freeway Reconstruction Study Comments

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Date submitted	6/10/02 6:51:00 AM
Name	David Riemer
Organization	
Address	5051 W. Washington Blvd. Milwaukee, WI 53208
Comments	Dear SEWRPC: I am writing to let you know how strongly opposed I am to your plan to widen existing freeways, and build more freeway lanes, in SE Wisconsin. Your plan will do nothing but raise taxes, increase sprawl, and degrade the environment. It is not a plan; it's a disaster. Scrap it, and go back to the drawing board.  Sincerely,  David Riemer

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May 6 2002

1720 E. Capitol Drive  
Shorewood, WI 53211

Southeastern Wisconsin Regional Planning Commission  
P.O. Box 1607  
Waukesha, WI 53187-1607

Dear SEWRPC Representatives,

I am a resident of Shorewood, Wisconsin and would like to voice my opinions about the freeway study. After reading over the information, I have some concerns. You say that your study takes into consideration smart land use practices and improved public transportation. I do not doubt that you used some quantitative method to figure this out. The concern I have is that not all of these matters can be quantified. There are many quality of life issues that cannot be measured using numbers. Also, the only thing that seems to be up for debate right now is freeway expansion. Why isn't our metropolitan area discussing regional public transportation in the same way it's discussing freeway expansion?

Before we make these major transportation decisions that will have long-term lasting impacts on our environment, we should look at the system that these actions are being considered under. Although SEWRPC is trying to do their best, I feel that our regional transportation needs are being considered in a piecemeal fashion. I believe that the Southeastern Wisconsin region would benefit greatly from a regional transit authority. This way, transportation planning could be conducted in a comprehensive manner.

I would like to add that too much of any one thing can be a bad thing. Perhaps freeways helped alleviate congestion on the city streets in the past, but perhaps it's time for the city streets, public transportation, and smart land use practices to help out the freeways. The lack of discussion about these issues is indication that we are relying too heavily on freeway expansion. It appears that the only actions that will be implemented are related to freeways. As your study points out, without these other components, freeway expansion alone will not benefit our region. Furthermore, I believe our transportation policies should include a public education component on driver safety. Freeway expansion will not help encourage good driving practices or reduce road rage. Before major transportation decisions are made, we need to create an effective transportation authority that will implement a comprehensive approach. Now is the time to look at these issues, before major transportation decisions are made.

Sincerely,

*Carolyn Gretzinger*  
Carolyn Gretzinger

**Freeway Reconstruction Study Comments**

**Date submitted** 6/9/02 3:00:00 PM  
**Name** Lee Temkin  
**Organization**  
**Address** Glendale, WI  
**Comments** I am opposed to SEWRPC's freeway expansion plan. While you may have been commissioned to look only at reconstruction, this is unsatisfactory for many reasons. Other forms of transportation should be looked at concurrently to avoid the pollution and congestion of added traffic. However, even if only the freeway's are to be looked at, I am ABSOLUTELY OPPOSED to any freeway work which means the removal of graves. Upkeep is one thing, expansion is another.  
  
Sincerely, Lee Temkin, Glendale, WI

**Freeway Reconstruction Study Comments**

**Date submitted** 6/7/02 4:20:00 PM  
**Name** Barbara Kilgust  
**Organization**  
**Address** 1824 N. Water Street, #303  
Milwaukee, WI 53202  
**Comments** Dear Committee Members:  
  
I am writing in response to the plans to redesign and expand southeastern Wisconsin freeways. As a resident of Milwaukee who regularly uses and appreciates the soon-to-be-demolished Park Freeway spur, I must nevertheless strongly urge you to reconsider the current plans to add lanes and expand the current freeway system. Though the Park Freeway spur is a real convenience to me, I am willing to see it go if its removal improves the quality of life in even a small area of Milwaukee. Please don't repeat the mistakes of the past—which we are now trying to correct—by adding lanes to the freeway system.  
  
I ask you to look more closely at the recommendations of the Design Council and Walter Kulach. I am far from an expert in this area, but their arguments against adding lanes simply make sense. Please don't let ego and territorial struggles interfere with doing what is best, in the long- and short-term, for our community. Do not continue with this plan to expand the freeway, putting cars and convenience ahead of people and homes.  
  
Thank you for your time.  
  
Respectfully,  
  
Barbara J. Kilgust

**Freeway Reconstruction Study Comments**

**Date submitted** 6/7/02 10:15:00 AM  
**Name** Orris Strelow  
**Organization**  
**Address** 5374 W. Leon Terrace  
Milwaukee, WI 53216  
**Comments** Phone comment taken by Patrick Pittenger 6/7/02 10:15 a.m.  
  
Rebuild freeway system with all possible improvements, including additional lanes within the City of Milwaukee through the Marquette Interchange  
  
Arguments presented by Mayor Norquist about transit being the answer and the additional lanes being for suburban communities only are not valid. Transit will never carry the people that an expanded freeway would, and fixed guideway rail transit in any form is not versatile. Regarding who would benefit from expanded freeway capacity, many City of Milwaukee residents commute to jobs in other municipalities in Milwaukee County and to other counties, and would benefit from expanded freeway capacity.

**Freeway Reconstruction Study Comments**

**Date submitted** 6/7/02 10:15:00 AM  
**Name** Christopher Krochak  
**Organization**  
**Address** 1504 N Prospect Ave #103  
Milwaukee, WI 53202  
**Comments** I'm writing to applaud your efforts to fix design deficiencies and traffic safety problems in the existing system. The one area that I can think of which sorely needs attention is HWY 43 just north of the Marquette Interchange (which I believe has the most incidents of traffic accidents).  
  
I'm also writing to voice my concern and displeasure that this study is recommending increasing the number of lanes through-out the system. In judging from the latest press, this issue seems to pit the suburbs against metro Milwaukee, and I am not unlike many who live and work in Milwaukee that say that enough is enough when it comes to building more freeways!!  
  
The cost of extra lanes is a price that goes beyond the amount it will take to construct. I'm sure you've heard this argument before, however I will echo the many who say that from an economic and social position that this plan will do more harm than good. How much land are you willing to pave over (extra 650 acres) / take off the tax rolls? How many homes are you willing to destroy (216)/ businesses to displace(31)? How much more pollution from a century old technology (the combustion engine) are you willing to inject into the air, rain down in our water?  
  
All for what? To bring the total bill to \$6.25 Billion to shave minutes off of commute times for suburbanites? That, to me, seems like an incredibly bad investment in the future of the state's largest city.  
  
So the question that begs to be answered is when will we have enough roads? By investigating SEWRPC's methodology, the answer seems to be "never".  
  
How about a tougher question? When are we going to have the leadership that doesn't address a complex question (best way to move people in SE Wisconsin) with a simple, safe answer (more lanes!) that only addresses surface problems and not the root causes?? Transportation is not limited to cars and trucks. A holistic approach looks at all modes of transportation including walking, biking and mass transit along with more accurately distributing the costs to the users of particular modes of transit. Dig deeper and combat the root causes to increased congestion by incenting people to live closer to where they work. Right now SEWRPC is doing the opposite, incenting people to live further and further away from their jobs.  
  
Many say that Milwaukee is on the cusp of a renaissance. This decision will certainly have an impact on this urban resurrection. Subsidizing the use of the automobile, while turning a blind eye to the whole system will absolutely do more harm than good.



To whom this may concern

We do not feel 300 million should be considered for a guided electric bus system, light rail or regular buses. The Milwaukee county transit system name should be changed to Milwaukee county Welfare Transit System. Naturally socialists like hogquist, the ACLU etc., love state run welfare systems for everything.

We publish a quarterly newsletter and the enclosed copy of our first quarter newsletter is enclosed which points out how taxpayers are getting ripped off by the current transit system and what we feel should be done. all of our gas tax dollars should be used for roads only and not welfare buses for roads only and not welfare buses running around our city empty. We already are being defunded out of \$2 billion which to us

UNITED AMERICANS • PO Box 341333 • Milwaukee, WI 53234-1333  
OVER

is just outrageous. We would be better off and top money spend to just buy \$2 trillion dollars worth of cars and give them to people who don't have one because the state would collect more in gas taxes, license plates, etc. It would also provide thousands of extra jobs in auto industry, insurance industry, repair shops, etc.

We hope you can stop those socialist idiots once and for all.

Sincerely  
Herman Kollpink  
414-321-2191

Next issue is the Milwaukee County Transit System and Part Transit. It just seems like there is **no end to taxpayer money waste**. This will shock a few people. We got this information from 3 employees at the transit system. **You may need a few nuke bags as we go forward.**

We will first present the questions we asked them and their answers and then our thoughts on each.

1. Q. Name of buses?
- A. New Flyer - Low Floor
2. Q. Miles per gallon?
- A. 5 miles per gallon

3. Q. Manufactured where?
- A. Winnepeg - Manitoba
4. Q. Cost per bus?
- A. 225 to 250,000
5. Q. People capacity?
- A. 44 seated passengers

If it cost 1.37 to go from 1st and Silver Spring to 116th and Greenfield, why as an example do they charge only .35?? Three reasons. They want to screw us out of our hard earned money, they want to grow government and they want to buy votes.

6. Q. Annual Budget?
- A. \$132,258,493.00
7. Q. Cost covered by ridership?
- A. 58% or \$50,250,227.34

**Our solution:** Privatize it or sell franchises to independent operators like current drivers. Can you imagine if NOR KISS alias street car named desire would get his light rail system built for a half billion? Instead of 62 million in taxpayer costs for buses we would have another 100 million waste for their cho cho's. Now the illustrious socialist Senator BUR KE along with the transit union which BUR KE can buy votes from, have come up with **another grand scam socialist bureaucracy** to set up a statewide transit authority they say to protect bus systems from funding cuts. If they would see their bus system up as a business they would not have to worry about funding cuts. **BUR KE where in our constitution does it say the government will run a bus service to cart somebody's "behind" around? It doesn't.** Besides that, most people don't use or like buses so American's should not have to pay 82 million a year for a few people flying around with buses. **It is not ethical, in fact, it is fraud, theft, bilking people out of their money.** You people with the amalgamated transit union should get all your members together to talk about buying the transit system and get guys like the BUR KISS and government out of it. Run it like any other company like GM, Ford, G.E. etc., where their union members earn a good wage by selling a good American made union product that people want and not getting something for nothing.

8. Q. Cost paid by taxpayers?
- 62%
- A. County-14%
- State-42%
- Federal-6%
- or
- \$82,060,266.66
- cost to tax payers

**These are our Thoughts:**

1. No Problem
2. Miles per gallon are too low. Many routes also have 1-2-3-5-8 people on a bus. Could use just a van and it would cut down damage to our roads because the buses weigh so much.
3. Manufactured in Winnepeg: BIG, big problem. Taxpayers should pay through the nose for these buses and the operation thereof and unemployed hard working Americans can not manufacture them? **To us that's pure bull.**
4. Bus cost. We feel American's could make a better bus at a better price, and employ many more union workers.
5. People capacity? Way to large for a lot of routes.
6. Annual budget? 132 million. Outrageous. Here again the Democrats want to grow government on our hard earned tax money.
7. Cost covered by ridership? Only 58%, more bull. Ridership should cover 100% of the cost.

**Get another Alka-Seltzer...**

This information was gotten and given reluctantly by two different people in finance that cover the City of Milwaukee and Milwaukee County.

### Freeway Reconstruction Study Comments

**Date submitted** 6/6/02 5:22:00 PM  
**Name** Martha Lutz  
**Organization**  
**Address** 5690 North Dexter Avenue  
Glendale, WI 53209 4210  
**Comments** As a resident & alderperson of Gendale, WI, I object to the proposed expansion of I-43 through our community. Surely Wisconsin's traffic engineers are aware of findings that indicate increasing capacities of freeways increases congestion. We should spend more construction money & incur more maintenance costs while worsening the congestion problem? Money would better be spent on mass transit: better bus service (even if it has to be subsidized), more park & rides, etc. This would cost less & do wonders for air quality in the area, to the benefit of all citizens. Leaving the freeways at the current level (or, better yet, reducing them), decreasing parking downtown, & enhancing mass transit would be better for all of us, fiscally & otherwise.

### Freeway Reconstruction Study Comments

**Date submitted** 6/6/02 6:27:57 PM  
**Name** David Juhnke  
**Organization**  
**Address**  
**Comments** Good Afternoon-  
I just wanted to say that I find it disturbing that there is so much opposition to rebuilding the area freeways. My feeling on this is that had the freeways been built as originally planned, we wouldn't be as bad off as we are now, as there would be other routes of travel throughout the area. This is the only metro area of this size that I know of that doesn't have an adequate freeway system. Anyway, I am totally in favor of rebuilding with extra lanes, and am interested in knowing if there is anything I can do to help get the supporters heard from. I'm sure there are plenty of them, but it seems like we only hear from the opposition.  
Thank You

### Freeway Reconstruction Study Comments

**Date submitted** 6/6/02 1:41:00 PM  
**Name** John Faragher  
**Organization**  
**Address**  
**Comments** I work in Milwaukee and live in the suburbs.  
I find it interesting that many groups are turning this into a contest between evil suburbanites and the good city folk. In the 1970s and 80s I lived on the East side of Milwaukee. As early as 1980 I wondered why we had some of the worst freeways around. In twenty years they have not been improved. The only major change was the opening of 794 south to the airport and the soon silly demolition of the Park East Freeway.  
I currently am the site manager at a small research and manufacturing site on Port Washington Road. In the next five years we are planning on making a substantial investment in a plant (read Jobs) in the Milwaukee area. If the current trend to destroy or hold onto current freeway design continues I will strongly recommend that we move our plant to the suburbs. The employees at this site live all over the metropolitan area. Many currently spend over an hour getting to work in the morning.  
While some think that stopping freeways and forcing people out of their cars (the ultimate goal of many groups opposed to freeway expansion) will force my employees and myself to move back into the city, it will have the opposite effect of forcing us to abandon the city.  
I do strongly believe that the Milwaukee area needs both a world class freeway system and a world class public transport system. They are not mutually exclusive.  
Thanks for your time.

### Freeway Reconstruction Study Comments

**Date submitted** 6/6/02 1:18:00 PM  
**Name** Justin Drew  
**Organization**  
**Address**  
**Comments** Dear SEWRPC,  
My name is Justin Drew and I am writing to voice my opinion about the preliminary regional freeway system reconstruction study. I am a City Planner and have worked for both the City of Milwaukee and the City of Hartford. I am also a resident of the City of Milwaukee.  
While I understand the motivation for adding additional lanes throughout the regional freeway system, I do not believe that the freeway should be increased to 8 lanes in much of the City of Milwaukee. The cost to the community would simply be too high. My wife and I looked at homes in the Story Hill Neighborhood when we were in the market: they are stately, architecturally significant, and the neighborhood is thriving. Assessed values are high, and homeowners in the neighborhood can depend on their home as an investment. Any loss of homes, increase in freeway proximity, and increase in freeway noise will have a negative reverberating effect for the whole Story Hill neighborhood. Milwaukee cannot afford to lose one of its cornerstone neighborhoods.  
I believe that SEWRPC has failed in their overarching duty to provide sound planning for the whole region at all levels of planning, such as: economic development, housing, natural resource preservation, neighborhood development, preventing sprawl, and multi-modal transportation planning. You have focused only on car-based transportation.

### Freeway Reconstruction Study Comments

**Date submitted** 6/6/02 12:13:00 PM  
**Name** Dennis M. Grzezinski  
**Organization**  
**Address** 3025 N. Farwell Avenue  
Milwaukee, WI 53211  
**Comments** I am concerned about sewrpc's proposal to dramatically widen freeways in the milwaukee area. In addition to the impact upon residential neighborhoods, businesses, and the like, which has already been given lots of public attention and discussion, the proposal threatens to dramatically increase the amount of impervious surface, something which threatens to have serious consequences for water quality and for water quantity (flooding) in the Milwaukee area. At last week's Keep Greater Milwaukee Beautiful annual environmental conference, devoted this year to water issues, opening session speakers from both the Wisconsin DNR and the US EPA stated that increases in impervious surfaces seem to be the most important factors in causing declines in water quality in watersheds. Impervious surfaces alter the peak volume of stormwater runoff, the total volume of stormwater runoff, and the shape of the time-volume curve of runoff, as well as the quality of stormwater runoff. The results of increasing impervious surfaces include declines in water quality in streams and rivers, and increases in flooding.

In recent years, the Milwaukee Metropolitan Sewerage District, of which I am a commissioner, has spent hundreds of millions of dollars on watercourse work designed to manage stormwater -- with the dual goals of protecting communities against flooding and improving water quality in area waterways. In addition to this substantial capital investment, MMSD enacted stormwater rules last year which regulate new development and redevelopment within MMSD's service area which involves the addition of 1/4 acre or more of impervious surface. I understand that the proposed freeway plan involves use of something on the order of 500 to 600 acres of additional land, and I would guess that the net addition of impervious surface is likely to amount to a significant fraction of that acreage.

Last month, MMSD sponsored a low impact development conference, and one of the central concepts of hydraulics/hydrogeology that was presented at that conference was that "connected", or contiguous impervious surfaces have the greatest negative impacts on stormwater quality and quantity. This is a result of the ability of contiguous impervious surfaces to transport stormwater farther and faster, and because there is no opportunity for scattered permeable areas to slow down, infiltrate, and filter any of the stormwater when impervious surfaces are constructed in one large, unbroken area, rather than as a patchwork of impervious surfaces scattered within a larger permeable landscape. However, to date, I have not seen anything to indicate that there has been any consideration of the impact of adding such a large amount of impervious surface to the metropolitan area, particularly when it would be connected to and added to what must already be the largest patch of concrete and asphalt in the region.

These are some of the reasons why I oppose the proposed freeway expansion plan.

Very truly yours,

Dennis M. Grzezinski



P. O. Box 12150  
2800A N. Palmer St.  
Milwaukee, WI 53212  
June 5, 2002



Southeastern Wisconsin Regional Planning Commission  
W239 N1812 Rockwood Drive  
P. O. Box 1607  
Waukesha, WI 53187-1607

SUBJECT: Written Comments on the Preliminary Freeway System Reconstruction Plan

My letter to the Editor, printed in the Milwaukee Journal Sentinel on January 28, 2002 will act as my primary comment:

**WIDER FREeways** is the title of the article. I read the article and was surprised to find that the city officials are ignoring the needs of central city residents. I read the article and was surprised to find that the city officials are ignoring the needs of central city residents. I read the article and was surprised to find that the city officials are ignoring the needs of central city residents.

Further, I find it interesting that many people living outside the city of Milwaukee seem to think that they are the only ones who pay gas and other taxes. I'm still waiting for a report that will tell me how much money from Milwaukee helps to build roads in parts of Wisconsin that African Americans will never drive on or are not welcome in.

How many members of the Regional Planning Commission have no cars, ride bicycles or walk to work or Planning meetings, and wait sometimes an hour or more for public transportation? Compare waiting times at bus stops to the 4 to 12 minutes that might be saved by widening freeways. Also, I am not talking commuter rail here. Commuter rail is neither public transportation nor is it affordable for low or no income people. It is a alternative for people with cars who choose not to drive.

Thank you for the Hearings. Now prove to us that you have in fact heard and that this has not just been and exercise in futility.

*Rose Stietz*

Rose Stietz

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

June 6, 2002  
Ozaukee County Administration Center, Auditorium  
121 W. Main Street  
Port Washington, Wisconsin

Name Kit Keller

Affiliation \_\_\_\_\_

Mailing Address W62 N799 Shioygan Rd.  
Cedarburg, WI 53012

Comment \_\_\_\_\_

*My concern is with the ramps on and off the freeway system. Where these ramps are located in neighborhoods or commercial or business districts, pedestrian safety needs to be a key consideration. Pedestrians & bicyclists are often placed at risk by wide turning radii, particularly in locations where motorists are expecting to accelerate (go?) quickly to reach maximum speed. These ramps can be difficult to cross, even when the intersection is signalized. Provide for pedestrian & bicycle safety in the final design.*

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 June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you.

Comments on SEWRPC Regional Freeway Reconstruction Plan

I would like to begin by saying that I have the highest respect for SEWRPC. They have had continuing presence in the region for many years and have been a strong advocate of sound planning based on solid information. I bring these comments to be helpful and constructive and in the hope we can develop good plans for the future of Southeastern Wisconsin.

I have two major concerns about the freeway plan. These are concerns about the lack of a comprehensive approach in the plan and concerns about the methods that were apparently used to develop the plan.

Need for a comprehensive approach

First I have concerns about the process used to develop the plan. I find it strange in this day and age that the plan only concerns itself with the issue of freeway expansion. SEWRPC has a long history of developing comprehensive area wide plans that consider all modes of travel, all types of highways and all types of operational and systems management tools. This plan seems to me to be a throwback to the way planning was done prior to the establishment of SEWRPC.

While it appears that other elements of the adopted transportation plan for the region were included as a constant for all alternatives examined, what was done is far more than a refinement of the plan. The freeway reconstruction plan talks about huge changes that will affect the region for at least a half century. Your adopted regional plan does not include the extensive freeway expansion you propose. You are recommending an action that doesn't conform to your own regional plan.

If there was ever an issue that begs to be considered as part of a comprehensive regional land use and planning effort, it is the question of expansion of the freeway network. I wonder what the purpose is of the advisory committee for the regional transportation plan that I serve on, if this sort of an effort goes on outside of a comprehensive process.

This appears to violate the basic principles that SEWRPC has advocated for many years. Some of these principles are: that transportation planning needs to be regional in scope; that transportation planning cannot be separated from land use planning; that highway and transit systems must be planned together; that transportation facilities and management measures must be integrated; that transportation planning must recognize limited natural resources; and that transportation must complement the achievement of personal and community goals.

In addition, input by citizens and the community was asked for at the end of the study. A project of this magnitude requires an aggressive effort from the beginning to get citizen input. This does not appear to have been done.

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The scope of this study was far too limited. Alternatives such as improved freeway traffic management, arterial signal system enhancement, use of high occupancy vehicle lanes, express transit services, travel demand management and land use policies should have been considered. The 2020 transportation plan was done as a simplified extension of the 2010 plan. These plans are based on data collected more than 10 years ago. The region needs a fresh plan that considers a wide scope of issues including land use, energy and air quality. This needs to be done with a radically different process to foster debate and input from a wide variety of sources. Those parts of the freeway expansion plan that are not absolutely necessary for the repair of the current freeway system should be set aside, to be looked at as part of a new comprehensive land use, transportation and air quality planning process.

Technical Issues:

My second concern is about the technical procedures that apparently were used to develop this plan. They are not fully described and I have had to make some assumptions on the process used. The plan appears to use essentially the same travel forecasting methods as for the 2020 plan which were the same as for the 2010 plan and which were modified somewhat for the 2000 plan (a different mode choice model) as done in the 1970s. You are recommending an expenditure of 6.5 billion dollars using forecasting methods that are essentially mid 1970s technology. The state of the art for travel forecasting has improved substantially since then and the commission desperately needs to update their methods. While this was promised some years ago, I find no evidence that it ever occurred.

Some specific concerns:

**Congestion measures:** The congestion analysis seems inconsistent with the latest version of the highway capacity manual. Maximum flow rates on freeways have increased and the values given in the table 5-2 does not appear to agree with the manual. Furthermore, the use of terms: "severe, extreme and moderate congestion" are not found in the manual. They appear to put a spin on the information that makes the situation appear to far worse than it may be.

**Air Emissions:** Your discussion of the air quality impacts of the freeway expansion appears to be overly optimistic about the ability to control vehicle emissions. Recent experience shows that the Congress is reluctant to approve increased fuel efficiency and emission controls. Optimistic assumptions about the future don't change the air. What is needed is a serious contingency analysis of emissions and of the methods to reduce them under a broad range of circumstances.

**Land use:** I find your discussion of the land use impacts of freeway expansion to be inadequate given the state of knowledge in this field. Your report seems to indicate that land use and transportation have little relationship. This appears to be in conflict with your past work and with your own transportation planning goals. The issue of land use and transportation interaction will dominate planning in the future, and it needs far more

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analysis and attention. SEWRPC should play a leadership role in helping communities implement smart growth and a transportation system plan that recognizes land use and transportation interaction should be part of this.

**Crash Analysis:** The analysis of crashes on the existing freeway system has no information about the causes of the crashes and how capacity expansion or safety improvements would specifically deal with them. This is potentially a 6.5 billion dollar decision and if safety is an issue, then detailed analysis of the type, nature, severity and occurrence of crashes should be done to assure that such expenditures will indeed reduce crash occurrences and are the most cost effective way of doing this.

There are serious questions about the methods used in this study and they could be the subjects of extensive debate. To resolve them, I suggest a peer review panel examine the procedures you used in detail to determine if they are appropriate. Such a panel should have free and open access to your methods and data and be made up of experts in travel forecasting from outside the region. A decision of this magnitude requires that we be sure it is correct. Only through such an outside review would such assurance be possible.

A peer review panel will help set directions for you to substantially revise and update your forecasting process. The state of the art has improved and I hope you have an open mind to do this. A better process is needed and can be the basis of a comprehensive transportation, land use and air quality planning effort.

In summary, I feel that the those parts of the freeway expansion plan that are not absolutely necessary for the repair of the current freeway system should be set aside, to be dealt with in a more comprehensive effort. That effort should use state of the art forecasting and planning methods and consider a wide range of transportation and land use alternatives and should consider their impacts on the environment. Such an effort will help the region grow smarter and be a better place for all of us to live.

Edward Beimbom  
June 5, 2002

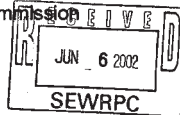
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Southeastern Wisconsin Regional Planning Commission  
Freeway Study Committee

June 5, 2002



I attended the informational session you staged at the Milwaukee County Transit System's lakefront facility last month, but had to leave before I could voice my comments on the project and your apparent belief that we need to add additional lanes to the system.

I strongly oppose additional pavement for a variety of reasons:

I have lived in Milwaukee County for the past 20 years and in southeastern Wisconsin for the past 30 years. I currently live at 315 N. Pinecrest St., Milwaukee, WI, 53208. I have lived here since 1993. My wife and I are the property owners. Before that we lived for five years, as the property owners at 2574 S. 85<sup>th</sup> St. in West Allis. We rented in Milwaukee county prior to that.

I work downtown and have for 20 years. When I lived in West Allis, I found that my drive to work took longer than I cared and that when the freeway system was congested, it took even longer. I moved closer to where I worked. It never occurred to me that people between my home and my workplace should sacrifice so I could get to work sooner. I now live in the city of Milwaukee, four miles from work and take the bus to work each day. My wife no longer works downtown, but works even closer, just two miles, and walks to work on pleasant days in the summer.

What you encourage by continually adding to the system is to drive people like us out of the city so we won't have to listen to the drone of semis and cars growing louder. You will encourage people like us to move further instead of closer and in turn encourage us to get back onto the freeway system instead of looking for alternatives in transportation.

I would strongly encourage you to actually stroll through some of the neighborhoods you advocate destroying so people living in the outlying areas can get to work five minutes sooner. I would encourage you to ask the people you will displace where they will move to accommodate people from Brookfield, Waukesha, etc. I ask you to talk with the people like myself about how long it will take them to sell their homes because of the noise and decreasing property values.

If people in Waukesha, Ozaukee, Walworth, Racine and Kenosha Counties want more lanes to speed them to Milwaukee, by all means, give them more lanes. IN THEIR OWN COUNTIES. NOT MINE. I'm not asking them to sacrifice anything on my behalf. They chose to live where they do.

Don't blame the need on the truckers. They have a bypass if they are in a hurry and if they are headed in town, by golly, they're getting paid. Besides, their rigs chew the pavement up.

Finally, while I rarely use the freeway system in Milwaukee County, I have absolutely no problem getting where I need to go when I do. It is only for an hour or so at each end of weekdays that it is congested. I cannot see the wisdom of destroying neighborhoods to the extent you propose to shave five minutes off a commuter's time when the freeway

system is problem free for 24 hours a day on weekends and 21 hours a day on weekdays. That is a foolish use of money at a time when the state is virtually broke.

Sincerely,

David M. Doege  
315 N. Pinecrest Street  
Milwaukee, WI 53208  
Phone 414-476-8412



June 4, 2002



Southeastern Wisconsin Regional Planning Commission  
PO Box 1607  
Waukesha, WI 53187-1607

Re: Public record on freeway reconstruction study

I am against the SEWRPC plan to expand highways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse. A Texas study has shown that expanded highways are not the answer.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector and expansion of our bus system. We should repair, not expand, our roads. I spend a significant amount of time outdoors and believe it is time to switch to modes of transportation that cause less pollution.

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide a future that includes clean air. Let's not forget to include more options for bicycles.

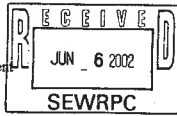
Sincerely,

Janice L. Franke  
5858 South 112<sup>th</sup> St.  
Hales Corners, WI 53187-1607

The Southeastern Wisconsin Regional Planning Commission should replace their freeway only study with one that includes other options, including commuter rail. A priority should be placed on protecting the air we breathe, preventing more sprawl, and providing us with options to travel on congested highways.

This "highway expansion plan" threatens our Wauwatosa resident's ability to breathe clean air and the health of 634,000 children and seniors in Southeast Wisconsin at risk from cancer and asthma causing air pollution. This plan will degrade our quality of life with additional traffic noise and may result in the removal of property from the local tax base. I ask for a comprehensive, multi-modal plan that emphasizes enhanced use of buses, carpools, trains and bicycles. Commuter-rail is the backbone for any good transit system and if Milwaukee County wants to continue to be competitive as an attraction for conventions and tourism, then we need to offer this amenity.

Let's not go down the "Road of No Return" that leads to more sprawl and dis-investment from our communities in Milwaukee County. Let's forge ahead with an enlightened comprehensive plan for transportation the SE Wisconsin for the future of a healthy Wauwatosa and a healthy Milwaukee County.



Comments submitted by Rosemary Wehnes, Wauwatosa Resident  
7922 Jackson Park Blvd.  
Wauwatosa, WI 53213

I have been a resident of Milwaukee County for 30 years. I have resided with my family in Wauwatosa for nearly 20 of those years.

I am against the plan to widen the highways in SE Wisconsin (6.25 billion) and also believe we need to scrutinize the high cost of reconstructing the freeways with design and safety improvements (5.5 billion). Perhaps there are ways to reduce this cost, by for instance lowering the speed limit.

In Wauwatosa we enjoy an excellent quality of life. We have a great school system, scenic parkways and trails, and convenient access to local businesses.

Great strides have been made to improve our community. Examples include: traffic calming and pedestrian improvements implemented on North Ave, revitalization of the business district, improvements planned for State Street, plans for an enlarged Hart Park and a State Forest Education Center on the County Grounds.

Wauwatosa is a prime example of the type of community that smart growth initiatives are promoting. Wauwatosa offers access to jobs, schools, parks and businesses within walking or bicycling distance. If everyone lived in walkable communities, we would not be having this discussion.

The rise of sprawling malls and decentralized housing can be linked to the huge investment we have made in expanding the highways and explains the increased miles Americans have traveled in the last fifty years. Building more and wider roads does not cut the amount of time we spend trapped in a car, and we must recognize that more sprawl and smog producing highways cannot fix the problem.

Wrapping around and through Wauwatosa, the preliminary recommendation is to increase the number of lanes of I-94 and Hwy-45 from 6-lanes to 8-lanes of traffic. This plan would encourage increased traffic along the corridor that passes between Wauwatosa West High School, Eisenhower Elementary School and Whitman Middle School; exposing our children to more air and noise pollution.

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

June 5, 2002  
Manitoba Elementary School  
4040 W. Forest Home Avenue  
Milwaukee, Wisconsin

Name JENNANN OLSEN

Affiliation MILW RESIDENT

Mailing Address 1707 N. PROSPECT AV #9B  
MILW, WI 53202

Comment PREFER ALTERNATIVES 1 & 2  
(RECONSTRUCT AS IS / RECONSTRUCT  
FOR SAFETY PURPOSES)

SUPPORT NO WIDENING; PREFER  
USE OF TRANSIT TO ADDRESS  
INCREASED DEMAND

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Thank you.

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

June 5, 2002  
Manitoba Elementary School  
4040 W. Forest Home Avenue  
Milwaukee, Wisconsin

Name Steve Filmanowicz  
Affiliation 1213 E. Townsend St  
Mailing Address Milwaukee, WI 53212

Comment The spending required to complete this freeway plan - both the safety/modernization plan + the complete expansion plan - is staggering.

The cost-benefit analysis simply doesn't compute. In the short-term, the \$5.5 billion or \$6.2 billion offers a few minutes savings in trip time. That is a terrible return for the money. And it's a lot of money. In the long-term, the plan would lead people to move homes and businesses

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Thank you. Further apart - which will lengthen trip lengths + increase dependence on freeways, thereby completely erasing the temporary easing of congestion brought about by the expansion. At that point, it would become clear that this area would have spent \$6 billion for nothing. What a colossal

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waste. How can traffic planners at SEWRPC ~~design~~ design a freeway system as if the freeway existed in a vacuum - and all it needs is a bit more capacity to function??

The experience of communities such as Atlanta + Detroit show that bigger freeways induce more freeway travel + encourage more sprawl. In those communities, freeway ~~planners~~ planners tried to shore up this inefficient transportation system exactly as SEWRPC proposes showing up our system - through costly expansion plans. They deluded themselves thinking more capacity would keep freeways flowing smoothly, till their strategies were exposed as a trap. In Georgia, the governor finally declared a moratorium on freeway expansion. The strategy was bankrupt for the state and it was futile!

Before we make a \$6 billion mistake, let's open our eyes. Congestion won't ease until we take new steps. We need to plan suburban areas with street grids that relieve pressure on freeways as grids do in cities. We need to cluster developments and we need transit improvements that reinforce which

provide a same development pattern like Portland's.

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

June 5, 2002  
Manitoba Elementary School  
4040 W. Forest Home Avenue  
Milwaukee, Wisconsin

Name Linda Elmer  
Affiliation \_\_\_\_\_  
Mailing Address 1128 E. North Ave  
Milwaukee, WI 53212

Comment I would like to state my opposition to any expansion of the current freeway system going through the city of Milwaukee. I oppose this expansion for a number of reasons:

1. Belief that this expansion will benefit suburban, commuter residents at the cost (result in increased asthma + air pollution) + economic (increase cost of living outside the city + avoiding its property taxes while enjoying its cultural, social + business benefits).

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Thank you.

#68961 v10

2. With increasing air pollution, high construction + maintenance costs of roads, individuals should be encouraged to use mass transportation rather than making commuting even easier. I myself made a conscious decision to live within walking distance of my job + I do walk every day.
3. With the budget crisis currently faced by the state, the money could be better spent, or even, a novel concept apparently used to create a rainy day fund.

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

June 5, 2002  
Manitoba Elementary School  
4040 W. Forest Home Avenue  
Milwaukee, Wisconsin

Name RESIDENT

Affiliation \_\_\_\_\_

Mailing Address 2558 S. WESTWOOD AVE.  
MILWAUKEE 53207

Comment I FULLY SUPPORT THE ENTIRE RECONSTRUCTION PLAN AS  
PRESENTED ON THIS DATE. THERE IS NO QUESTION THE  
FREEWAY SYSTEM IS IN NEED OF REDESIGN TO MEET  
MODERN SAFETY STANDARDS. I BELIEVE THAT ADDING LANES IN  
ALL PROPOSED SECTIONS IS IN THE BEST INTERESTS OF SYSTEM  
USERS, AS WELL AS THE COMMUNITIES THE SYSTEM SERVES. I  
SUPPORT DOUBLE-DECKING ON I-94 WEST OF THE STADIUM. I BELIEVE  
THE IMPACT ON THE SURROUNDING AREA TO BE NEGLIGIBLE. PLEASE  
DO NOT GIVE IN TO THE VOGAL MINORITY! DRIVE FORWARD WITH  
THIS PLAN THAT SERVES THE MAJORITY WELL.

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 June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you.

#68961 v10

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

June 5, 2002  
Manitoba Elementary School  
4040 W. Forest Home Avenue  
Milwaukee, Wisconsin

Name GREGORY A. WALCZYK

Affiliation MILWAUKEE PUBLIC SCHOOLS

Mailing Address 6400 W. WILBUR AVE, MILWAUKEE 53220 or  
W3995 CH Rd E., Elkhorn 53121

Comment I Feel that changes need to be made  
at Hale interchange due to cross over  
traffic forams going both north and south  
on I-43.  
Additionally, have concerns about cross over  
traffic at I-94 Northbound 200 interchange. Slow  
traffic to standstill in morning with backup  
to Lincoln Ave. sometimes.

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 June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you.

#68961 v10

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

June 5, 2002  
Manitoba Elementary School  
4040 W. Forest Home Avenue  
Milwaukee, Wisconsin

Name Mike Fossum

Affiliation Citizen - Milw

Mailing Address 6223 W. Stevenson  
Milw 53213

Comment Expanding a freeway system (I-94) between  
the Marquette + the Zoo serves a few  
people and hurts a bunch. People  
need to start making tough decisions  
about where they live and how  
they commute. Suburbanites can  
learn to deal with it. Milwaukee  
cannot afford to encourage urban  
flight.

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 June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you.

#68961 v10

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

June 5, 2002  
Manitoba Elementary School  
4040 W. Forest Home Avenue  
Milwaukee, Wisconsin

Name Claude Vander Veen

Affiliation Greater Milwaukee Green Party

Mailing Address 3340 East Allerton Avenue  
Cudahy, WI 53110-1016

Comment Lane expansions will likely put off for a short while  
traffic congestion - almost always new lanes are  
quickly overwhelmed by new commuters. I'd prefer  
commuter trains, or other mass transit alternatives.  
At some point Americans will have to accept  
the necessity of mass transit; will have to  
accept the idea that single occupancy cars  
and trucks are not viable - for anyone.  
I'd like to see that day of acceptance sooner  
than later. So I strongly prefer the most  
minimal (108 mile) plan. Thanks.

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 June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you.

#68961 v10



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Senator Gayford Nelson,  
Emeritus Chair

1000 Friends of Wisconsin, Inc.  
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Maegan Yost, Poyntette

1000 Friends of Wisconsin, Inc. & 1000 Friends Land Use Institute  
16 North Carroll Street Suite 810 Madison, WI 53703  
ph.608/259-1000 fx.608/259-1621 friends@1kfriends.org www.1kfriends.org

### Comments For SEWRPC Public Forum By David Cieslewicz, Executive Director June 5, 2002 Manitoba School

#### A Once in a Generation Opportunity

When the Milwaukee freeway system was built forty years ago, few people understood how it would transform the landscape of southeastern Wisconsin. Between 1970 and 1990, the population of the seven southeast Wisconsin counties grew by 3% while developed land increased by 38%. The freeway system played a role in the decline in property values in the central city, development of farmland and natural areas in suburban counties, the increased concentration of poverty in Milwaukee and the resulting decline of Milwaukee public schools, and increased economic segregation. Now we understand how major investments in transportation can transform our landscape, our economy and our society. The need to reconstruct the Milwaukee freeway system presents us with a once in a generation chance to rethink how we do transportation and land use and to do it better this time.

#### A New Definition of Progress

When the freeway system was first constructed it was generally thought of as modern and progressive. The idea was that superhighways would save the central city by bringing people into it. But just the opposite happened. The freeways themselves took value from the central city and it became further hollowed out with surface parking lots. Moreover, the freeways were used more for escape to the suburbs than for coming to the city. Forty years later it's time for a new definition of progress. Progress is not always a wider freeway. Today, real progress can be measured in healthy neighborhoods, good schools, clean air and water and diversity of development and people. Transportation should serve those goals. When we ask how we should reconstruct the freeway system we are starting with the wrong question. The first question should be, what do we want our community to look like? Once that question is answered we can match the transportation investments to get the results we want.

#### Transportation & Smart Growth

Wisconsin's Smart Growth Law, enacted in 1999, requires state agencies, including the Department of Transportation, to consider the same land use goals that the state asks local governments to follow. The most relevant of these are goals 1, 2, 3, 4, 5, and 14:

- Promotion of the redevelopment of lands with existing infrastructure and public services and the maintenance and rehabilitation of existing residential, commercial and industrial structures.
- Encouragement of neighborhood designs that support a range of transportation choices.
- Protection of natural areas, including wetlands, wildlife habitats, lakes, woodlands, open spaces and groundwater resources.
- Protection of economically productive areas, including farmland and forests.
- Encouragement of land uses, densities and regulations that promote efficient development patterns and relatively low municipal, state governmental and utility costs.
- Providing an integrated, efficient and economical transportation system that affords mobility, convenience and safety and that meets the needs of all citizens, including transit-dependent and disabled citizens.

These goals provide a vision of what we want our state to look like in the future. It is important that we ask how an expanded freeway system would meet these goals and, if it would run contrary to these goals, it is important to ask what kinds of transportation options would work to meet them.

#### Reasons for New Thinking: An Aging Population, A New Economy, A New Definition of Security

The world has changed since we built the freeway system. Here are three trends that should make us rethink what kinds of transportation systems we should invest in.

**We are getting older.** In the next twenty years, 77 million Americans will retire. Some retirees may want an even larger house in the countryside, but many more will want a smaller home in a community where driving is an option and not a mandate. Moreover, as people live even longer, they will go through stages of aging. Eventually, they will want to drive less and to be closer to medical facilities, entertainment and shopping. Already, the boom in downtown condominium development in Milwaukee, Chicago, Madison and in virtually every major metropolitan area is being fueled by empty-nesters. What kinds of transportation and land use policies will serve an aging population?

**A new economy is emerging.** Professor Richard Florida ("Regional Excellence: Economic Development in the New Economy", "The Geography of Bohemia") of Carnegie Mellon University has advanced the theory that "information workers" are attracted to places with a high "bohemian index." That is, urban places are attractive to many workers in the new, high-tech economy. In other words, places like Brady Street are good for the economy. Wisconsin ranks last of the fifty states in attracting new college graduates. (See the 1000 Friends of Wisconsin report, "New Communities for a New Economy: Land Use Strategies to Excel in the New Digital World" on our website at [www.1kfriends.org](http://www.1kfriends.org).) What kinds of transportation and land use policies will serve to foster the new economy?

**It's time for a new definition of security.** Lurking behind much of U.S. foreign policy is the reality of our dependence on foreign sources of oil. We now import over half of our oil supply and much of it comes from increasingly hostile places, both politically and environmentally. An economy that is based on an infrastructure, which is in turn based on the notion that oil will always be inexpensive is bound for a fall. If we really cared about economic and national security we would build an economy that is much less dependent of fossil fuels. If we depend too much on cars and trucks to move workers and goods, we are placing our national security at risk. What kinds of transportation and land use policies will increase our economic and national security?

#### Recommendations

1000 Friends asks citizens and policy makers to consider the following options:

- Conduct a complete environmental impact statement. The proposed freeway expansion will have very significant impacts on air and water quality and on the human environment. Yet, a complete EIS has not been conducted. We believe the law requires it and we are prepared to ask that the law be enforced.
- Consider converting some of the freeway system to boulevards and parkways. The Park East reconstruction is a good start, but replacing freeways with real streets adds value and vibrance to cities. Planners and citizens should consider replacing more freeway miles with boulevards and parkways.
- Limit the expansion of freeway capacity. When lanes are added they simply fill up a few years later. We cannot build our way out of traffic congestion.
- Do not double deck the east-west freeway near Story Hill. This would do great harm to one of the city's most pleasant neighborhoods and add to suburban sprawl by driving its residents from the city.
- Consider commuter and light rail and expanded bus service. Even at its most efficient, a freeway can only move a fraction of the people that can be moved on rail. As we run out of space to build more freeway lanes, rail is the most efficient and cost-effective way to move people.

#### WRITTEN COMMENT

#### PUBLIC INFORMATION MEETING AND HEARING SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY

June 4, 2002  
Zoofari Conference Center  
9715 W. Bluemound Road  
Milwaukee, Wisconsin

Name ROBERT A. RIENZLI

Affiliation SELF EMPLOYED CPA

Mailing Address 2321 E CAPITOL BL  
SHOREWOOD 53211

Comment I AM VIGOROUSLY OPPOSED TO ANY EXPANSION OF THE FREEWAY SYSTEM - FURTHER WE SHOULD LOOK VERY CAREFULLY AT REPAIRING THE EXISTING FREEWAY WITHIN THE COST TO DO SO. RATHER THAN TRYING COST EFFECTIVE IN IMPROVING THE OPERATION OF THE SYSTEM WE SHOULD BE INSTANTLY BE EVALUATING THE EFFECT OF ELIMINATING PARTS OF THE FREEWAY SYSTEM RATHER THAN REPAIRING + FINDING A BETTER WAY FOR THE FUTURE.

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Thank you.



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

June 4, 2002  
Zoofari Conference Center  
9715 W. Bluemound Road  
Milwaukee, Wisconsin

Name Bruce D. Warren

Affiliation \_\_\_\_\_

Mailing Address 4419 S. Austin  
Milwaukee, WI 53207

Comment Reduce the number of stop lights  
on Bluemound Road (Wisconsin Ave.  
or time them so that traffic can  
flow smoothly.

On 794-South- provide a through lane  
at the Oklahoma stop light to provide  
for stop free traffic flow. There appears  
to be enough space for an extra lane.

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Thank you.

#68961 v9

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

June 4, 2002  
Zoofari Conference Center  
9715 W. Bluemound Road  
Milwaukee, Wisconsin

Name Alfred J. Anderson

Affiliation M.S. Math + Statistics + Modeling

Mailing Address 6654 Hillside Lane  
Wauwatosa, WI 53213

Comment The plan does not account for light transport,  
How can be reconstruct cost 3.37 billion, when  
already in place, when adding 127 miles of  
new only cost .8 billion,

Models can be used to show what one wants,  
I would question your assumptions of continued  
driving, more commutes, taking into account of  
mass transit, the impact of reducing left exits,  
reduced commute times. The Consultant can show  
whatever one wants.

I disagree with your contention that expanded freeways  
will not cause urban flight.

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Thank you.

Currently business are bussing workers to the  
plants that they moved to the suburbs,  
As housing burbs + workers cannot afford  
cars.

The strong highway lobby will love the plan.

#68961 v9

C-28

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

June 4, 2002  
Zoofari Conference Center  
9715 W. Bluemound Road  
Milwaukee, Wisconsin

Name Bill Moore

Affiliation Sirena Club, American Foreland Trust

Mailing Address 4260 S. Victoria Cir.  
New Berlin, WI 53151

Comment MY PREFERENCE IS TO ~~REBUILD~~ TO "MODERN"  
DESIGN STANDARDS BUT WITH NO ADDITIONAL  
LANES ---

What a wonderful opportunity to truly  
plan for the best transportation system -  
one that cares for the environment and  
the needs of all segments of the public:  
mass transit! Put the money saved from  
adding lanes into subways, etc., and then  
you will be truly following your own  
charge of curb(ing) urban sprawl.

SURPRISE - WHEN NECESSARY?  
ONLY IF ABSO-  
LUTELY NECE-  
SSARY.

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Thank you.

#68961 v9

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

June 4, 2002  
Zoofari Conference Center  
9715 W. Bluemound Road  
Milwaukee, Wisconsin

Name Tom Thielke

Affiliation \_\_\_\_\_

Mailing Address 760 WEBSTER AVE  
BROOKFIELD WI 53005

Comment My daughter owns a home at 9215 W. Adler St.

In a Milwaukee Journal/Sentinel article there was  
a graphic that indicated in the Zoo interchange  
area 19 homes are to be "relocated" whether  
safety improvements are implemented or the freeway  
is widened to 8 lanes. How can I find out  
if 9215 W. Adler is one of those 19? It  
makes a substantial difference in planning for  
maintenance or capital improvements.

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 June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you.

#68961 v9

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

June 4, 2002  
 Zofari Conference Center  
 9715 W. Bluemound Road  
 Milwaukee, Wisconsin

Name MICHAEL P. GONIA, P.E.

Affiliation \_\_\_\_\_

Mailing Address 11988 PARKVIEW LN.  
HALES CORNERS, WI 53130

Comment I strongly support the reconstruction of the Southeastern Wisconsin freeway system to modern design standards and with additional lanes on 12.7 miles of the system. It is vitally important to the State's continued economic growth to do this reconstruction with additional lanes to the system, especially including the critical links of I-94 and I-43 with 3 full lanes, as shown in the April 2002 newsletter.

also, I recommend that ample right-of-way be acquired, bridges and retaining walls be constructed, and utilities be relocated to accommodate further transportation system expansion, BEYOND the 2020 design period.

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 June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at [freewaystudy@sewrpc.org](mailto:freewaystudy@sewrpc.org).

Thank you. Do it right the first time - this time. Other State D.C.T.'s, with proper vision, are providing for such long-term planning in their current freeway reconstruction efforts.

06-04-02 13:09 MINUTEMAN PRESS WEST BEND ID-12623867966 P81


#68961 v9

TO: Ken Yunker; Regional Planning 262-547-1103


RE: FAIR ALLOCATION OF PUBLIC INPUT ON FREEWAYS - JUNE 6th, - PT. WASHINGTON MEETING

Residents from Milwaukee's downtown and northeast areas seem to have an influence upon public input into the freeway discussion that are out of proportion to their population. I am referring to the area between the Milwaukee River and Lake Michigan and from Milwaukee's third ward north into Mequon. This area contains the homes and work places of a fairly wealthy group, as well as most of the metro areas best cultural, educational, commercial and recreational facilities. If the I-43 freeway is overburdened, these residents have pleasant alternative, non-freeway routes such as Lake Drive, Port Washington Road, and Lincoln Memorial Drive to use between their homes and the best of everything.

The majority of the metro population does not live east of the river and for most of us, there is no efficient or pleasant alternative to using the present stress inducing and inadequate freeway system. Please seek out a fair proportion of input from this vast majority who need extended and expanded freeways.

FROM: Ken Johnson   
 5170 Martha Drive  
 West Bend, WI.

P.S. I cannot attend this public meeting. Would you please have someone read this letter at the meeting.

SEWRPC  
 Wisconsin has a great history with the rail. The success of both Wisconsin Central & Southern lines proves that a rail system may be a asset to our area. Please take the time to really look at options that will lessen our need to hit the freeway and pollute our air.  


6/3/02

To whom it may concern:

Please record my concern regarding the SEWRPC plan to expand highways in Wisconsin. I am against their proposal.

I prefer to endorse transportation plans that support clean, green modes such as: commuter rail, intercity passenger rail, expansion of our bus system etc.

I believe SEWRPC's plan not only costs billions of dollars but is a threat to our quality of life by increasing air pollution (which leads to more cases of asthma), more urban sprawl and more noise.

I'd like to see a plan that can address our concerns about congestion while seeking long-term environmental well-being.  
 Thank you.

Denise Lubotsky

DENISE LUBOTSKY  
 3495 N. HUMBOLDT BLVD.  
 MILWAUKEE, WI  
 53212

Christine Lorch  
 Jerry Patzwald  
 1120 East Chambers Street  
 Milwaukee, WI 53212

June 3, 2002

SEWRPC  
 PO Box 1607  
 Waukesha, WI 53187-1607

SEWRPC:

We are disappointed to learn that your preferred option for rebuilding Milwaukee area freeways includes more money for more lanes of auto and truck traffic and no money for the creation of a balanced transportation network.

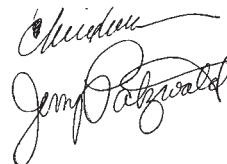
We demand that our transportation tax dollars for this project is utilized as follows:

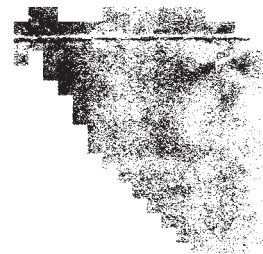
1. Rebuild system with current number of lanes as well as make safety upgrades.
2. Create a master plan that deals with congestion via consideration of mass transit and bicycling options.
3. Create a plan that discourages sprawl and respects the environment.
4. Design a plan that respects and enhances neighborhoods and local business districts.

Please place us on your mailing list so we are aware of future hearings/meetings.

Sincerely,

Christine Lorch  
 Jerry Patzwald

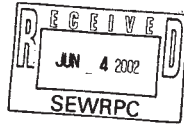






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SAN FRANCISCO  
TALLAHASSEE  
TAMPA  
WASHINGTON, D.C.  
WEST PALM BEACH

**FOLEY LARDNER**  
ATTORNEYS AT LAW



June 3, 2002

SEWRPC  
P. O. Box 1607  
Waukesha, WI 53187-1607

Dear SEWRPC:

I oppose your freeway expansion plan. Except for safety concerns, I believe the freeways should be kept within their present boundaries.

Very truly yours,

*Timothy C. Frautschi*

Timothy C. Frautschi  
2810 East Bradford Avenue  
Milwaukee, WI 53211

FOLEY & LARDNER  
777 EAST WISCONSIN AVENUE, SUITE 2800  
MILWAUKEE, WISCONSIN 53202-5357

WRITER'S DIRECT LINE  
414.297.5737

CLIENT/MATTER NUMBER  
999999-0239

EMAIL ADDRESS  
tfrsusch@foleylaw.com

001.1237848.1

6-3-02

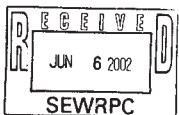
For SEWRPC Public Record,

I am against the SEWRPC plan to expand highways in southeast Wisconsin. The costs of the highway expansion will take <sup>away</sup> money, ultimately, from clean transportation choices like commuter rail, intercity passenger rail, the Milwaukee connector, and the bus system. <sup>Having</sup> More highway does not necessarily improve traffic, but it certainly hurts the air and encourages sprawl.

Sincerely,


*Lisa Church*

7125 N River Rd  
Riverside Hills, WI  
53217  
414 352-6174



RECEIVED  
Ample Road JUN 6 2002  
David Eaton

For the past 5 years I have been bicycling to work. Started off slowly but for the past 12 years I have ridden every day, even through these Wisconsin winters. Average distance to work has been 7 miles. Now I work 20 miles from home and do ride that distance occasionally. I usually ride to a bus route (8 miles away), park the bike in a very unsecure area and walk to the closest bus stop and ride the bus to work. If I drove I could be at work in less than 30 min through the Marquette, but that's not what



(over)

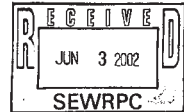
We are trying to shoot for is it.

I could benefit greatly from having bike lockers at 60th + Brown Deer or better bus service in Ozaukee County. My wife and I would love to have bike lockers at the Brown Deer Park + ride for when we go to summerfest and other downtown happenings. And get bike racks on all buses.

Try your best to propel S.E. Wis. into at least the 20th century, if not slouping for the 21st. Let's not get to the 22nd century with more pollution + gridlock. The future starts now

David L. Eaton

6/1/02



Southeastern Wisconsin Regional Planning Commission  
Public record on freeway reconstruction study  
P.O. Box 1607  
Waukesha, WI

May 31, 2002

To the members of the SEWRPC:

I am writing to you to express my strong opposition to the SEWRPC plan to expand highways in southeast Wisconsin. My comments here are for the public record.

The SEWRPC plan is an expensive and near-sighted approach to addressing the problem of traffic congestion in the portions of highway the plan has designated. The plan not only will intensify the ills of noise pollution, wasteful development, and air pollution—all of which seriously jeopardize the health of the environment and all living creatures that inhabit it and needlessly diminish the beauty and value of the life that will be affected by the projected expansion—but it fails to address the deeper, more far-reaching problem of global warming and the necessity of devising realistic strategies for limiting commuter traffic and improving the quality of our air and our environment for future generations. The plan merely aggravates the problem it pretends to solve.

It is a signal failure of the SEWRPC that more progressive alternatives to this plan were not even considered much less developed. I call upon the members of the Commission to heed their moral obligation to observe the interest of the public and develop a comprehensive plan both to address the foreseen traffic problem in this corridor and to address the necessity of limiting if not, indeed, improving the quality of our air and environment. Such a plan would have to consider alternative transportation modes such as commuter rails, a fast intercity rail, the Milwaukee connector, better bike trails, and an expansion of our bus system. The projected 6 billion dollar cost of the current plan should be used to finance improvements in the existing highways and a system of transportation that will ensure a livable environment for our children and grandchildren.

Sincerely,

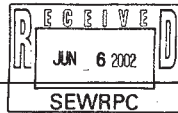
*Marya A. Bradley*

Marya A. Bradley  
2735 N. Stowell Ave.  
Milwaukee, WI 53211



HISTORIC CONCORDIA NEIGHBORS, INC.

Milwaukee, Wisconsin



COMMENTS REGARDING THE SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY  
MAY 31, 2002

Historic Concordia Neighbors, Inc. is a non stock 501(c)(3) corporation that represents the interests of home owners and residents in the Historic Concordia Neighborhood that encompasses the area bounded by 27th St. on the East; Wisconsin Avenue on the South; 35th St. on the West; and Highland Blvd. on the North in the City and County of Milwaukee.

On May 20, 2002, the board of directors of Historic Concordia Neighbors, Inc. voted unanimously to oppose the Preliminary Freeway System Reconstruction Plan adopted by the Study Advisory Committee and to oppose any plan that would expand or widen the freeway system within Milwaukee County or that would take any land or demolish any residences or commercial buildings within Milwaukee County.

In addition, the board of directors expressed great concern that the \$6.2 Billion cost of the Plan is excessive; that the Plan does not indicate how this cost would be financed and whether the Plan would require a gas tax increase; that the plan does not consider or analyze the social and economic impact of the plan on neighborhoods in Milwaukee's central city; and that the Plan would promote urban sprawl which would adversely affect the property values and quality of life of home owners and residents in the Historic Concordia Neighborhood.

Historic Concordia Neighbors, Inc.

*Marie Parker*  
Marie Parker  
President  
3026 W. Wells St.  
Milwaukee, WI. 53208

Freeway Reconstruction Study Comments

Date submitted 6/6/02 9:56:00 AM  
Name Dawn Jones  
Organization  
Address  
Comments My name is Dawn Jones, city of Milwaukee resident. I am writing to express my concerns regarding the proposed freeway expansion. I am very opposed to this idea. We already have too many commuters driving on the roads. We are a metropolitan area and should focus on systems like the metra and el in Chicago.  
  
They are both convenient inexpensive forms of transit, and in the long run would be less costly than the 6.25 billion freeway widening plan.  
  
Since our state seems to be so opposed to making our freeways tollways, I see no reason to expand the freeways at the cost of city residents.  
  
It is time to bring our city up to date with the rest of the world, and focus on better forms of transit, reducing pollution, and promoting commerce to our downtown area.  
  
Thank you for your time.

Freeway Reconstruction Study Comments

Date submitted 6/6/02 9:30:00 AM  
Name John Krause  
Organization  
Address 3900 E. Iona Terrace  
Cudahy, WI 53110  
Comments Comment take by phone 6/6/02 9:30 AM.:  
  
Would rather move graves than elevate any freeway segment.  
  
Acquire additional land to rebuild IH 94 and IH 43 north, south, and west of the Marquette to provide additional median space for future implementation of light rail in the medians.  
  
Light rail should be implemented because of air quality concerns.

Freeway Reconstruction Study Database Records

Date submitted 6/6/02 11:46:00 AM  
Name David F. Stowe, M.D., Ph.D.  
Organization Medical College of Wisconsin  
Address  
Telephone  
E-mail dstowe@mcw.edu  
Comments Dear SEWRPC members:

I wish to go on record as generally non-supportive of the SEWRPC proposals to spend billions of dollars to expand the freeway system in the Metro area. I support only a limited rebuilding of the existing system without additional lanes in any directions. It is too expensive, gobbles up businesses and green space, and the benefit of lane expansion will not significantly affect commute times. More lanes will only encourage more wasted time driving, air pollution, frustration and an archaic mode of travel.

I would like to know who the lobbying groups are that you are being influenced by. Is it the trucking lobby? The road builders lobby? It appears from the news that you are not listening to the general public's cries for a better balanced transportation system. The last attempt to put together a balanced system in the last 10 years had advanced much farther than now. The new polls show that even the non-Milwaukee counties in the region (by an average of 50% approximately) want greater emphasis on public and rapid, non-auto, transportation systems. Let's plan for this century, not the last.

I strongly support that a large portion of the federal and state monies for our regional transportation system must go to develop limited commuter rail and a light rail system at least as starter line in Milwaukee County from the city center, to the airport, to UWM, the Milwaukee Regional Center, and on to Waukesha. There are Metro areas smaller than ours that have excellent rapid (not bus) transportation systems. Car pools don't work and the bus must share the road with the trucks and cars. Property owners pay for the upkeep of roadways outside of the gasoline tax. Trucks damage the roads and do not pay their share of maintenance via diesel taxes.

Fuel taxes must be used to fund all transportation, not just road building. How can this group, the SEWRPC, be so narrow-minded? The affected counties must begin to work together rather than go their selfish ways. Think about your community, not your SUV.

Sincerely,

David F. Stowe  
physician/scientist  
Medical College of Wisconsin

Freeway Reconstruction Study Comments

Date submitted 6/5/02 11:25:00 PM  
Name Jeff Bentoff  
Organization Water Tower Landmark Trust Inc.  
Address 2628 N. Lake Dr.  
Milwaukee, WI 53211  
Comments I am writing to oppose any widening of existing freeways or creation of a double-decker freeway. I believe that SEWRPC's plan should instead include new, attractive mass transit alternatives such as light rail. I agree with the ACLU and Mayor Norquist that widening freeways in Milwaukee discriminates against city residents like me. SEWRPC should revamp its plan to eliminate any freeway widenings / lane increases and double deck freeways. The plan should also include better mass transit options. Less important than moving traffic a few minutes faster through Milwaukee is to preserve existing neighborhoods, including housing, businesses and quality of life. Milwaukee should not become merely a place between here and there for commuters. All transportation actions should increase, not decrease, the value of my city's neighborhoods. The current SEWRPC plan would greatly decrease the Story Park neighborhood and other parts of Milwaukee and should not be approved or implemented.  
  
Sincerely,  
  
Jeff Bentoff, President of Water Tower Landmark Trust Inc.

Freeway Reconstruction Study Comments

Date submitted 6/5/02 9:21:00 PM  
Name Linda Byhardt  
Organization  
Address 2909 N 77th St.  
Milwaukee, WI 53222  
Comments Please Don't.  
  
I am a dedicated city dweller and I support the proposals of Walter Kulash to improve transportation planning through more thoughtful and mature means than widening freeways and negatively impacting neighborhoods at exhorbitant financial costs. Among my favorite suggestions is to promote flex schedules so that people are not all clustering their commute around the same hours.  
  
Personally, I work from 10 to 6 because that suits my productivity and life balance. My employer graciously recognizes that as a win-win schedule.

### Freeway Reconstruction Study Comments

Date submitted 6/5/02 4:22:00 PM  
Name Cathy and Quentin Rose  
Organization  
Address 3481 N. Lake Drive  
Milwaukee, WI 53211  
Comments To Whom It May Concern;

I am strongly opposed to the proposed freeway expansion.

- Experience has shown time after time that when a freeway is expanded "to relieve congestion" it merely accords expanded use of the freeway.
- This would aid sprawl development. We already have trouble with the storm sewers. More development will only expand that problem as well as increase the number of cars using the freeways.
- We in the city of Milwaukee should not bear the brunt of people who live in the outer areas to accommodate them. They moved out there. Deal with it!

The first reason is of course the most important. It is "if you build it they will come."

DO NOT APPROVE THIS!!!

Sincerely,

Cathy and Quentin Rose

### Freeway Reconstruction Study Comments

Date submitted 6/5/02 1:35:00 PM  
Name Tom Maloney  
Organization  
Address  
Comments E-mail received by webmaster@dot.state.wi.us at 6/5/02 1:35:00 PM then forwarded:

I would like to voice strong opposition to your plan to widen the freeway system in Milwaukee County. I think this is the easy way out and shows very little creative, out-of-the-box, thinking on the DOT's part. There is no reason to spend that kind of money to support more urban sprawl. The congestion in Milwaukee is minimal. "If you build it they will come", but that should not be the driving force in long term policy decisions. You need to provide alternatives to residents who would be more than willing to save our city from your planned concrete jungle.

Remember your plan to clear a large swatch through the city of Milwaukee so you could extend your freeway system out over Lake Michigan back in the 60's? Believe me guys you don't have all the answers!

E-mail received 6/6/02 12:53 PM:

I am writing to share my strong opposition to your SE Wisconsin freeway plan. Milwaukee County does not need additional freeway lanes. The cost is exorbitant and will only welcome more urban sprawl. The planning commission needs to come up with some bold new ideas to offer commuters and travelers in SE Wisconsin. This concrete jungle that you are proposing is not only unsightly, but will diminish the quality of life for many residents of Milwaukee County through noise and air pollution. I am extremely opposed to your plan in the interest of reducing suburban commute times by five minutes. If you build this monstrosity it will be used, but it shows very limited creativity on your part. You need to consider a much broader set of options.

By the way, do you remember the plan to clear a large swatch of land through the City of Milwaukee to extend the freeway system east and out over Lake Michigan and south parallel to the shoreline in the 80's? The absurdity of that plan becomes more and more clear each day. I only hope you consider that your current freeway expansion could be equally absurd.

### Freeway Reconstruction Study Comments

Date submitted 6/5/02 11:09:00 AM  
Name Doug Turner  
Organization  
Address  
Comments I have not been able to attend the meetings concerning the upcoming reconstruction of the Milwaukee area freeway system but I would like to take this time to express my support for the plans to expand the system to 4 lanes in both directions. It makes no sense to spend billions of dollars to rebuild a freeway designed for 40 years ago.

An expanded freeway system will make it easier to get to and from Milwaukee, which will encourage people in the suburbs to go to downtown Milwaukee and will make it easier for businesses in Milwaukee to stay in Milwaukee. People are going to live where they want to live, and the Milwaukee ought to do everything possible to be encouraging people to come visit, work, and live there; an expanded freeway is a good step in encouraging people to go to Milwaukee.

Additionally, I must also express my great disappointment that the Park East Freeway demolition has begun. The only effect of the demolition I can see is to hurt the area at the end of the spur that is currently doing very well.

Thanks for your time,

Doug Turner

### Freeway Reconstruction Study Comments

Date submitted 6/5/02 9:59:00 AM  
Name Lynn Broaddus  
Organization  
Address 537 North 67th Street  
Wauwatosa, WI 53213  
Comments I am unable to attend any of the meetings regarding the proposed freeway expansion, but want to submit my comments to be part of the public record.

In short, I am opposed to any expansion of our existing freeway capacity. Such expansions simply increase our reliance on single occupancy vehicles, and encourage further suburban sprawl. Repeated experience has shown that increasing highway capacity simply increases the load, and then brings congestion right back. We are smarter than this, and need to demonstrate it by NOT expanding our freeway system.

Instead, we need to put our transportation dollars toward forms of transportation that everyone can use (whether they can afford, or are able to drive, a car themselves), and which are in concert with Smart Growth efforts. This means increased bus routes, increased frequency of buses, and potentially light rail options. By building more freeways we would foolishly subsidize those who choose to live far from work, and who choose to drive their own automobile. This is their choice, and we do not need to subsidize it by destroying the character of our close-in neighborhoods, and doing further damage to the environment we all share.

Please listen to the people - abandon plans to expand our freeways, and put our transportation dollars into modes that support Smart Growth, environmental protection, and neighborhood integrity and character.

Thank you

### Freeway Reconstruction Study Comments

Date submitted 6/4/02 8:41:00 PM  
Name  
Organization  
Address 2013 Ludington Ave.  
Wauwatosa, WI 53226  
Comments Dear SEWRPC,

We firmly and adamantly OPPOSE the widening of the freeway system in southeastern Wisconsin.

The cost of widening--in economic terms alone--is not worth the minimal differences it will make in commuting times.

The costs of widening in environmental terms are unacceptable.

Widening will only increase sprawling development, which will negate whatever minimal advantage is obtained by the widening in the first place.

Widening will only increase what is already an overdependence on the automobile for transportation, which in turn will lead to increased air pollution and dependence on oil.

We have travelled to cities like Atlanta and Los Angeles and we don't want southeastern Wisconsin to follow in those footsteps.

We SUPPORT alternative solutions to the problem of freeway congestion, especially alternative modes of transportation.

We SUPPORT studying all alternatives, including light rail, commuter rail, improved bus lines, etc., to determine what would work best for Milwaukee.

We SUPPORT regional planning which emphasizes preservation of natural and agricultural areas, smart growth development along mass transit transportation corridors, walkable communities, and safe and practical bicycle paths for commuting as well as recreation.

We SUPPORT efforts to educate the public about the virtues of mass transit, and planning such as outlined above.

### Freeway Reconstruction Study Comments

Date submitted 6/4/02 8:32:00 PM  
Name Ed Anderson  
Organization  
Address 5036 N. Ardmore  
Whitefish Bay, WI 53217  
Comments Let me register my opposition to freeway expansion plans. I believe it is a vast waste of money in an attempt to get people to work a few minutes faster. Even these benefits will likely evaporate when people using alternatives currently switch to the new freeway thereby evaporating all the supposed benefits.

Taxpayer money should not be used to encourage more suburban sprawl which this would further. All other communities that try to expand their way out of congestion realize this is a bottomless pit - you sink more money for no gain. Lets find real alternatives that really work and reduce pollution. Lets not follow the failed model of California and their huge freeways.

### Freeway Reconstruction Study Comments

Date submitted 6/4/02 8:22:46 PM  
Name Carrie Lewis  
Organization  
Address 2753 N Hackett Ave  
Milwaukee, WI 53211  
Comments I am against SEWRPC's Pave SE Wisconsin plan to expand highways to \$6 billion. This plan threatens our quality of life. I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion.

### Freeway Reconstruction Study Comments

Date submitted 6/4/02 3:08:00 PM  
Name Joan Evans  
Organization  
Address  
Comments June 4, 2002

To Whom It May Concern:

I am very opposed to expanding Milwaukee's freeways by adding lanes. I urge SEWRPC to look at alternatives that will not increase urban sprawl and impact negatively on neighborhoods.

Please seek the input of the public before you finalize plans.

Sincerely,

Joan Evans

### Freeway Reconstruction Study Comments

Date submitted 6/4/02 12:27:00 PM  
Name Deborah Darin  
Organization  
Address 3007 N. Farwell Ave.  
Milwaukee, WI 53211

Comments Please do not adopt the plan currently favored by SEWRPC to expand the highway system in Milwaukee. Please consider approaches that will cost less, lead to better use of land and money, and ultimately create REAL solutions to increased traffic. Develop a plan that encourages less sprawl, more transit options and less dependence on automobiles. For those who do drive, encourage land use options that require fewer commuting miles. Expanding, widening, and otherwise dumping millions of dollars into the "free" (?) way system is not an answer to long-term growth and planning issues. I wish so much that our city and metro area could be more like Montreal, Toronto, Portland, San Francisco, and less like Detroit, Chicago and other places that have been destroyed or compromised by sprawl. Please do not hack up existing neighborhoods -- haven't we learned that much from the past? Please use your power in a visionary way. We in Wisconsin have an opportunity, as our population grows, to become a real model of sane growth, unlike other places in the U.S. where it is really too late to undo the damage of the past.

We are all in this together, but the citizenry doesn't always feel that way. SEWRPC has a responsibility to listen and truly lead. Please find solutions that help our communities grow without being dominated by the automobile. We can't afford it -- and we must rely on you to choose a better way.

### Freeway Reconstruction Study Comments

Date submitted 6/4/02 8:24:00 AM  
Name Ronald and Judith Wishman  
Organization  
Address 5771 Oakwood Street  
Greendale, WI 53129

Comments I think the expressway system should be expanded with additional traffic lanes. Also, to alleviate congestion in Milwaukee a beltway expressway should be built around the Milwaukee County circumference so that traffic with destinations other than the City of Milwaukee can traverse the area without traveling through the city proper. I am sorry that the original expressway plan that was started in the early 1960s was never completed.

In regards to mass transit, a plan must be devised that moves working people to and from jobs, students to and from colleges/universities, and tourists to and from the ballpark and other entertainment spots. Mass transit should not merely service the tourism business.

### Freeway Reconstruction Study Comments

Date submitted 6/4/02  
Name Jim Rosenbaum  
Organization  
Address 601 E. Day Street  
Whitefish Bay, WI

Comments Comment taken by phone by Commission staff 6/4/02:

Sceptical about the proposed widening of freeways in Southeastern Wisconsin; concerned that additional lanes would be only a short-term solution.

Supports the collection of tolls on the regional freeway system to make transit service more competitive.

### Freeway Reconstruction Study Comments

Date submitted 6/3/02 9:46:00 PM  
Name Kathy Lutkus  
Organization  
Address Milwaukee, WI

Comments You do not widen highways to ruin wetlands and other precious land for people to shave a few minutes off their commute time. A longer commute time is the price one pays for moving far from an urban area. Mass transit is the answer, not freeway expansion. Is this your vision - master plan - for the future? Simply widen and build more highways as the population expands? It is short sighted and ignorant.

### Freeway Reconstruction Study Comments

Date submitted 6/3/02 8:57:00 PM  
Name Cookie Anderson  
Organization  
Address 3053A S. Shore Dr  
Milwaukee, WI 53207-3007

Comments Hello..... I am against the proposed freeway expansion or any other expansion plans. There are too many vehicles on the road as it is and the pollution and noise and amount of cars will only increase. What we need is light rail to help people use cars less and conserve energy resources. thank you.

### Freeway Reconstruction Study Comments

Date submitted 6/3/02 4:53:00 PM  
Name Richard A. Eggleston  
Organization Communications and Community Outreach Coordinator  
Wisconsin Alliance of Cities  
<http://www.wiscities.org>  
Address 14 W. Mifflin St. Suite 206  
Madison, WI 53703

Comments These comments are personal in nature and do not represent any official position of the Wisconsin Alliance of Cities. However, they do rely heavily on a study conducted for Wisconsin Sustainable Cities Inc., the educational and research arm of the Wisconsin Alliance of Cities.

In "Wisconsin Metropatterns: Regional Cooperation, Economic Growth and Environmental Protection," authors Myron Orfield and Thomas Luce, of Metropolitan Area Research Corp., examine the economic and cultural situation in seven of Wisconsin's metropolitan areas, including southeastern Wisconsin.

The study, completed in February, finds that "the Milwaukee area is consuming more and more land -- and taxing itself to pay for it -- even though the region's population is growing very slowly."

Between 1970 -- when the Milwaukee area's freeway system was shiny new -- and 1990, the urbanized land area around Milwaukee grew by 14 percent, while the region's population actually declined by 2 percent, Orfield and Luce found. (chart, page 8, Wisconsin Metropatterns)

For the Fox Valley, which has seen tremendous growth in freeway miles, the change has been more dramatic: a 59 percent increase in urbanized land area and a 25 percent decrease in population density in the urbanized area. (table, page 38, Wisconsin Metropatterns)

In the Milwaukee area, the communities that pay the largest price in terms of lost tax base, community disruption and deteriorating quality of life resulting from the proposed freeway expansion -- Milwaukee and the inner ring of suburbs -- have the lowest capacity to raise revenues to provide services, while the beneficiaries of the freeway expansion plan are the ones that Orfield and Luce found have the highest tax capacities: the outer suburbs in Waukesha County and those just north of the county line in Ozaukee County. (chart, page 6, Wisconsin Metropatterns)

"There are many costs associated with inequitable and inefficient growth," Orfield and Luce wrote. "Valuable and sensitive open space is destroyed ... traffic congestion increases. Expensive public infrastructure is built on the urban edge, while existing facilities within cities are underutilized."

Without debating the issue of which came first, the chicken or the egg, it is the ills that Orfield and Luce identified in Wisconsin Metropatterns -- "sprawling development on the edge, deterioration in the core, increasing separation by income and race, and growing fiscal disparities among local governments" -- that the freeway expansion plan appears to exacerbate.

Now is the time to consider transportation projects based on how they affect a community, not how they affect commuting. I invite SEWRPC to work with Myron Orfield and Metropolitan Area Research Corp. to do so.

### Freeway Reconstruction Study Comments

Date submitted 6/3/02 3:15:00 PM  
Name Nicole Teweles  
Organization  
Address

Comments I think expanding our freeway system is a very bad idea. We need to plan to benefit businesses and business districts, and our neighborhoods. We need to plan to respect the environment. It is irresponsible to spend this amount of money on expansion of a system which will end up harming all three of these concerns and then become inadequate again in a few years.

**Freeway Reconstruction Study Comments**

**Date submitted** 6/3/02 1:58:00 PM  
**Name** Thomas Betz  
**Organization**  
**Address** 10507 W. Rae Ave.  
Milwaukee, WI 53225-3231  
**Comments** Sirs:  
  
Please stay the course and implement SEWRPCS Pave SE Wisconsin plan. I work for Mass transit. I know what a boondoggle it is. Expanding mass transit is a huge "black hole" of resources. Don't cave to the multi-modal forces. Please remember the silent majority of citizens who realize that "CAR IS KING". It replaced the horse and buggy. You couldn't draw people to mass transit even if it had no user fee, Deal with REALITY not some "feel good" myth.  
  
Regards,  
Thomas Betz

**Freeway Reconstruction Study Comments**

**Date submitted** 6/3/02 12:39:00 PM  
**Name** Randy Gschwind  
**Organization**  
**Address** 3024 N. 55th St.  
Milwaukee, WI 53210  
**Comments** This is NOT a good plan. It is not good for the City of Milwaukee and it is not good for Wisconsin. It is not even good for the suburbs. In fact, it is not a plan at all, it is more of the same WisDOT mentality that is ruining our beautiful state. It will cause more senseless destruction of the environment and not help congestion at all. The solution is not more and bigger freeways, as has been proven over and over again across the country and the world. The solution is urbanization, clustering, living and working in the same place, mass transit. Understanding and encouraging visionary solutions is what a planning agency should be doing, not gutting the core of the region it is supposed to serve - ruining the environment and eliminating urban housing. Your vision seems to be to make this southern California. We need a better paradigm. Please try to think outside the box and redraft this plan to encourage less traffic, not more, and less destruction of the environment.  
Thanks for the opportunity to comment.

**Freeway Reconstruction Study Comments**

**Date submitted** 6/3/02 11:32:00 AM  
**Name** Robert J. Klus  
**Organization**  
**Address**  
**Comments** SEWRPC-  
  
Over the last 50 years of the United States we have continually made the same mistake. Building freeways with the idea we can make our lives easier. And in many ways they have including: interstate travelling and linking business. In the mean time we have destroyed the inner guts of our cities. Tearing away businesses, land, street grids and residents. By offering truckers and travellers shorter travel times, we offered up our cities souls. No longer do we have strong neighborhoods of Italian, Black and Irish citizens that existed before. No longer is the City of Milwaukee easily travelled with 4 way street grids. But you can take the very long 9 mile trip on 94 before you get out of the City limits and save an extra 5 minutes from Downtown to Brookfield. SEWRPC is now planning to spend 6.2 billion dollars to save me another few minutes. No, Thanks. On the other hand why don't you take a billion to widen and lengthen 43 all the way to Eagle River so I can to my \$300,000 Cottage on the lake and not have to look at the poor, white, undereducated trash that live here between my eastside house and there. Then do the same thing so I can get to the Dells and Minneapolis for the weekend. Then take what ever is left and give it to the City of Milwaukee and Milwaukee County so we can continue to strengthen and build what was destroyed. 50 years ago when we built major highways throughout our cities without understanding the consequences. Today we know what can happen. Don't let knee jerk reactions decide our cities fate. I do not want to pay 6.2 billion dollars and I do not want to see our GREAT city scared one more time!

**Freeway Reconstruction Study Comments**

**Date submitted** 6/3/02 11:11:00 AM  
**Name** Jeff Fleming  
**Organization**  
**Address**  
**Comments** To whom it may concern:  
  
I offer the following comments to the Sewrpc freeway study.  
  
Expanding the existing freeway system capacity would be a significant mistake. The proposals under consideration make an incorrect assumption; the fact is, expanding highway capacity does not MEET traffic demands, it CREATES traffic demands and, in turn, more urban sprawl.  
  
I have a home northeast of West Bend in the town of Trenton. I appreciate the rural character of Trenton, and I am very concerned that, by making it easier for people to commute by car to Milwaukee (or Waukesha or Sheboygan), sprawl development in my neighborhood is inevitable.  
  
Transportation plans need to reinforce destinations. And building more and bigger highways fails to reinforce destinations such as the city of West Bend. What freeway expansion does is reinforce the trend toward sprawl. It would make far more sense to develop intercity rail transit.  
  
People who favor the status quo jump to the mistaken conclusion that rail transit would not be used sufficiently to justify the cost. Unfortunately, as more and bigger freeways are built, the likelihood of establishing a successful rail transit system here becomes less likely. Before moving to southeastern Wisconsin, I lived in the New York City metro area. I took rail transit every day, and I know from personal experience how such systems benefit a region.  
  
My recommendation: stop freeway expansion and develop good alternatives to automobile commuting before we completely destroy our great rural areas in southeastern Wisconsin.

**Freeway Reconstruction Study Comments**

**Date submitted** 6/3/02 9:18:00 AM  
**Name** Amy B. Fritz  
**Organization**  
**Address** 929 N. 33rd St.  
Milwaukee, WI 53208  
**Comments** Hello -- As a resident of the City of Milwaukee, I would like to express my opinion about SEWRPC's recommendations for the reconstruction of the freeway system in SE Wisconsin.  
  
I did attend the Public Meeting at the Downtown Transit Center on May 22, 2002. I read the displays, asked questions of SEWRPC personnel, listened to the presentation and public comment. I did not comment at the hearing but took home copies of the Study Newsletter to consider.  
  
At this time, I would like to voice my opposition to any reconstruction beyond replacement of the current system.  
  
My reasons are many but primarily hinge on wise use of public monies to benefit the greatest number of citizens.  
  
Having lived in and visited other areas of the country, I do not think that the level of traffic congestion on Milwaukee freeways warrants a \$2.8 billion fix. The cost/benefit ratio is out of balance.  
  
The issue of future traffic increases should be addressed by more and better public transportation and by encouraging residents to live closer to their place of employment. If people want to live in Delafield or Brookfield and work in downtown Milwaukee, they should take public transportation or expect to spend some time sitting in traffic.  
  
A strong educational system (MPS has cut back on art and music education, school nurses and counselors, has eliminated teacher mentors, increased class size) is much more essential to the quality of life in SE Wisconsin than cutting 5 or 10 minutes off of commute time and has more far reaching effects. (By the way, I am not associated with MPS in any way and my children are grown.)  
  
I understand that SEWRPC has factored into its study an increase in public transportation but I believe that it took too narrow a vision of what could be possible, using even a small portion of the nearly \$3billion that would be saved by going with the "Replace-in-Kind" proposal.  
  
There are many other reasons not to expand the system but I'm sure you will hear them again and again from others as I know of no individual who is in favor of the proposal.



Tim Maher  
4115 West Highland Blvd. Apt. 7  
Milwaukee, WI 53208-2784

May 30, 2002

Southeastern Wisconsin Regional Planning Commission  
P.O. Box 1607  
Waukesha, WI 53187-1607

Now that you are soliciting public input on your freeway expansion plan, I would like to submit my disagreement with your plan to expand the freeway system in Milwaukee. In my opinion, it is a very shortsighted plan and is much too expensive. It does little or nothing to benefit our community. We do not need more lanes. If you look at other major cities that have increased the number of lanes, you will see that it doesn't give the benefits one might expect. Traffic definitely increases, and the increased lane changing can actually slow traffic down. Adding additional lanes will increase urban sprawl, hurting our environment and economy. It will also take our tax dollars away from alternative modes of transportation that we need badly. I've looked at your traffic congestion chart comparing 1999 traffic to that forecasted in 2020; \$6.2 billion, 8 lanes and 18 years later, congestion levels look almost identical. It doesn't even address the increased pollution due to increased traffic. This is not an acceptable solution. I cannot support a plan that is so expensive and disruptive to our community for so many years with only minimal reduction in travel time.

Sincerely,



Tim Maher

May 29, 2002

Dear SEWRPC,

This new \$6.25 billion dollar all highway plan is the wrong highway for Wisconsin to go down. A multi modal, transit including approach would not only be significantly cheaper, but would increase the quality of life in southeast Wisconsin.

An all highway approach to transportation will impede economic development downtown while increasing pollution throughout the area. Having a summer internship in the heart of downtown has shown me first hand how unpleasant it is to have to suffer through I94 to get home everyday. This situation discourages businesses from locating downtown, which is a highly desirable place to work in all respects aside from I94. Many people who are partial to the automobile, have never tried a healthy transit system. However, I would bet that most people would prefer a relaxing train ride home to a congested freeway after a long day of work, if a viable train were made available to them.

The cost of solving our traffic problems through freeways alone is just too high. \$6.25 billion is just too much money to spend for this. The environmental and quality of life impact is just too negative. Double decking I94 out of downtown will guarantee the permanent destruction of the neighborhoods around it. The additional traffic will do incredible damage to the air quality. As pointed out by the Sierra Club, many children suffer from asthma induced by this air pollution. This includes my sister, who was diagnosed with asthma after moving here from Virginia.

A multimodal largely transit based approach will meet the growing transportation needs of our region and improve our quality of life for well under \$6.25 billion. It will allow for a more carefree commute for its users, while minimizing negative impacts to the environment. It will increase the viability of southeastern Wisconsin as a place to do business. It will also increase the energy efficiency of our region, making our economic health less vulnerable to world events.

In addition to maintaining our current roads, this multimodal system should include heavy and light rail, local and express buses, and increased bike and pedestrian infrastructure.

The Milwaukee Connector should be built, going to UWM, the airport, and a park and ride at the fair grounds. Suburban commuter rail should be implemented in a manner not only designed to carry suburban residents to downtown jobs, but also to carry urban residents to suburban jobs at locations such as the New Berlin industrial park on Cleveland Avenue. Finally, the Midwest High speed Rail Initiative should be implemented. This will bring the major cities of the Midwest closer together, making the region more attractive to business.

In addition to maintaining our city's award winning urban bus system, suburban express buses should be utilized. These long distance style buses (as currently operated by Wisconsin Coach lines and RiteWay) should serve destinations such as Mukwonago and

Menominee Falls. Local shuttle buses should be used to go from the train station to the UWM campus and various points throughout downtown. Infrastructure should be put into place that will encourage walking and bike use both within the suburbs and the city, such as bike trails, suburban sidewalks, and improvements to the skywalk downtown.

It is my hope that the Southeast Wisconsin Regional Planning Commission will have the foresight to see beyond the current over zealousness that America has toward the automobile. Although the automobile undeniably has a place in American transportation, it is highly overused. The consequences we all suffer in terms of higher taxes, environmental damage, traffic mortalities, economic obstacles, dependence on oil from unstable regions, longer more stressful commutes, urban sprawl, and a lower quality of life will become much worse with the \$6.25 billion proposal. So let us step toward the future and take Wisconsin there with us. Let us choose transit!

Sincerely,



Gerald R. Carlson  
Vice Chair, Milwaukee Party  
University of Wisconsin- Milwaukee

## Freeway Reconstruction Study Comments

Date submitted 6/1/02 8:11:00 AM  
Name Daniel W. Zarwell  
Organization  
Address  
Comments To: Ken Yunker

Milwaukee has done nothing for over 40 years. The politics has destroyed the city. It is so conservative because the people in the government want to put all the extra money they make in their pockets when they retire, the government has given away Milwaukee for money. They have chased out all of the manufacturing. You put freeways in so people can go to the outer limits to work.

This is a great opportunity to show the rest of the United States what can be done with a city to rebuild the city. We do not need a war to rebuild.

Money is not important when it comes to planning a program for reconstruction. Why is everyone talking about money? Could it be these people are Bureaucrats that work for Milwaukee?

You are a great speaker and have everything organized perfectly and you are a positive person. You are doing your job perfectly for your cause of rebuilding the Freeway. You would be a good stock broker.

You can sell the stocks but do not give a damn about the fundamentals of the corporation.

After hearing your speech I realized that giving you my letters was a bad idea.

Sorry I wasted your time. I bet you throw the letter in the waste basket and did not read them.

Thank you anyway, Dan

WAUWATOSA GLASS CO. INC.  
4648 W. STATE STREET  
MILWAUKEE, WIS. 53208  
Tele: 1-414-258-9080 Fax 1-414-258-0462  
zarweld@aol.com  
03/21/2002

Milwaukee Journal Sentinel  
P.O. Box 371  
Milwaukee, Wis. 53201-0371

Fax 414-223-5444

Subject: The Morning Mail

Subject: Removal of Marquette and Stadium Interchange, the Daniel Hone Bridge is necessary to Milwaukee people on the south side to get to the North side of Milwaukee. The bike path on the Hone Bridge is not necessary. A separate path with little bridges should be made for them. This is less dangerous. Bikes should not be on any auto paths.

Reason for development of expressway system.

Movement of military from one side of country to the other  
Confine the different parts of the city into sections to stop any revolt by the citizens.

Reason for removing Marquette and Stadium Expressway.

All most all traffic that uses the two interchanges moves through Milwaukee from Chicago to Northern Wisconsin. This is true for the Stadium interchange. (If you are a smart driver you will notice that going through Milwaukee is faster than going around Milwaukee to Madison.) The Expressway from Down town to the Zoo interchange is not necessary for people in down town Milwaukee to get to Madison. All though it would seem that they need this exit.

Actually the biggest reason for removing the Interchanges is Money. If you have transportation on the ground level you do not need bridges. Bridges are very expensive to maintain. (Maybe when you can make Composite Bridges in a factory bridges will be cheaper to maintain and when a piece falls apart you can ship it and replace it with in hours.)

Replacement of Expressway.

The Expressway should be replaced with beautiful boulevards for local people in the neighborhoods can move around. Transportation from down town Milwaukee to the Zoo interchange can move just as fast on a boulevard. (Probably faster without having to wait in line with traffic from outside Milwaukee getting in there way.)

Light rail (Movement on tracks not on the roads.) would get local people to specific location faster than on the Expressway. Light rail should be brought in from



Chicago. ( The Chicago people know all about light rail.) Chicago has on of the best public transportation systems in the world.

Effect of new Boulevard system:

The effect of boulevards to replace the freeway is to create faster movement for city residents with in the city.

Article in the Milwaukee Journal written by Retired City of Milwaukee commissioner of public works of Milwaukee, Mr. David A. Kuemmel.

I do not know how to be diplomatic about this statement but I will try.

Mr. Kuemmel, Have you ever read up on the history of roads in large cities?  
Have you ever read up on the science of traffic engineering?  
How could you make a statement of ignorance as you did in the letter to the Milwaukee Journal on 4/5/2002?  
How did you ever get to be a Commissioner of Public works of Milwaukee?

Contrary to your remarks, larger roads do not increase traffic flow. Traffic flow will stay the same no mater how small or large the road. I said traffic flow. ( That is speed.)

People never change, Only Technology changes.

What we need is a new city logistics plan to make a new city. We haven't done anything to help movement within the city for over 50 years. We can not have a family oriented city by moving people from Chicago to Green Bay through the middle of the city. They have to go around the city. We build a nice city and they will stop here.

How would you like your neighbors to go through your house. From the front door to the back door all the time to go to the grocery store?

Daniel W. Zarwell  
President of Wauwatosa Glass Co. Inc.

Copy sent to Mayor John O. Norquist

WAUWATOSA GLASS CO. INC.  
4648 W. STATE STREET  
MILWAUKEE, WIS. 53208  
Tele: 1-414-258-9080 Fax 1-414-258-0462  
zarwell@aol.com  
May 12,2002

REQUEST PROPOSAL:

I request a speech against the rebuilding of the Marquette and Stadium Interchange. To take it all down and put in Boulevards. To completely rebuild the belt line around Milwaukee.

FREEWAY HEARINGS:

Time:4 PM to 6:30 PM  
Place: May 22 - Downtown Transit Center,909 E. Michigan St.  
Place: May 29 - King Community Center, 1531 W. Vliet St.  
Place: May 30 - Northwest Senior Center, 7717 W. Good Hope Rd  
Place: June 5 - Manitoba Elementary School, 4040 W. Forest Home Ave.

SPEECH:

How would you like it if your neighbors across the street would walk through your front door and go out your back door to get to the grocery store?

Do you know where all the traffic comes from on the Marquette and Stadium Interchange? It comes from Chicago and goes to Green Bay and vice versa.

Do you know what the main function of the Marquette Interchange is for? It is the main interchange for traffic to go through Milwaukee to other cities like Madison and Green Bay and the outer suburbs.

What have all the Interchanges in the middle of Cities done to the Cities in the United States? They have destroyed the inner City and made them economic deserts.

Every major city in the United States has become a lower class inner city economic desert. The city itself is in the middle of a transportation corridor and the inhabitant can not move under or over the highways at ease. The People who live in the City live in a Castle and the surrounded by a mote of Expressways. The Street people live in the small privet businesses and under the bridges.

If you want a healthy Milwaukee City you have to take down the Marquette Interchange and put in boulevards.

If you want a Moat of Expressways put them out around the City and get them out of the center of our environment so the citizens can integrate with the Blacks, Mexicans, Whites and all nationalities. The people of Milwaukee do not want separate nationalities

to be prejudiced against one another. We do not want all the Mexicans stuck in there cull- de-sac on the south side. We do not want the Blacks to be stuck in there cull-de-sac on the North side. We do not want all the Polish stuck on the south side.

The Expressways are very important for speed. We have to go as straight and as fast as we can to get where we want to go.

Does an aircraft travel on the ground? No it is way up in the air as far away from people as it can get.

Keep the Expressway out through the Zoo Interchange and around Milwaukee.

Milwaukee is not like Chicago. It has never been like Chicago. It is a Suburb of Chicago. We are not located on the end of Lake Michigan for ground transportation terminals.

Studies have been made in New York for years that larger roads do not stop automobile congestion. People are People and instinctively they go where there is more traffic because everyone goes there to drive so expressways in the minds of people say it must be a fast way to get somewhere but everyone thinks this way and so the highway is congested with everyone thinking that way.

Everyone goes to Summer Fest because everyone thinks it is a lot of fun but maybe the ball park is more fun.

SUMMATION:

The I894 loop should be completed somewhere along Good Hope Road or Brown Deer Road from I43 to Highway 45. Make them 4 lane roads one south and one north.

All inner city Expressways turned into Boulevards that allow cars and trucks to go 45 miles per hour.

Public transportation on light rail coming into the city from Chicago should be brought into the city off the roads.

Lighted and wide pathways for bicycle an pedestrian should be made off the roads.

The high cost of rebuilding the Expressways will cost future generations more money than they will ever have in the future to pay for repairs on the repaired and upgraded Expressway.

Milwaukee has done absolutely nothing with its Infrastructure for the last 40 years. this is very good. We now have a chance to build a City like no other City in the United States. We are an ancient City in the United States because of our conservative thinking. Now let us do the right thing for our children and clean up our house.

AS A FOOT NOTE:

You plan to put up a elevated west bound lane over the Expressway to save the cemeteries. Have you no respect for the living? What are you thinking about. Are you nuts? Take care of the living and move the graves if you are going to screw up the Expressways.

Signed: Daniel W. Zarwell

WAUWATOSA GLASS CO. INC.  
 4648 W. STATE STREET  
 MILWAUKEE, WIS. 53208  
 Tele: 1-414-258-9080 Fax 1-414-258-0462  
 zarweld@aol.com  
 May 17, 2002

SUBJECT: Infrastructure

I have been reading and hearing so much negative comments on the development of the rebuilding of our city it makes me sick.

Every city and town in the United States has been building up there city and every one here wants to keep this city as is and let it rot.

You have to look at the world from the top down. That is form the general to particular. Can't you people of Milwaukee see what is going on in this world. Why is your head stuck in the sand.

Do not get your past, present and future mixed up. Of course, maybe you only see the past. That is to bad.

My Great Grand Parent came to this country in Watertown in 1850. The first thing the city fathers did was put in the sewers. My Great Grand Father did this. Do you know why? The average maximum life span at that time was 45 years old. After the sewers went in the life span went to 65. How do you like that? There was no good medicine at that time.

The roads were just as important. Watertown was the center of the farming industry.

That is the past.

What about the present?

Milwaukee is all roads. You like that?  
 Milwaukee is ranked 175 out of 200 for the development of business. Do you like that?

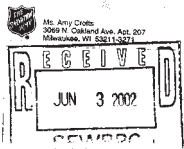
Milwaukee children can not even get a good job to pay there rent and get married. Do you like that?

Old people are moving into Milwaukee and are driving around (slowly). They park on my lawn because they can no see. The park in the middle of the street because they can not see the curb.

The children have to take there bicycles to work. It is very dangerous. How would you like to take your bike to work on any road?

The United States has free trade with other countries so there will not be any wars with them. Do you think we will ever have any new industries in the US to feed our children?

Should we close off trade and go to war and kill our children?



S.E. WISC. REGIONAL PLANNING COMMISSION  
 PUBLIC RECORD ON FREEWAY RECONSTRUCTION STUDY  
 P.O. BOX 1607  
 WAUKESHA, WI 53187-1607

33187+1603

5/31/02 FOR SEWRPC PUBLIC RECORD:  
 I AM AGAINST SEWRPC'S PAVE S.E. WISCONSIN PLAN TO EXPAND HIGHWAYS FOR \$6 MILLION. THIS PLAN THREATENS OUR QUALITY OF LIFE WITH ASTHMA INDUCING AIR POLLUTION, SPRAWL, & NOISE. I FAVOR SPENDING OUR MONEY ON CLEAN TRANSPORTATION CHOICES LIKE COMMUTER RAIL & FAST INTERCITY PASSENGER TRAINS, THE MILWAUKEE CONNECTOR, & EXPANDING OUR BUS SYSTEM. WE SHOULD REPAIR, NOT EXPAND, OUR ROADS. - *Army Goffa*  
 FROM: (414)332-8005 MY BROTHER DOESN'T DO IT & I OFTEN USE METRA WHEN VISITING THERE... WISH IT HAD A BRANCH IN MILWAUKEE

Freeway Reconstruction Study Comments

Date submitted 5/31/02 11:06:00 AM  
 Name George Jacobi  
 Organization  
 Address 2375 N. Wahl Ave. Milwaukee, WI 53211  
 Comments I am a resident of Milwaukee, and have just been informed of the so-called plan to augment the cemented area of the county by adding freeway lanes and double decking I-94. I am a qualified Engineer with past experience in traffic flow analysis via computer models.

I have never encountered a so-called plan so out of touch with reality, with the experiences of other cities, and with the desires of the citizens.

I love my car as much as the next person, and enjoy travel. But I do not want to live in a city like Detroit. If I did, I would move there. I recommend that all who contributed to this cockamamory set of ideas move promptly to Detroit, before ruining Milwaukee.

I will support all efforts to derail the attempt to waste taxpayer money in large heaps, to benefit no one, except perhaps purveyors of concrete and steel. Expect a political upheaval without precedent!

Freeway Reconstruction Study Comments

Date submitted 5/31/02 10:24:00 AM  
 Name Mr. & Mrs. Robert Elsner  
 Organization  
 Address 2420 N. Terrace Ave. Milwaukee, WI 53211  
 Comments We are strongly opposed to the proposed widening of the SE freeway segments under consideration. We want to decrease urban sprawl rather than encourage it. Thanks for your consideration.

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
 SOUTHEASTERN WISCONSIN REGIONAL  
 FREEWAY SYSTEM RECONSTRUCTION STUDY

May 30, 2002  
 Northwest Senior Center  
 7717 W. Good Hope Road  
 Milwaukee, Wisconsin

Name LES HAGENSICK

Affiliation \_\_\_\_\_

Mailing Address 9442 N. Goldendale Dr  
 BROWN DEER WI 53223

Comment I'm reluctant to add additional lanes to existing freeways (I-94 - 43) somehow people must be convinced to use public transportation, carpooling, I'm unconvinced about light rail - but maybe that's viable. I'm sure improvements <sup>could</sup> be made to upgrade what we have. Ramp exits <sup>should</sup> should be ~~improved~~ <sup>perhaps</sup> perhaps alternate routes could be made more efficient to move traffic - traffic signals set up to move traffic rather than stop it. I would oppose the tier construction & I would oppose using wetlands for expansion.

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 June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you.

Comments For SEWRPC Public Record: Freeway Reconstruction Study, Public Forum  
By Rosemary Wehnes, Sierra Club Conservation Organizer  
Sierra Club John Muir Chapter  
May 30, 2002

The Sierra Club believes that widening the freeways will increase air pollution in SE Wisconsin. We are presenting our comments at the Northwest Senior Center because there are 122,000 adults 65 and older in Milwaukee County who are at risk for health complications from breathing polluted air.

More people either come to emergency rooms or die of heart disease during air pollution episodes, according to Russell Luepker, cardiologist and Professor at the University of Minnesota.

Based on EPA's most current data, Milwaukee County ranks among the worst 10% of all counties in the U.S. for cancer risk from hazardous air pollutants, like the carcinogen benzene. And 76% of the air cancer risk is from mobile sources (cars, trucks, etc) ([www.scorecard.org](http://www.scorecard.org)).

Why are we promoting driving more often and further distances by adding freeway lanes, when we should be adding more efficient transportation choices, like commuter rail. Sierra Club is against this plan to widen freeways because it will bring more sprawl, air pollution and premature death to our senior citizens.

The very title of the study, "Regional Freeway System Reconstruction Study," shows its limitations. The recommended "highway expansion plan" calls for more lanes of roads to respond to projected increases in traffic. This plan does not include land-use and multi-modal transportation components. It does not address problems like sprawl, air pollution and the need to preserve neighborhoods. A plan that is projected to cost 6.25 billion dollars needs to take a more comprehensive approach.

The Wisconsin Chapter of the Sierra Club has a range of concerns about how this study has been conducted. These concerns range from the method in which projections have been made for the volume of traffic and air pollutants released under the different alternatives to the narrow focus of the study and the lack of public input during the initial phase of the study. Comments previously submitted by the Sierra Club last August are also resubmitted as part of the record.

In communities from Milwaukee to Wauwatosa to Brown Deer, residents work to improve on the quality of life they enjoy. Our families benefit when provided quality schools, scenic parkways and trails, and convenient access to local businesses and jobs.

Great strides have been made to improve our communities in Milwaukee County. Several examples include revitalization of the business district in Wauwatosa, the Calatrava addition to the Milwaukee Art Museum and plans for redevelopment of the Menomonee Valley.

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It's easy to take these amenities and efforts for granted. However, we need to remain alert to projects that might not be in the best interest of our communities.

The preliminary recommendation to pave another square mile of Milwaukee County in the name of saving commuters five minutes or less, at a cost of \$6.25 billion is one of those questionable projects. Consider just one example of what this plan costs. The \$800 million needed to add more lanes is equivalent to building 2 more Miller Park Stadiums.

The claim in the freeway reconstruction study, that commuters could save even 5 minutes in driving time from downtown to Hwy 45, is a claim that should be questioned. The study does not include any projections for traffic actually generated by the widening of the road. Research by Mark Hansen, a professor of civil and environmental engineering at the University of California, found that over a five-year period, a 10% increase in road capacity results in a 9% increase in vehicle miles traveled.

For example, \$140 million was spent in improvements on an Eisenhower Expressway project in Chicago and travel times remain virtually unchanged. IDOT spokesperson, Dick Adorjan, said "What really surprised us is the fact that we're handling significantly increased amounts of traffic... which is basically holding down the greater time savings we thought would have been achieved." (Chicago Sun Times, 5/16/02, *Drivers still can't like the Ike*) Adjusting the numbers to reflect "induced demand" would reduce and possibly eliminate any commuter timesavings on freeway segments widened in SE Wisconsin.

There has also been no discussion of how many years it will take to recover the time lost during construction delays based on the different alternatives.

Including an increase in traffic volume based on "induced demand", for the alternative with additional lanes, would result in increased air emissions of asthma inducing ozone, global warming CO<sub>2</sub> and toxic air pollutants, such as benzene. **Failure to differentiate in projected traffic volumes between the alternatives is a serious deficiency of the freeway replacement study.**

This "highway expansion plan" threatens the ability of our loved ones in many neighborhoods to breathe clean air and the health of 634,000 children and seniors in Southeast Wisconsin at risk from cancer and asthma causing air pollution. This plan will degrade our quality of life with additional traffic noise and will result in the removal of property from the local tax base.

The Southeastern Wisconsin Regional Planning Commission should replace their freeway only study with one that includes other options, including commuter rail. A priority should be placed on protecting the air we breathe, preventing more sprawl, and providing us with options to travel on congested highways.

## Recommendations

1) Sierra Club asks for a comprehensive study that includes:

- A multi-modal approach that emphasizes enhanced use of buses, carpools, trains and bicycles.
- Land-use as a component of the study to protect and enhance our neighborhoods, retain jobs close to where people live, and control sprawl
- A cost comparison analysis of health impacts resulting from air pollution, based on various alternatives that include other transportation choices, such as commuter rail.

2) Severely restrict the expansion of freeway capacity. Additional lanes will just fill up in a few years and result in increased noise and air pollution.

- Expanding lanes inside Milwaukee County will reduce the quality of life in neighborhoods close to the freeways, harm the health of those who live along the freeway corridor, and drain resources from existing communities by contributing to sprawl.
- Expanding lanes only outside Milwaukee County will result in traffic bottlenecks and wetland and farmland destruction.

3) Conduct a complete environmental impact statement.

Comments on Southeastern Wisconsin Regional Freeway System Reconstruction Study

Sierra Club, John Muir Chapter  
Rosemary Wehnes, Conservation Organizer  
August, 2001-Resubmitted on May 31, 2002

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-21<sup>st</sup> century, several concerns need to be addressed. These concerns focus on whether segments of the freeway system should be expanded to

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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 wellbeing 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.<sup>1</sup>

✓ 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.<sup>2</sup>

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.<sup>3</sup>

<sup>1</sup> 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.

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

<sup>3</sup> [www.scorecard.org/env-releases/hap/state](http://www.scorecard.org/env-releases/hap/state)



-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	148,255	730	Diesel	84%
Waukesha	363,866	720	Diesel	79%
Racine	186,037	690	Diesel	79%
Walworth	87,620	600	Diesel	85%
Ozaukee	82,903	590	Diesel	87%
Dane	432,489	540	Diesel	85%
Washington	117,545	530	Diesel	84%
Sheboygan	110,294	460	Diesel	80%
Wisconsin Total	5,276,303	550	Diesel	78%

This material is at [scorecard.org](http://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.<sup>4</sup>

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 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

<sup>4</sup> 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/awair/monitor/wuar/9798report.pdf](http://www.dnr.state.wi.us/org/awair/monitor/wuar/9798report.pdf)

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.<sup>5</sup>

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.<sup>6</sup> 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."<sup>7</sup>

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.<sup>8</sup> 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.<sup>9</sup>

#### 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.

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

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

<sup>6</sup> ibid.

<sup>7</sup> [www.sierraclub.org/sprawl/transportation/seven.asp](http://www.sierraclub.org/sprawl/transportation/seven.asp)

<sup>8</sup> 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/constr99/default.htm>).

<sup>9</sup> 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/constr99/default.htm>).

transportation budget, money for public transportation increased just 4% from the previous year.<sup>10</sup>

#### 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'."<sup>11</sup>

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.

Please Contact Rosemary Wehnes for further information: 414-453-3127, [rosemary.wehnes@sierraclub.org](mailto:rosemary.wehnes@sierraclub.org)

<sup>10</sup> Wisconsin Fair Share Coalition. Governor's biannual transportation budget 2002-2003.

<sup>11</sup> 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.

#### WRITTEN COMMENT

#### PUBLIC INFORMATION MEETING AND HEARING SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY

May 30, 2002  
Northwest Senior Center  
7717 W. Good Hope Road  
Milwaukee, Wisconsin

Name ALESSANDRA FOSTER  
Affiliation HOME OWNER, VEHICLE OWNER  
Mailing Address 9006 N. 70  
MILWAUKEE  
WI 53223

Comment

I AM STRONGLY OPPOSED  
TO FREEWAY EXPANSION-  
PLEASE SEE ATTACHED  
2 PAGES OF COMMENT-

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 June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at [freewaystudy@sewrpc.org](mailto:freewaystudy@sewrpc.org).

Thank you.

Written Comment  
Public Information Meeting and Hearing  
Southeastern Wisconsin Regional  
Freeway System Reconstruction Study

May 30, 2002  
Northwest Senior Center  
7717 W. Good Hope Road  
Milwaukee, WI

Alessandra Foster  
9006 N. 70<sup>th</sup> St.  
Milwaukee, WI 53223

**Comment:**

Any modern city worth the name offers public transit for all its citizens: those too old or disabled to drive, those too young to drive, those who do not own a vehicle. Such a city is committed to providing and encouraging use of fast light rail (metro/subway/tube), frequent accessible bus service, and even bicycle lanes, in and to all parts of the city. Milwaukee has no such vision or commitment, and therefore is lacking any real modernity or vibrancy.

When I first moved to Milwaukee in 1994, an acquaintance said: You can't live here without a car. That is pathetic. I cannot think of a large major city I have visited, in the U.S. or Europe, that requires a citizen to have a car in order to get around. The acquaintance was correct. I lived on Brown Deer Road and applied for a job, also on Brown Deer Road. I found that I would need to take three different buses, and that the one-way trip, seven minutes by car, would take me an hour and a half!!!

**Here are my recommendations:**

- 1) Repair freeways where needed with NO widening of lanes, NO added lanes, and NO destruction of neighborhoods or residences. Where you need to change a confusing sign (as the Brown Deer exit sign is) or change a dangerous exit ramp (as the Brown Deer one is) do so with minimal disruption of the neighborhood. For safety, reduce speeds, increase penalties for drunk driving, require vision testing and driver re-testing every few years for license renewal, and actively encourage car pooling and alternative methods of transportation.
- 2) Provide more buses, more frequently, and to more places. My local Frequent Flyer is excellent but, if one doesn't want or need to go downtown in the early morning, one must walk (or take a bus) to Northridge Mall to catch the Metrolink - a longer and more circuitous route. The same problem of infrequency plagues the FF returning from downtown.

Comment May 30, 2002 Page 2

- 3) Provide light rail. It's a shabby argument that not enough riders use the cute little downtown trolleys. Provide real travel, from downtown to Brown Deer, from downtown to Brookfield, from downtown to the airport or the South side, advertise it, give it time, and just see if people will use it. If it's convenient, clean, fast, and saves vehicle owners parking and freeway struggles, not to mention concerns about driving when exhausted or after drinking, why wouldn't they use it? If it widens the employment and travel opportunities for those without vehicles, why wouldn't they use it?

- 4) Keep working on the proposed bike routes, and bike lanes being included on new streets as well as old streets being re-paved or re-painted.

The real answers to why Milwaukee will not summon the vision to commit to transportation that serves its entire population, rather than merely private vehicle owners, are answers I may not want to hear. They certainly don't have to do with not wanting to spend money, because that is exactly what freeway expansion will be doing. If we're going to spend money anyway, why favor only one part of the population, vehicle owners, who cause accidents, congest traffic, pollute our air, perpetuate our dependence on oil, and become overwhelmed by road rage? Why not spend it to make Milwaukee a truly modern midwestern metropolis? The better our public transportation, the less our unemployment because more people can get to more jobs, the less our disabled or elderly are stuck at home, the more our tourists can get around (and spend their visitor dollars), and the prouder we can be. And of course, with alternative public transport, the safer our freeways will be with fewer drivers.

Let's spend our money to be more than just a pasted-on showplace of million-dollar condos and Calatrava exteriors; let's spend it to make Milwaukee a great liveable major city from deep within - for all its citizens and for visitors too, a city where no one ever tells a newcomer: You have to have a vehicle to get around. Now *that's* a city I could be proud to have adopted!

Thanking you for giving me the opportunity to express my strong feelings of opposition to your proposed freeway expansion,  
I am sincerely,

*Alessandra Foster*

Alessandra Foster (Tel. 414-355-3386)  
A bus rider  
A bicycle rider  
And a vehicle owner who hopes never to have to drive on a 6 to 8 lane freeway

C-40

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

May 30, 2002  
Northwest Senior Center  
7717 W. Good Hope Road  
Milwaukee, Wisconsin

Name Wiley Vivians  
Affiliation resident  
Mailing Address 7080 N. 45<sup>th</sup> St.  
Milwaukee, Wis.  
53223

Comment Congestion, Congestion this plan being submitted by  
southeastern Wis. Regional Freeway System Reconstruction  
study to alleviate congestion falls way short of doing  
the job in Mil. county. This plan to widen the express-  
way lanes from six lanes to eight lanes only benefits the  
suburbs. It does nothing for the low income and central  
city residents. Most of the jobs are being located out in the  
suburb neighborhood. Yet most of the low income and  
central city residents that need a job have no way  
of getting to the jobs. That's why it makes  
sense at this time to include a subway system

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cc: Journal/Sentinel Inc.  
WITI-TV Channel 6  
Robert Krug - County Supervisor  
Shirley Krug - State Representative

#68961 v8

cont.

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

May 30, 2002  
Northwest Senior Center  
7717 W. Good Hope Road  
Milwaukee, Wisconsin

Name Wiley Vivians  
Affiliation resident  
Mailing Address 7080 N. 45<sup>th</sup> St.  
Milwaukee, Wis.  
53223

Comment so that residents in the central city can get  
to the jobs.  
At present this is a one-way street plan  
for the suburbs. IF you can not submit a  
plan that includes a sub-way system at the  
same time of widen the free-way lanes then  
you should do neither. You should only fix or  
restore the existing roads so that we can  
continue with this congestion, congestion  
and more congestion.

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Thank you.

*Wiley Vivians*

#68961 v8

**Freeway Reconstruction Study Comments**

Date submitted 5/30/02 6:13:00 PM  
 Name Bridget Leahy  
 Organization  
 Address  
 Comments Subject: Are you Nuts?! I mean, come on! What happened to 'care for mother earth'?? What you will be doing is taking away clean air, clean land, and quietness in that area. And why not use that 6 Billion to HELP the earth, rather help DESTROY it.

Thank you for listening, Bridget Leahy

**Freeway Reconstruction Study Comments**

Date submitted 5/30/02 5:51:48 PM  
 Name Rory Padley  
 Organization  
 Address 3303 S. New York Milwaukee, WI 53207  
 Comments DO NOT CUT UP MORE MILWAUKEE NEIGHBORHOODS SIMPLY FOR THE BENEFIT OF THOSE THAT CHOOSE TO LIVE IN THE OUTSKIRTS OF THE METRO AREA. PRESERVE THE QUALITY OF LIFE FOR THOSE OF US THAT CHOOSE TO RESIDE IN THE CITY.

**Freeway Reconstruction Study Comments**

Date submitted 5/30/02 11:42:00 AM  
 Name Rosanne & Ray Greenwald  
 Organization  
 Address 5663 N. 93rd St. Milwaukee, WI 53225  
 Comments We are residents of Milwaukee County and definitely agree with the freeway expansion project. The freeway in Milwaukee County is out-dated and if we need to spend money for repairs, it makes sense to add more lanes to accommodate traffic.

People are not going to use commuter trains enough to offset the outrageous costs associated with this mode of transportation and buses are just not convenient enough. Parents with errands to run and children to pick up need the convenience of their automobiles.

We fully support the freeway reconstruction proposal.

Rosanne & Ray Greenwald  
 5663 N. 93rd St.  
 Milwaukee WI

MAY 30 '02 01:18PM MILWAUKEE COUNTY PUBLIC RECORDS

P.1/1

May 30, 2002

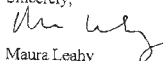
SE Wisconsin Regional Planning Commission  
 Public Record on Freeway Reconstruction Study

To Whom It May Concern:

I am against SEWRPC's Pave SE Wisconsin plan to expand highways for \$6 billion. This plan threatens our quality of life with air pollution, sprawl, and noise. The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices such as commuter rail, commuter bike lanes, and expanding our bus system. We should improve, not expand, our highways.

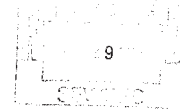
I want a comprehensive, multi-modal plan for this corridor that expands our travel options instead of perpetuating the unhealthy one that overwhelms other possibilities. We need long-term, sustainable solutions, not just band-aids!

Sincerely,



Maura Leahy  
 1460 Church St.  
 Wauwatosa WI 53213  
 414-453-4972  
[mauraleahy@hotmail.com](mailto:mauraleahy@hotmail.com) (preferred contact)

RICHARD AND KAREN BOWEN



May 28, 2002

SEWRPC  
 P.O. Box 1607  
 Waukesha, WI 53187-1607

Dear SEWRPC Members:

We are deeply concerned about the Commission's plan to expand freeways in and around the city of Milwaukee.

We are particularly concerned that the need for improved and increased mass transit is almost completely ignored in the plan.

We feel that expanding freeways will decrease the quality of life in Milwaukee by taking land away from the tax base by destroying homes and businesses.

We also feel the 6.2 billion dollar cost is not money well spent when the traffic congestion will be almost the same 20 years from now. To reduce traffic congestion we feel that more money and effort should be put into mass transit. Cities like Portland and Vancouver have mass transit systems that are economical, safe, reliable alternatives to the automobile. All of their citizens use these systems, not just the economically disadvantaged. We feel the Commission should study and learn from these examples and others like them, and begin to help build a similar system in the Milwaukee area.

We would appreciate a response to our concerns and suggestions.

Sincerely,



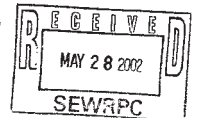
Richard and Karen Bowen

4272 NORTH 87<sup>TH</sup> STREET ♦ MILWAUKEE, WI 53222 ♦ (414) 535-0402 ♦ [ariadnc@dias.net](mailto:ariadnc@dias.net)

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
 SOUTHEASTERN WISCONSIN REGIONAL  
 FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002  
 Downtown Transit Center, Harbor Lights Room  
 909 E. Michigan Street  
 Milwaukee, Wisconsin



Name Steve Smith  
 Affiliation Citizen / Tax payer  
 Mailing Address 3424 N. Hackett Ave.  
Milwaukee, WI 53211-2995

Comment This is not Los Angeles or Miami, nor do I want it to be. This plan is excessive for Southeastern Wisconsin. The cost of additional lanes and certainly any double decker structure is totally excessive and completely unnecessary. People can start their trips a few minutes earlier and save the quality millions of dollars. I agree with the City of Milwaukee Council resolution in principle.

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Thank you.



## Freeway Reconstruction Study Comments

Date submitted 5/28/02 12:23:00 PM  
Name Gregory Kleffner  
Organization Network Services  
Virtual Care Provider, Inc.

### Address

Comments I am a resident of Waukesha. I commute to-and-from downtown Milwaukee each day. I am completely in favor of rebuilding/expanding the current freeway system. What I would really like to see are express lanes, but I don't know if they are included in the plan. Also, any plan should make sure that there are no exits from the left lane. That is one of the biggest contributors to the problems we have now.  
Unfortunately, I will not be able to attend any of the Public Meetings, but I did want to voice my support. I also included my response to some of the people who are trying to stir-up opposition against the plan.  
Thank You for your time.

Gregory Kleffner

-----Original Message-----

From: Kleffner, Greg  
Sent: Tuesday, May 28, 2002 12:01 PM  
To: 'Webhelp@ci.mil.wisus'  
Subject: Freeway Expansion

I read the newsletter regarding freeway expansion. What a bunch of whining, socialist drivel. Don't bother telling me that Norquist voted against the plan. We all know that he lacks good judgement. In fact, several years ago, Norquist was responsible for dead-locking Transportation planning for the I-94 corridor because he insisted on having his moronic, toy train be part of any plan.

The irrational fear of urban sprawl is really denial of what truly causes it. Excessive taxes, horrible public schools, incompetent leadership of law enforcement, and liberal, self-serving politicians. You're just frustrated because you can't build a wall to force people to stay.

As a daily commuter to downtown, you can't tell me that the plan would only save me five minutes. I know that is a lie. And forget about bicycles, buses, and trains. They are all ridiculous proposals for me and many people who commute. Give the people what they want, expand the freeway system, or watch as more people leave and Milwaukee dies some more.

Gregory Kleffner

## Freeway Reconstruction Study Comments

Date submitted 5/27/02 4:33:00 PM  
Name Kevin Haass  
Organization

Address 2340 S. 57th St.  
West Allis, WI 53219

Comments As a Milwaukee County resident, I would like to register my support for the expansion of our current freeway system to 8 lanes in Milwaukee County.

Our freeways system is incomplete and obsolete in its current state. Without expansion to 8 lanes, the severe congestion that will be faced by drivers years from now will cause them to wonder why the freeways were not expanded when they had the opportunity in 2002.

## Freeway Reconstruction Study Comments

Date submitted 5/24/02 7:09:00 PM  
Name Todd Schroeckenthaler  
Organization  
Address 720 W. Rock Place  
Glendale, WI 53209

Comments Hello,

I have a question regarding the resurfacing of the stretch of freeway taking place on I-43 near the intersection of Port Washington road and Hampton Ave. I was at a public information meeting at the Lincoln Park Community Community Center before the project began. I asked if the surface of the bridge over the Milwaukee River and the overpass near Capitol drive would be resurfaced with a material that did not have the same "loud hum" that it currently has. They assured me that it would be resurfaced with a smoother material that did not give off that "hum" that the grooved pavement currently gives off. They have resurfaced much of that portion of the freeway and those areas have still not yet been changed.

Are they still going to be resurfacing those overpasses with pavement that is not grooved and does not give off that awful sound?

Thank you

## Freeway Reconstruction Study Comments

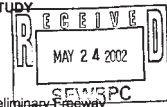
Date submitted 5/24/02 9:38:00 AM  
Name Munzer Haidar, P.E.  
Organization Ayres Associates  
Address N19 W 24075 River Wood Drive, Suite 300  
Waukesha, WI 53188

Comments The existing freeway is inadequate today and in desperate need for a major reconstruction. The system is operating over capacity today. It will only get worse if we do nothing. In order to meet the current and future traffic demand, I am strongly in favor of the \$6.2 billion Reconstruction Alternative. The economy of SE Wisconsin and the state of Wisconsin depends on Transportation as a main element. Since its reconstruction in the sixties, this freeway system did not receive any major reconstruct project. Safety is also a major concern of mine. This outdated system is not providing users with adequate expected safety of a freeway. Actually it is dangerous to drive on this system.

Thank you for the information you have provided me yesterday at the Public Information Meeting and Hearing.

## COMMENTS REGARDING THE SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY

ROBERT J. BAUMAN  
808 N. THIRD ST. #327  
MILWAUKEE, WISCONSIN 53203



I am writing to express my strong opposition to the Preliminary Freeway System Reconstruction Plan (the "Plan") adopted by the Advisory Committee.

I am a self employed attorney who has maintained a downtown Milwaukee office at various locations for 25 years. In addition, I am a homeowner who lives on the near West Side of the City of Milwaukee.

### 1. The Plan is Fiscally Irresponsible.

The proposed expenditure of \$6.2 Billion is outrageous and reckless. An expenditure of this size will require either tax increases or the delay or cancellation of other regional and state highway and transit projects. Yet there is no discussion about where this money will come from and what trade-offs will be required. Most other public services are facing level funding or cut backs because of fiscal constraints and the public's resistance to paying higher taxes. However, this study assumes that money is not an issue. If this were a study of transit improvements and it did not discuss funding sources, the Study would receive universal condemnation.

### 2. Stick it to Milwaukee.

The Plan sticks it to Milwaukee once again. The Plan proposes to take 658 acres of land and demolish 216 residences and 31 commercial properties. Much of this impact occurs in Milwaukee. The Plan does not propose to compensate Milwaukee for the loss of tax base, population, or jobs.

The cruel irony is that the Plan will also accelerate urban sprawl which has already devastated the Milwaukee tax base and has already caused the loss of jobs and population in the city. The Plan will exacerbate this process. This study has completely ignored the social and economic consequences of freeways on the central city and other urban areas in the region. As far as Milwaukee is concerned, the Plan is economic and social suicide.

### 3. The Alleged Benefits do not Justify the Cost.

The alleged savings of minutes of travel time, even if true, cannot possibly justify an expenditure of \$6.2 Billion. Moreover, the study seems to assume that increased capacity will not increase freeway use. This assumption is suspect given the experience of other cities which suggests that expanded capacity attracts more vehicles resulting in little or no improvement in travel time. What then? Expand from 8 to 10 lanes, 10 lanes to 12, etc. Where does this end? Does this study actually assume that there should be no limit to capacity, that no expense is too much to save a minute of travel time?

Safety benefits are amorphous and highly speculative. Safety is ultimately in the hands of each motorist and truck driver—if a curve is too tight or sight lines are too short, the responsible driver slows down and exercises greater caution. If present conditions are so unsafe, why not decrease the speed limit, increase the enforcement of traffic laws, and increase accountability for unsafe driving behavior. These measures would not cost Billions of dollars.

The Study seems to assume that the only way to achieve greater safety is to spend Billions of dollars to make design and engineering changes to the physical infrastructure. It is impossible to build the perfectly safe highway so how much is enough? The Plan cites certain design standards developed by the highway industry and highway agencies. But why stop there if saving lives is the goal.

Safety is the type of goal that can justify any level of expenditure because it can be argued that each additional dollar will improve safety. Safety issues are also useful in that opponents to the Plan can be characterized as being insensitive to safety—very clever. Safety may be a useful goal, but it is a useless measure. There are so many variables in the safety equation that it is impossible to objectively measure a unit of safety or determine what that unit costs.

### 4. The Study Reflects a Paradigm that is not Sustainable.

The level of costs being discussed in this study makes one fact inescapable: the current paradigm of transportation and land use planning is not sustainable. In 20 or 30 years are we going to be proposing safety and capacity improvements of \$20 or \$40 Billion because the \$6 Billion upgrade does not meet new safety and design standards and congestion increased despite the capacity enhancements? Is this not an endless cycle of congestion, expansion, more congestion, more expansion and infiternem?

Given the amount of money being discussed here, it is incumbent that SEWRPC do its job of long range planning and not just see how much spending it can recommend. It would indeed be refreshing if for once this community's leaders did some thinking out of the box and questioned some of the basic assumptions upon which this senseless and open ended highway building binge is based.

Robert J. Bauman  
May 22, 2002

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 23, 2002  
Goodwill Industries Waukesha Community Center  
East/West Conference Room, 1400 Nike Drive  
Waukesha, Wisconsin

Name Janet Belton

Affiliation Resident, city of Brookfield

Mailing Address 16575 Louis Lane  
Brookfield, WI 53005

Comment I am concerned about another interchange going in  
at Calhoun Rd. because of the negative impact  
on the residences. Widening I-94 is needed  
probably throughout the whole system.  
It doesn't involve your study but I believe  
better police patrolling to curb speeding  
would certainly be a safety factor. How  
else could excessive speeding be controlled?

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at the registration table or given directly to a SEWRPC staff member. Additional comments will be  
accepted through June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood  
Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax  
(262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you.

#68961 v6

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 23, 2002  
Goodwill Industries Waukesha Community Center  
East/West Conference Room, 1400 Nike Drive  
Waukesha, Wisconsin

Name Keith R. Butterfield

Affiliation Citizen - Waukesha City

Mailing Address 211 W. Newhall Ave  
Waukesha 53186

Comment You need to go with the flow  
and provide for a feasible  
future to the maximum extent  
possible. Overfill should not be  
a concern as this will probably be  
the last time a project like this  
will be supported by John D.  
Citizen.  
Keep in mind that expensive consumer  
products (cars), fuel, global warming,  
aging population, efficient land use,  
and other developing situations can  
throw up your  
phone.

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at the registration table or given directly to a SEWRPC staff member. Additional comments will be  
accepted through June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood  
Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax  
(262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you. "Be prepared to be flexible."

#68961 v6

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 23, 2002  
Goodwill Industries Waukesha Community Center  
East/West Conference Room, 1400 Nike Drive  
Waukesha, Wisconsin

Name Richard Cobble Sr.

Affiliation

Mailing Address 1085 Co. Calhoun Rd.  
Brookfield, WI 53005

Comment We are against an interchange on  
Calhoun Rd in City of Brookfield.  
Some of the City of Brookfield, New Berlin  
and Waukesha County administrators  
have proposed this idea.  
Is there a possibility this could happen  
and if so what would be a time schedule?

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at the registration table or given directly to a SEWRPC staff member. Additional comments will be  
accepted through June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood  
Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax  
(262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you.

#68961 v6

ORAL  
WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 23, 2002  
Goodwill Industries Waukesha Community Center  
East/West Conference Room, 1400 Nike Drive  
Waukesha, Wisconsin

Name EMERY HARPEL

Affiliation

Mailing Address

Comment Opposes Calhoun Rd interchange or a new  
interchange at any location in the City of  
Brookfield. Questioned whether the distance  
between the columns supporting the freeway  
bridges over Calhoun Rd is wide enough to  
accommodate a four traffic-lane roadway.

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at the registration table or given directly to a SEWRPC staff member. Additional comments will be  
accepted through June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood  
Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax  
(262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you.

COMMENT TAKEN AT REQUEST BY REB.

#68961 v6

ORAL  
~~WRITTEN~~ COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 23, 2002  
Goodwill Industries Waukesha Community Center  
East/West Conference Room, 1400 Nike Drive  
Waukesha, Wisconsin

Name JERRY E LAURA MELLONE

Affiliation RESIDENT

Mailing Address BROOKFIELD

Comment RAMP METERING IS A WASTE OF GASOLINE AND MONEY

CONCERNED ABOUT DON'T WANT AN INTERCHANG AT CALHOUN ROAD

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Thank you.

COMMENT TAKEN AT REQUEST BY REB.

#68961 v6

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 23, 2002  
Goodwill Industries Waukesha Community Center  
East/West Conference Room, 1400 Nike Drive  
Waukesha, Wisconsin

Name Mike Zignego, sec. treas.

Affiliation Zignego Company, inc.

Mailing Address \_\_\_\_\_

W239 N1812 ROCKWOOD DRIVE  
WAUKESHA, WI 53187

Comment We fully support the advisory committee's recommendation for reconstruction to modern design standards with additional lanes. Our fleet of trucks continues to be delayed with congestion and slow freeway speeds in the greater Milwaukee Area.

*Michael A. Zignego*

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Thank you.

#68961 v6

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 23, 2002  
Goodwill Industries Waukesha Community Center  
East/West Conference Room, 1400 Nike Drive  
Waukesha, Wisconsin

Name GERALD MELLONE

Affiliation \_\_\_\_\_

Mailing Address 16980 RUBY LANE

BROOKFIELD, WIS.

Comment I am a resident located near the proposed I-94 interchange between Barber and Monona Rd. None of the residents in this area want this interchange. I have attended many meetings regarding this subject. This is a waste of tax payer money, and the area residents will continue to fight this idea. Mayor Blomberg's successor is also not in favor of this. This is the main reason he was voted into office. Please take it out of your future plans and spend the money elsewhere.

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Thank you.

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 23, 2002  
Goodwill Industries Waukesha Community Center  
East/West Conference Room, 1400 Nike Drive  
Waukesha, Wisconsin

Name Laurel Mellone

Affiliation resident & taxpayer

Mailing Address 16980 Ruby Lane

Brookfield, WI. 53005

Comment I am against an additional interchange in Brookfield as it will only bring additional congestion to the local area. Why please reconsider the design of entrance ramps. The starting and stopping of pitched ramps adds to noise and air pollution! The "carpool" lanes are unconstitutional! I have just as much right to take the next place in line whether or not I have a passenger. When I know someone going to the same destination, we ride together!

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Thank you.

#68961 v6

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

May 23, 2002  
Goodwill Industries Waukesha Community Center  
East/West Conference Room, 1400 Nike Drive  
Waukesha, Wisconsin

Name Serald Mellone

Affiliation \_\_\_\_\_

Mailing Address 16980 Ruby Ln  
Brookfield, WI 53005

Comment PLEASE STOP THE USE OF ENTRANCE  
RAMP TIMING LIGHTS, THIS WASTES ENERGY,  
TIME, AND CREATES WEAR + TEAR ON  
CARS + TRUCKS. SELDOM DOES IT HELP  
THE FLOW OF TRAFFIC, THE STARTING +  
STOPPING ALSO NOISE POLLUTION AND  
EXTRA EXPENSE. BEING A BUSINESS OWNER  
I HAVE TO PAY EXTRA 15 MINUTES  
DOWN TIME FOR MY DRIVERS TO WAIT  
TO GET ON THE HIGHWAY, EXTEND ADDITIONAL  
LANES, DON'T ADD LIGHTS.

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468961 v6

WRITTEN COMMENT  
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SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 23, 2002  
Goodwill Industries Waukesha Community Center  
East/West Conference Room, 1400 Nike Drive  
Waukesha, Wisconsin

Name Jeffrey Mellone

Affiliation resident

Mailing Address 16965 Ruby Lane  
Brookfield, WI 53005

Comment An interchange on Calhoun Road will create  
so much noise and light pollution  
as to destroy the quality of life of  
all area residents. I not to mention the  
congestion on an already poorly maintained  
approach road with no pedestrian walkway  
or bike path. Very dangerous intersection.  
I am completely against the interchange plan  
and any engineer consultant that doesn't  
admit to the road noise destroying the  
neighborhood should be fired. Just walk  
through my neighborhood to see for yourself, please.

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Thank you.

Jeffrey Mellone

468961 v6

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

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name GORDON STEINLE

Affiliation MILWAUKEE RESIDENT

Mailing Address 1746 N. 49TH ST.  
MILWAUKEE, WI 53208

Comment AS A CITY RESIDENT I SUPPORT THE  
REBUILDING OF METRO AREA FREEWAYS  
BUT NOT THE WIDENING OF LANES  
WITHIN MILWAUKEE COUNTY. I WOULD  
STRONGLY SUPPORT THE USE OF  
THESE ADDITIONAL HIGHWAY DOLLARS  
IN THE CONSTRUCTION OF ALTERNATIVE  
MASS TRANSIT SYSTEMS. I PERSONALLY  
FAVOR LIGHT RAIL, HIGH SPEED RAIL OR  
SUBWAYS. THE COMMUNITY NEEDS TO  
BE THINKING ABOUT POPULATION GROWTH  
+ TRANSPORTATION IN THE NEXT 40-50 YEARS, NOT THE NEXT  
10-20 YEARS.

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PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name SCOTT GRADE

Affiliation Milw County resident

Mailing Address 413 -e, Birch Ave  
MILW. WI. 53217

Comment I do not support the expansion of lanes  
in Milwaukee freeway system.  
How can this not possibly add considerably  
to Urban sprawl. This has been a result  
of growing urban centers around the country.  
The real lanes that we build the more congestion  
and pollution they create. There are dozens of  
alternating routes that are generally more  
convenient. I found the city at all times off  
the loop for many years for years and the  
traffic on the highways is always flowing  
at least at the speed limit.

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Thank you.

I also believe it should be pointed out  
that adding additional lanes would result  
in driving through concrete canyons instead of  
open, park ways of ways. I believe the public  
should be aware visually of this result. Milwaukee  
would have the ugliest look.

468961 v6



WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name Brad Blankenheim

Affiliation \_\_\_\_\_

Mailing Address 709 E. Junew Ave # 804  
Milwaukee, WI 53202

Comment I'm strongly in favor of the option to include all design safety improvements with 127 miles of additional lanes. The very heartbeat of Milwaukee and SE Wisconsin's economy depends upon the free flow of traffic/commute. Thinking rationally, not emotionally, the study takes into account a best case scenario of mass transit ridership and still shows an extreme crippling of our arteries. Furthermore, the study soundly rebuts the notion that expansion will induce more traffic or create greater pollution. The facts are clear. Based on the facts, not emotion, the answer is simple. Improve safety and add lanes.

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Thank you.

#68961 v5

PLEASE ALSO ADD TO MAILING LIST

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name Richard L. Stefanik

Affiliation Milwaukee resident

Mailing Address 270 E. Highland Ave, apt 225  
Milwaukee, WI 53202

Comment I am against freeway expansion, especially in the city of Milwaukee. The present freeways have done enough damage already to city neighborhoods. It would be better to stress mass transit so that there'd be less freeway use.

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FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name Philip Hohlweck

Affiliation Milwaukee resident

Mailing Address 2557 N. Terrace Ave  
Milwaukee, WI 53211

Comment I agree with the full build alternative; adding lanes everywhere suggested. Mass transit is a dying form of transportation. We need to have highways for the future. Most everyone agrees with this and everybody benefits from highways. The cost per user is tiny compared to other public projects. If we don't build, nobody will come in to this area, more population loss will occur in this city. Build!!

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SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name Mary Reavy

Affiliation Resident of Milwaukee

Mailing Address 3067 N. Hackott Ave  
Milwaukee, WI 53211

Comment I am totally opposed to this freeway expansion. This plan will cause additional loss to the City of Milwaukee tax base. Milwaukee is working hard to be an excellent place to choose to live. This is a step in the wrong direction. More highway is not the answer. Think of some mass transportation option.

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FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name DEB RIDGWAY

Affiliation CITIZEN

Mailing Address 3152(A) S. 25TH ST.  
MILW, WI 53215

Comment OTHER CITIES HAVE SHOWN US THAT YOU CANNOT BUILD YOUR WAY OUT OF CONGESTION. BY THIS I MEAN THAT ADDITIONAL LANES WILL NOT ELIMINATE CONGESTION. I WOULD LIKE TO SEE A GREATER EFFORT MADE TO PROVIDE INCREASED ALTERNATIVE TRANSPORTATION OPTIONS, I.E. LIGHT RAIL, BUS, BIKE, VAN POOL, CARPOOL. TEA-21 LEGISLATION REQUIRES ALL COMMUNITIES TO BECOME MULTI-MODAL. \$6.2 BILLION FOR LANE WIDENING SEEMS TO BE POOR MANAGEMENT OF PUBLIC MONIES. <sup>TRANSPORTATION</sup> THIS MONEY SHOULD BE SPENT TO ~~IMPROVE~~ IMPROVE MODAL ACCESS FOR ALL PERSONS IN THE REGION - NOT JUST THOSE IN AUTOMOBILES.

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FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name Susan Thaller

Affiliation City Employee

Mailing Address 2864 N. Maryland Ave  
Milw WI 53214

Comment Needs to address suburban sprawl and urban decay. Increase sustainable urban development.  
That's the root of the problem of congestion - Milwaukeeans are moving to the suburbs or remaining in isolated urban ghettos...

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SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name ~~MIRYLE~~ MYRTLE KASTNER

Affiliation PRIVATE CITIZEN

Mailing Address 1129 N. JACKSON ST. #705  
MILW. 53202

Comment "EXPANDING FREEWAYS TO CURE TRAFFIC CONGESTION IS LIKE LOOSENING ONE'S BELT TO CURE OBESITY"  
- MORE POLLUTION  
- MORE TOXIC RUN-OFF  
- WETLANDS DISTRUCTION  
- MORE PAVEMENT CAUSING "HEAT ISLANDS"  
- MORE PARKING LOTS REQUIRED  
WHAT RATIONAL HUMAN BEING, OTHER THAN ONE FINANCIALLY INVESTED, COULD EVEN CONSIDER THIS?  
EXPANDING FREEWAYS ENCOURAGES URBAN SPRAWL.

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FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name Susan Comstock

Affiliation Milwaukee resident

Mailing Address 1420 N. Marshall St. #202  
Milwaukee, WI 53202

Comment I am against any additional lanes in the city of Milwaukee.  
• There is no need for ~~more~~ significantly more trips in/out of downtown since there will be limited business & residence growth in downtown.  
• Adding more lanes does not improve commute time. It cause more sprawl until the same commute time is reached. People will sprawl until commute time is painful, regardless of capacity.

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Thank you.

• Provide good ~~mass~~ mass transit and no improvement in freeways and mass transit will ~~be~~ provide the faster commute time, then mass transit will be used.

#68961 v5



WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name MICHAEL BRADY  
Affiliation CITY OF MILWAUKEE RESIDENT  
Mailing Address 4718 W. Blue Mound Rd  
Milwaukee WI 53208

Comment  
oppose any additional lanes in the  
City of Milwaukee.  
People choose move to Waukesha or  
Dane County should take  
into consideration they have  
3-5 minute longer ride  
Don't destroy Milwaukee neighborhood  
with more freeways lanes  
Life Long (35 years) Milwaukee resident.

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Thank you. Life Long Auto commuter

#68961 v5

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SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name CHARLO SANTARELLA  
Affiliation NONE  
Mailing Address 8970 S. 13TH ST.  
MILWAUKEE, WISCONSIN  
53216

Comment  
I THINK THE TRAFFIC CONGESTION WILL ONLY  
GET WORSE AS MORE PEOPLE NEED TO DRIVE INTO  
MILWAUKEE.  
WHAT IS NEEDED IS TO GET LARGE COMPANIES  
WITH THOUSANDS OF EMPLOYEES TO AGREE TO  
CONTRACT WITH MILWAUKEE TRANSIT TO BUS  
THEIR EMPLOYEES FROM PARKLOTS TO THEIR  
BUILDING (DOWNTOWN). IF ENOUGH COMPANIES  
SIGN ON TO THIS, THEN TRAFFIC CONGESTION WILL  
BE REDUCED. THE FINANCIAL COST TO THE CITIZENS  
WOULD ALSO BE REDUCED AS WOULD POLLUTION.

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SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name JENNIFER MEYER  
Affiliation 3201 N. BARTLETT  
Mailing Address MILW. WI 53211

Comment  
I DO NOT SUPPORT FREEWAY  
EXPANSION OR ANY FORM OF  
DOUBLE DECKING. THIS INCREASE  
SPRAWL AND HAVE LITTLE DOCUMENTED  
OR REALISTIC RELIEF OF TRAFFIC  
CONGESTION OR SPRAWL. THESE FREEWAYS  
NEGATIVELY AFFECT WATER SEEPAGE (CAUSE  
FLOODING) AND HAVE OTHER BIDDAD FAR-  
REACHING AND NEGATIVE  
ENVIRONMENTAL IMPACTS.

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SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name Lillian Fowler  
Affiliation  
Mailing Address 2949 N. HACKETT  
MILWAUKEE WI 53211

Comment  
Communities around the country  
have found that widening freeways  
does not reduce congestion in the  
long term.  
So Wisconsin should invest in  
planning its growth and providing  
mass transit NOT more freeway

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SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name Timothy Kiefer  
Affiliation citizen  
Mailing Address 1007 N Cass St. Apt. 410  
Milwaukee WI  
53202

Comment freeway  
I am opposed to widening ~~lanes~~ adding  
lanes, or double-decking. I believe that  
the SEWRPC plan should be rejected. I  
further believe that funding should be  
redirected away from highway widening  
and toward alternative transit options  
such as light rail, commuter rail, the  
Midwest Regional Rail Initiative, bicycle  
projects such as the Hoan Bridge project,  
and improved pedestrian access.

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FREEWAY SYSTEM RECONSTRUCTION STUDY

#68961 v5

May 22 2002  
Downtown Transit Center, Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

Name Millard Johnson  
Affiliation Composite Repair Wisconsin magazine  
Mailing Address 17051 Ashbury Lane #8 (home)  
Greenfield, WI 53022

Comment My recommendation: Do the minimum to keep  
the freeway safe, but no expansion.  
Lobby the DOT and Legislature to  
increase fees and taxes on autos and fuel,  
and use the money to build a comprehensive  
rail-based public transit system in SE Wisconsin.

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Thank you.

Freeway Reconstruction Study Comments

Date submitted 5/22/02 12:30:50 PM  
Name Henry Sifuentes  
Organization  
Address 3505 W.Mt Vernon Ave  
Milwaukee, WI 53208  
Comments I have not organized a committee yet but I am in the process of doing so. As a homeowner on the block north of I 94 I feel that this plan would effect us. I would like to organize a group of homeowners to voice our concerns.

FREEWAY SYSTEM RECONSTRUCTION STUDY HEARING - MAY 22, 2002

This is about the proposed freeway leg that would connect I-43 and US-45 at or near Good Hope Road (or some other corridor), to complete the originally planned bypass that began with the construction of I-894. I believe it is necessary to complete that bypass now.

The primary single problem that plagues the planners of the Marquette interchange is the overwhelming amount of I-43 southbound traffic into the interchange (and return traffic of the same semi's and commuters). The proposed changes in lanes and ramps will soften the merging and congestion chaos somewhat, however that does not address the traffic overload!

The only way to reduce that load is to complete the bypass. A large share of those I-43 commuters and truckers are headed to destinations west--Wauwatosa/Brookfield/Madison --, or south--Racine/Beloit/Chicago+. Their return trips are to Mequon/Sheboygan/Green Bay +. They would sell their souls to avoid the Marquette, avoid Milwaukee and save time and frustration. A study conducted last year concluded that completing the bypass would divert a "minimal" amount of traffic away from the Marquette. I am sure it would divert a significant amount, and that last year's study was flawed either in method or interpretation. I am asking that it be re-examined (or do a new study) by a new and impartial group.

This segment was in the original freeway plan four decades ago, and proposed a few times since, but never built. It is obviously a vital and integral part of the Marquette interchange, since its presence or absence dictates the traffic volume the interchange is forced to handle. However in the current reconstruction program it has been displaced from the Marquette discussions and assigned to another group, which must also complete plans for a huge stack of other projects scattered all over the Southeastern Wisconsin counties, villages and townships. This bypass proposal has been lost in the shuffle.

I am sure we would be forced by necessity to build this bypass leg next time around in order for the Marquette to survive. We must do it now before those corridors get filled up with numerous new nursing homes, condos, businesses, churches, and who knows what else. Each will be much more troublesome to displace, and unthinkably more expensive and upsetting than the few that will need to move this time. We must just do what's best for the most people, present and future.

I would be pleased to know what you think.

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

Freeway Reconstruction Study Comments

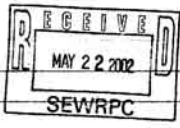
Date submitted 5/22/02 12:07:00 PM  
Name Aaron Orear  
Organization  
Address  
Comments I am writing to voice my extreme displeasure with the proposed freeway expansion plans. They are misguided, wrong-headed notions that spell worse traffic and economic trouble for an already beleaguered city.

There is an obvious correlation between wider roads and more traffic. The wider and easier a road becomes the more people will decide that living at the end of it is feasible. The more people who live at the end of a road, the more traffic there is on it until they all scream for wider roads and the process continues. Just how wide do you want to make this freeway? How long will added lanes hold the flow? If you use additional lanes as a band-aid for the issue of sprawl you'll accomplish nothing more than fostering more sprawl.

My major complaint with widening freeways, however, lies not in traffic patterns. I live in the city and could care less how many hours some subdivision-dwelling knob spends sitting in his tin can. My issue is fair play. Who are we widening these freeways for? It sure isn't me, nor anyone like me who lives and works in the city. We're widening the roads for those aforementioned knobs who work downtown and then take their money and spend it in the boonies. The money leaves when they go home at night. That money doesn't get spent in the downtown shops, it doesn't pay for groceries in a city grocery store, and it certainly doesn't grow our tax base. So, essentially, we're being held up - a smash and grab - and now we're being asked to help pay for the getaway car. Not only that, we're being asked to park this getaway car on our own lawns and to knock down buildings to accommodate it.

Is this fair? Of course it isn't. Were there such a situation on the Mexican border you'd hear all these same subdivision knobs yelling about keeping American jobs for Americans. But when it's their own fat wallets in question they want a quicker drive home. Now I don't suggest that we impose a statute insisting that all Milwaukee workers live in Milwaukee. (Though it would be nice, eh? Keep white flight down, wouldn't it?) But I do suggest that if someone wants to work in the city and live in the boonies he should expect a long drive. I assume that anyone moving out that far owns and can read a map - they know what they're getting into. And for the people who moved out there before the mad rush - did you honestly expect that you'd be the last ones to move out of the city?

I think it's criminal that the people of Milwaukee, who have stuck by their city and not left for the suburbs, should be asked to foot the bill for a freeway that will only make it easier for our money to leave the community. How DARE anyone suggest that we give up land and money, and a chance at a really good transit system which WE could use, to finance a freeway for outsiders.



4324 N. Newhall St  
Shorewood WI 53211  
May 20, 2002

SEWRPC  
PO Box 1607  
Waukesha WI 53187-1607

Dear SEWRPC,

I oppose SEWRPC's expansion plan. It is bad for neighborhoods + the environment. We should be protecting green spaces + residential areas, not spoiling them.

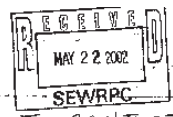
Sincerely,  
Carol Parkes  
CAROL PARKES

Those people in their single-occupant cars, and all those semi-trucks that's where the bad pollution is. And while you're encouraging more air pollution, you're also causing more serious health problems, which will mean even more money out of the pockets of us Tax Payers.

I am a retiree, living on a limited annuity, I can't afford your \$6.2 Billion expansion plans even if spread out over 30 years. I doubt very much if very many people would be willing to have their taxes go through the ceiling, just to encourage you over-paid, brain-dead engineers from coming up with any more dumb ideas.

Have you heard that California has announced that it will NOT build any more freeways. They know that the building or expanding of freeways doesn't end problems. They create more problems. Finances, congestion, urban sprawl, air pollution, social instability, etc. AT

Page 1



May 20, 2002

I can't attend any of your community meetings on freeway expansion, so I'm writing to give you my thoughts on the subject.

Your ideas to expand/widen the freeways at a cost of billions, tearing apart natural lands, businesses and destroying more neighborhoods, creating more urban sprawl and destroying the inner city Milwaukee economy are OUT OF SIGHT!

Come on now, what kind of illegal substances, and or alcohol have you people been overindulging in? Do you think money grows on trees? The more you destroy the regional tax base the more problems you create. The more freeway traffic you encourage the more you create traffic gridlock and increase air pollution. And how air pollution isn't just crap blown north from the Chicago/gary industrial areas, our bad air is also coming out of the tail pipes of all

Page 2

Studies around the country have proved that adding lanes to freeways doesn't end traffic gridlock. They increase it. The more traffic lanes created, the more people go out of their way to use them, hence more gridlock - more congestion, more destruction of businesses and homes, leading to a devastation of the tax base.

Haven't you heard about the Milwaukee County Board pension fiasco, and the tax-payer revolt it created? Do you want the same thing to occur with your ill-thought-out ideas? Are you just coming out with these Bull plans to justify your obscenely-high salaries? OR ARE YOU ALL INSANE FROM substance abuse? I wonder!

We need programs which will limit urban sprawl and traffic gridlock. We need "green-belts" around the urban area where development would be restricted. We need public transportation, urban renewal and development

as well as private development like all the new and old building rehab condos being built around downtown Milwaukee.

Milwaukee cannot be closed off and ignored by the suburban counties pretending that it doesn't exist. Milwaukee is older and more civilized and humane a city than the ugly strung-out urban sprawl cities like Brookfield, New Berlin and Waukesha. The farther out you want to expand the infrastructure, the only thing you do is increase costs.

(AND while you may use that to justify your salaries, I don't think many tax payers will go along with your bogus ideas!)

IN CASE you are all addicted to the talk-radio "know-nothings" of the Milwaukee media market, maybe you need to be told the truth about public transportation systems.

### Commuter Trains

All these cities with light rail and other public transportation systems are successfully diverting increasing numbers of frustrated drivers from their single-occupant-vehicles, despite what the local talk-radio blow-hards say. The light rail and commuter trains are expensive to develop in the short run, but very cheap in the long run and they can transport many more people than the freeways. CAN I'D be willing to have my taxes raised to get a good metropolitan light rail system in the Milwaukee metro area.

I try to avoid driving on the Milwaukee area freeways with all the "crazies" on the road. Cars and trucks driving in 10-15 M.P.H. over the speed limit in any kind of weather, tailgaters, road-rage drivers and those idiots who weave from lane to lane continually just to get one car ahead at a time.

Page 3

You probably are familiar with cars, SUV's, trucks, airplanes and buses, but have you ever ridden a train, light-rail or transit bus? These systems exist and are flourishing all around the country, despite what "Mark Bellowing" and "Charles Shreaks" say. Let's talk about light-rail AND name some cities that have it.

San Diego, Los Angeles, San Jose, Sacramento and the Bay Area's BART (Los Angeles, San Diego and the Bay Area also have commuter trains). Portland has a wonderful light-rail system which keeps expanding while its urban sprawl isn't allowed to.

Other cities with light rail are Salt Lake City, Denver, St. Louis (Minneapolis-St. Paul is getting one), Dallas, New Orleans, Atlanta, Cleveland, Buffalo, Boston, New York, Philadelphia, Baltimore, Washington D.C. and of course Chicago which has light rail and "Heavy Rail".

Page 4

If you want to make the freeways safer, get the "crazies" off the roads, ticket them into speed-limit-compliance. The same for all those idiot tailgaters going 60-75 M.P.H. 10 feet behind the vehicle ahead of them - in lines of 5-10 or more at a time - you wonder why there are accidents on the freeways?

O.K., I've had my rant and rave. I don't want an expansion of the freeways or suburban urban sprawl (it's depressingly ugly!). I want public financing of public transportation and redevelopment of the city of Milwaukee - bringing local jobs to local people.

Last but NOT least I want you engineers to develop realistic plans with realistic financing.

Thank you

DAVID A. Bjorklund  
500 W. Bender RD. # 92  
Glendale Wisconsin  
53217



**Freeway Reconstruction Study Comments**

Date submitted 5/21/02 7:52:00 AM  
Name Joan Janus  
Organization  
Address 1624 N. 60 St.  
Milwaukee, WI 53208  
Comments Since you are looking for public input into freeway development I would like you to take my thoughts into consideration. I am opposed to freeway expansion on the grounds that it will increase urban sprawl, not decrease travel time and congestion, and add to air pollution which is a serious problem already.  
I favor a transportation system that includes all modes of transportation including efficient and convenient mass transit. Takes into consideration air quality and protects us from huge tax increases.  
Sincerely,  
Joan Janus

**Freeway Reconstruction Study Comments**

Date submitted 5/20/02 2:27:00 PM  
Name Miriam Reading  
Organization  
Address  
Comments I am strongly opposed to solving traffic congestion problems through the addition of lanes to current freeways. I agree with every single point raised in opposition to the current plan. Time after time, in area after area, the building of more highways and freeways has simply led to more traffic, more people riding singly in cars, drop in the use of public transportation, increase in air and water pollution, and negative impact on the quality of life. We should be encouraging those strategies which encourage people to live closer to work, rather than in ever widening circles. This proposal increases the use of gasoline, and all the costs of a far flung infrastructure. In fact, other than those who construct highways, I can see no benefit at all for the current proposal.  
Sincerely, Miriam Reading

**Freeway Reconstruction Study Comments**

Date submitted 5/19/02 11:12:00 PM  
Name Jerry Dagen  
Organization  
Address 3126 N Framley St.  
Milwaukee, WI 53212  
Comments Sent: Sunday, May 19, 2002 11:21 PM  
To: Philip C. Evenson  
Subject: no freeway expansion  
  
We do not need any more roads built in Wisconsin.  
  
What we really need is better mass transit.  
  
If we spent as much on mass transit as we did on roads, we would have a first class mass transit system that people could rely on.  
  
Sincerely,  
Jerry Dagen  
3126 N Framley St  
Milwaukee, WI 53212  
jbd1967@aol.com

**Freeway Reconstruction Study Comments**

Date submitted 5/19/02 4:20:00 PM  
Name Ed Cimermanic  
Organization  
Address 3617 S. 14th St.  
Milwaukee, WI  
Comments Commissioners:  
  
I urge you to reject the plan that is being proposed to drastically expand the local Milwaukee area freeway system. The area needs a much more balanced transportation system in the years ahead for the following reasons:  
  
1. Additional freeway lanes will only relieve congestion temporarily; "if you build it, they will come." More lanes will mean more cars to the point we'll be back where we started in a few years.  
  
2. Additional lanes will displace too many people and properties, and contribute to more unnecessary urban sprawl (and related loss of more green space) and air pollution.  
  
3. Greater reliance on the private automobile will make us even more dependent on Middle East oil; sooner or later, we will become hostage to threats of a cut off of this oil supply.  
  
4. A more balanced transportation system would much better assure that lower income urban residents have greater access to jobs that are only available in outlying areas.  
  
5. Building more freeways will result in huge tax increases that will not, in the long run, be offset by greater transportation efficiency. These tax resources would also be diverted from building more efficient modes of public transportation. (People can be weaned from the private auto, as demonstrated in other cities the size of Milwaukee, if the public transportation is designed to be user friendly, efficient and convenient.)  
  
Many local private and public officials have gone on record as opposing the proposed freeway expansion plan, for the above and other reasons.  
  
Thank you for considering these views.

**Freeway Reconstruction Study Comments**

Date submitted 5/19/02 12:00:00 PM  
Name Gretchen Schult Doege  
Organization  
Address 315 N. Pinecrest St.  
Milwaukee, WI 53208  
Comments I can't think of anything sillier than spending \$90 million and double-decking a freeway near a healthy urban neighborhood so that people can get to Waukesha County five minutes faster.  
  
Will the state accept responsibility for cleaning freeway debris near the cemeteries near Story Hill? Will it pay the increased property maintenance costs expanding the freeway will inflict on homeowners?  
  
If freeway standards are a concern, closing the westbound Mitchell Blvd. on-ramp makes a heck of a lot more sense than double-decking the freeway. I would hope the state would not spend that money only so westbound Brewers traffic can have a quick shot home. Those of us who live in the area deserve more consideration than that.  
  
Thank you.

**ORAL  
WRITTEN COMMENT**

**PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY**

May 16 2002  
Racine Gateway Technical College, Great Lakes Room  
Racine Building, 1001 S. Main Street  
Racine, Wisconsin

Name Mr Owen Davies

Affiliation \_\_\_\_\_

Mailing Address \_\_\_\_\_

Comment Can't continue building freeway. Large trucks constitute an ever increasing percentage of freeway traffic. Long-haul truck traffic should be carried on railroad flatcars leaving freeway for short-haul truck and auto traffic

Commuter rail is now more important than ever and would reduce auto travel on the freeways. Persistent lack of funding has prevented implementation of commuter rail in Kenosha, Racine, Milwaukee corridor.

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 June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you. **COMMENT TAKEN AT REQUEST BY REB.**

**ORAL  
WRITTEN COMMENT**

**PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY**

May 16 2002  
Racine Gateway Technical College, Great Lakes Room  
Racine Building, 1001 S. Main Street  
Racine, Wisconsin

Name Mr Craig Holl

Affiliation \_\_\_\_\_

Mailing Address \_\_\_\_\_

Comment Favors widening of I27 miles of freeway as recommended in preliminary plan.

Favors connecting Fond Du Lac Freeway with Stadium Freeway. Build connection between Stadium Freeway and IH-43 (former Park Freeway West corridor).

Complete USH 12 Freeway to Madison.

Improve SH 16 to multi-lane facility to Wisconsin Dells to provide relief to IH 94 & IH 90/ IH 94.

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Thank you. **COMMENT TAKEN AT REQUEST BY REB.**

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 15, 2002  
Washington County Fair Park Pavilion  
3000 County Highway PV  
Polk, Wisconsin

Name George Lange

Affiliation \_\_\_\_\_

Mailing Address Hartford, WI

Comment

*Opposed to widening ST# 164.  
New freeway instead should be  
built from US# 41/45 junction  
to ST# 16. Also, US# 45  
should be extended north to Fox Valley  
and perhaps south to Wisconsin/Illinois  
State line.*

*because he believes a  
substantial  
improvement  
is needed.*

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Thank you.

COMMENT TAKEN AT REQUEST BY KRY.

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 15, 2002  
Washington County Fair Park Pavilion  
3000 County Highway PV  
Polk, Wisconsin

Name KEITH BRAUN

Affiliation \_\_\_\_\_

Mailing Address 1410 PATRICKA DR  
WEST BEND WI 53090

Comment

*I AM IN FAVOR OF THE PROPOSED  
RECONSTRUCTION INCLUDING UPGRADES  
AND LANE ADDITIONS. THE LANE  
ADDITIONS WILL HELP MAINTAIN  
TRAVEL AT THE POSTED SPEEDS,  
THUS DECREASING TRAVEL TIME AND  
REDUCING EMISSIONS. TRAVEL TIMES  
WILL INCREASE AND EMISSIONS WILL  
INCREASE IF CONGESTION INCREASES  
BECAUSE THE ADDITIONAL LANES ARE  
NOT ~~BEING~~ ADDED. START ADDING LANES ASAP!*

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Thank you.

Freeway Reconstruction Study Comments

Date submitted 5/14/02 5:33:00 PM  
Name Shauna D. Mayes  
Organization FTJOP Contact  
Community Service Facilitator  
Journey House Youth and Recreation Center  
Address 2212 West Greenfield Avenue  
Milwaukee, WI 53204  
Comments STOP THE EXPANSION OF THE FREEWAYS!!!!!!

Freeway Reconstruction Study Comments

Date submitted 5/13/02 9:47:00 PM  
Name Scott Zielski  
Organization  
Address  
Comments SEWRPC,

In response to your recent announcement to expand the local freeway system I have one comment. It's about time! Our freeways are in desperate need of expansion, we need additional lanes, exits, commuter lanes, and new freeways to provide better access to the city. As a professional who uses the freeways every day, I support expanding them to accommodate the additional traffic flow.

Scott Zielski  
Metro Milwaukee resident

ORAL  
WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 9, 2002  
Elkhorn Gateway Technical College, Room 112-  
100 Building, 400 County Highway H  
Elkhorn, Wisconsin

Name Steve Slutsky

Affiliation \_\_\_\_\_

Mailing Address \_\_\_\_\_

Comment Complete the US# 12 freeway

*There is a need for a direct route between the  
northern areas of Walworth Co and the City of  
Racine like ST# 50 in the southern part of the  
County and the City of Kenosha*

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Thank you.

COMMENT TAKEN AT REQUEST BY REB.



ORAL  
WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 9, 2002  
Elkhorn Gateway Technical College, Room 112-  
100 Building, 400 County Highway H  
Elkhorn, Wisconsin

Name Pat Ekler

Affiliation \_\_\_\_\_

Mailing Address \_\_\_\_\_

Comment Complete USH 12 freeway. Concerned that development south of Silver Lake is encroaching upon the freeway alignment east of CTH H and south of CTH A in the Town of Sugar Creek.

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Thank you.

COMMENT TAKEN AT REQUEST BY REB.

#68961 v2

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 9, 2002  
Elkhorn Gateway Technical College, Room 112-  
100 Building, 400 County Highway H  
Elkhorn, Wisconsin

Name Vern Greenquist

Affiliation \_\_\_\_\_

Mailing Address N7478 Jackson Rd  
Elkhorn, WI 53121

Comment I don't have any suggestions on this study. I do appreciate the extensive nature of your work! The problems & solutions are complex & expensive. The political & economic issues will be both a curse & a blessing to this process - however that tension will be good & hopefully bring out the best solutions! I wish you well & thank you for your work.  
DJ

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 June 14, 2002, and may be sent to the SEWRPC offices, W239 N1812 Rockwood Drive, P.O. Box 1607, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at freewaystudy@sewrpc.org.

Thank you.

#68961 v2

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND HEARING  
SOUTHEASTERN WISCONSIN REGIONAL  
FREEWAY SYSTEM RECONSTRUCTION STUDY

May 9, 2002  
Elkhorn Gateway Technical College, Room 112-  
100 Building, 400 County Highway H  
Elkhorn, Wisconsin

Name Tom Aron

Affiliation B.R. Aron & Sons Inc

Mailing Address W2950 Hwy 11  
Elkhorn, WI 53121

Comment Look at capacity of Hwy 11 from I-43 to the new Burlington Bypass. Once the Bypass opens the traffic on 11 may further increase. We have problems now at our shop near Bypass to get on and off with turning lanes. Look at building a leg of Hwy 12 up to Hwy A and D to get traffic past Landerdale Lakes to get people Awest or D north to Whitewater. How will people get from north end of Whitewater Bypass to the improved Hwy 26 4 lanes in the future.

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Thank you.

Freeway Reconstruction Study Comments

#68 Date submitted 5/6/02 8:06:00 AM  
Name Carolyn Boehmer  
Organization \_\_\_\_\_  
Address \_\_\_\_\_  
Comments I object to the recent proposal to double-deck I-94 by Miller Park. I am a long-time resident of the Story Hill area and do not want the increased noise and pollution, nor do I want to see our beautiful bluff & trees destroyed!  
  
Why not use the excess money (money not used for the double-decking) to support and promote mass transit? Look at the empty buses and then look at the number of single occupant cars! Personally, I don't care if it will take an extra 5 minutes for people living in the suburbs to arrive downtown.  
  
Our neighborhood visited this scene once before and soundly voted it down - why didn't you listen to us in the first place? Where do YOU live? Are you one of the people that will be impacted by the additional 5 minutes?

Freeway Reconstruction Study Comments

Date submitted 5/2/02 7:04:00 PM  
Name Mary Heuer  
Organization \_\_\_\_\_  
Address \_\_\_\_\_  
Comments I do not support any plans to expand or double deck the freeway through the Hawley Road/Miller Park area when you rebuild I94. I believe this would be detrimental to the neighborhood tax base as well as the ability to reflect quietly in the many cemeteries abutting the area. Do not do it.  
  
Mary Heuer

Freeway Reconstruction Study Comments

Date submitted 5/1/02 10:15:00 AM  
Name Donna Siegmund  
Organization citizen of Milwaukee  
Address 5420 W Wisconsin Ave  
Milwaukee, WI 53208  
Comments What impact does the plan have on the Story Hill neighborhood which is due east of the stadium? Information I read states the plan is to double deck west of the stadium through the cemetery, why not the same for Story Hill?

### Freeway Reconstruction Study Comments

Date submitted 4/20/02 6:43:57 PM  
Name Chad Smith  
Organization Aventus Bio-Services  
Address 1613 S. 29th  
Milwaukee, WI 53215  
Comments You guys should definitely think about adding a new freeway on the north side of town to connect 43 with 45 so that some of the traffic that goes through downtown could be routed west. Also I think that there should be an additional freeway that continues to run south from the hale interchange to pick up residents from franklin. You should also continue 145 from the northwest side to downtown and connect it to the park east freeway. That would save a lot of people from having to go down 45 and then 94 to downtown. It would help to ease some of the congestion there. You also definitely need to add more than just one lane on the freeway. 94 for example needs to be at least five lanes going each way. Otherwise you're going to have to start all over again in 2020 and think off all the money you wasted just bring it up to eight lane freeways, when you add two more lanes now and solve traffic problems for a long time to come. Also why not double deck the freeway system the entire stretch of 94 and for the story hill neighbors, why can't you just sink the freeway more into the ground as to not interfere with their sight of the baseball stadium.  
Thank you very much  
Chad Smith

### Freeway Reconstruction Study Comments

Date submitted 3/28/02 5:14:21 PM  
Name Timothy Richter  
Organization Copernicus PC, Inc.  
Address 442 East Fremont Place  
Milwaukee, WI 53207  
Comments E-mail comment submitted 4/16/02 3:50:00 PM:  
Good Afternoon -  
I am writing to see if any public hearings (regarding the freeway proposals) had been scheduled yet. If so, could you please forward me the schedules?  
Thank you,  
Timothy Richter  
E-mail comment submitted 6/14/02 11:16 AM:  
I wish to submit this statement to the Public Opinion section of SEWRPC's freeway study proposal. I have also included the statement as an attached Microsoft Word document. Please confirm via email that you received this email.  
I have been a resident of Milwaukee Downtown from 1995 until this year (I grew up in Franklin, WI). Just recently I purchased a duplex at 442 East Fremont Place in Milwaukee's Bay View Neighborhood. I prize Milwaukee's cosmopolitan feel, its opportunities, and its comfortable standard of living. However, SEWRPC's proposed freeway expansion weighs heavy on my mind. This plan would negatively affect Milwaukee. The following points will clarify why this proposal should be dismissed.  
Point One: Negative Aspects of Freeways  
The automobile infrastructure must be the most inefficient form of transportation ever. More often than not, each car used for a commute transports only one individual. This is a waste of gasoline. The cost of the automobile infrastructure continues to grow. Eventually, it will become too great a burden for our local governments to handle. Consider the costs of our drive-in society: the price of the automobile, road construction, maintaining roads, snow plowing, traffic control, pollution control, patrol officers, automobile insurance, health costs from accidents, court costs from accidents, etc.  
With all the money we spend, we achieve no return of investment from our automobile infrastructure. With trains, buses, and subways, we are able get some returned revenue. Recently, there has been much criticism against funding Amtrak because it operates at a loss. Keep in mind that the entire

### Freeway Reconstruction Study Comments

highway system in Wisconsin operates at a 100% loss. Every cent invested into our state highway system is lost.  
I often wonder how our local governments could once afford to build the great architectural buildings that we have come to appreciate. If somebody suggested today that we build a new municipal structure like Milwaukee's City Hall, people would cry, "We cannot afford to build that!" Why? That is simple. Today, our government invests such a large amount of money into highways, and can no longer afford to build architecture that makes our cities worth loving. Jane Jacobs, an urban planning activist, suggested that if one studied the values of our culture, a likely conclusion would be that, "the purpose of [human] life is to produce and consume automobiles." (The Death and Life of Great American Cities, 483).  
The era of cheap oil is at its end. This brings us to the second point.

#### Point Two: Oil Supply

I will now make a strong claim. Our government acknowledges the need to reduce dependency on foreign oil. However, our same government invests substantially in a highway infrastructure that furthers our dependence on foreign oil.

Many people seem to believe that our oil supply is limitless. But there is only so much oil available to us. Furthermore, most of our oil comes from the

Middle East. Unfortunately, America is not very popular in the Middle East. I believe that any politician who supports oil driven suburban sprawl is being ignorant.

Decreasing our dependence on foreign oil is not necessarily a task the federal government needs to undertake. Rather, the local government could be much more effective by promoting a more healthy, pedestrian based society. If we build urban environments that are less reliant on the automobile, we will decrease our dependence on foreign oil. This can be done by changing our zoning laws, widening our sidewalks, and advancing public transportation.

Because our oil supply is limited, we must be responsible in our transportation plans. This proposal by SEWRPC is not responsible. It ignores inevitable future energy changes as well as the true source of suburban sprawl.

#### Point Three: The Social Impact of Highways

Imagine a bustling urban street decorated with small shops, restaurants, taverns, churches, offices, and apartments. Most of these businesses are owned by local residents of the neighborhood. These owners make a comfortable living, as well as contribute to their local community. The sidewalks are wide and safe because many people walk, shop, eat, and converse on this street at all times of the day. Now run an expressway near this neighborhood and watch the changes occur. A new avenue of super stores, discount warehouses, and mega malls will draw business away from the once bustling street. The small businesses will disappear. Local business

### Freeway Reconstruction Study Comments

owners are replaced by large corporations who do not care about this local neighborhood. A workforce of business owners will be replaced by ones filling low paying jobs. In the end, the overall economic level of this neighborhood drops. The once busy urban street becomes deserted and dangerous.

The fact is, expansion of freeways encourage urban sprawl and devaluation of our cities. When our free-way infrastructure was introduced in the 1960's, we made it easy to zoom into and out of downtown. Everything between the suburbs and downtown got forgotten. The residents living in the central city neighborhoods were forgotten. Widening the highway system will only further this trend. It is time to reverse this trend.

Freeways increase cases of asthma, freeways increase noise pollution, freeways increase gas consumption, freeways increase irresponsible urban planning, and freeways increase our government spending. As a result, freeways decrease our comfort of living, they decrease our public investment in neighborhoods, they decrease our investment in beautiful architecture, they decrease our health, and they decrease our government's budget.

#### Point Four: Our Future

SEWRPC attempts to scare us with figures on how much traffic congestion will increase if we do not widen the freeways. The fact is, if we widen the highways, we will only encourage more usage of the automobile and further our dependence on it. In contrast to what SEWRPC seems to feel, Milwaukee needs to focus more on automobile attrition, not erosion.

Automobile attrition would involve making streets a destination, not a tool for the sole use of automobiles. Such a movement would widen sidewalks, decrease traffic speed, and discourage use of the automobile for quick errands.

My next statement is nothing new. It has been expressed through public input as well as countless transportation studies. Yet it is continually ignored by our politicians. Therefore, I will capitalize each letter to emphasize the point. MILWAUKEE NEEDS A TRAIN SYSTEM. A train system connecting each Milwaukee neighborhood as well as the surrounding suburban communities would provide a more responsible solution to Milwaukee's traffic needs. Expansion of the bus system is not enough. When there is traffic congestion, a bus will sit idle just as car does. In such a case, there is no advantage to riding the bus. On a train, however, traffic congestion plays no affect. A train can quickly move from station to station regardless of traffic condition.

The Twentieth Century has been unique. It was a century in which our urban leaders rejected millenniums of city planning experience. We were in an era of cheap oil and cheap land. But it is over now. It is time to return to solid urban planning.

The freeway system of Metro Milwaukee is sufficient. In fifty years, it may be an obsolete form of transportation altogether. Our public transportation system is what needs further investment. Let us rebuild the our highway system as is and turn our attention towards light-rail, electric buses, and

### Freeway Reconstruction Study Comments

electric streetcars.

I suggest that anyone involved in this proposal read James Kunstler's The Geography of Nowhere and Home From Nowhere. I also recommend reading The Death and Life of Great American Cities by Jane Jacobs.

The Common Council of Milwaukee voted against this proposal. Madison, do not expand our highways! Washington, block federal funding to this freeway expansion proposal!

Thank you,

Timothy Richter

### Freeway Reconstruction Study Comments

Date submitted 3/27/02 10:39:08 PM  
Name William Kotz  
Organization  
Address 15060 Carpenter Rd  
Brookfield, WI 53005  
Comments In reading thru the information I have found alot of stats and statistics but nothing on the individual homes and right of ways that will be affected. Dont you think some of the citizens that pay for the reconstruction and that will be greatly affected by the decisions here should have the right to know what is coming there way.

**Appendix C-1D**

**WRITTEN COMMENTS RECEIVED VIA FORMS DISTRIBUTED BY THE SIERRA CLUB**

**SAMPLE POSTCARD SUBMITTED TO COMMISSION STAFF**

For SEWRPC public record:

I am against the SEWRPC plan to expand highways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads.

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely,

Send postcard to arrive by June 14, 2002.

From: \_\_\_\_\_  
Address: \_\_\_\_\_  
City/State: \_\_\_\_\_  
Zip: \_\_\_\_\_  
Phone: \_\_\_\_\_ Email: \_\_\_\_\_

PLACE  
21¢ STAMP  
HERE

Southeastern Wisconsin Regional Planning  
Commission  
Public record on freeway reconstruction study  
P.O. Box 1607  
Waukesha, WI 53187-1607

PERSONS WHO SUBMITTED SIERRA CLUB POSTCARD

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Aetjaw	Charles	320 E Sipline Rd	Fox Point	WI	53217
Ahrendt	Candis	1963 W Bender Rd	Glendale	WI	53209
Aiken	Theresa	260 E Highland Ave Ste 700	Milwaukee	WI	53202
Alauf	Phill	10027 Whitnall Edge Dr	Franklin	WI	53132
Alberswerth	Roy	17465 W River Birch Dr #102	Brookfield	WI	53045
Albert	Richard	6809 Wandawega	Mequon	WI	53092
Ali	Lynn	P. O. Box 114	Wales	WI	53183
Allen	Marion	5044 N 58th St	Milwaukee	WI	53218
Allison	Selmaly	1211 Hialbah Dr	Racine	WI	53402
Ambuel	Marion	2490 Anita Dr	Brookfield	WI	53045
Anderson	Cookie	3053 S Shore	Milwaukee	WI	53207
Anderson	Janet	2130 N 85th St	Wauwatosa	WI	53226
Andrijasevic	Roberta	5633 N Crestwood Blvd	Glendale	WI	53209
Anson	Cheryl	W236 N3261 Waterside Ct	Pewaukee	WI	53072
Antonacci	Richard	104 E Mason St #402	Milwaukee	WI	53202
Argus	Roland	W239 S5144 Hwy 164	Waukesha	WI	53189
Arntzen	David	2143 Mac Arthur Rd	Waukesha	WI	53188
Ashenfelter	Jan	N9 W30119 Lang Udsigt Cir	Waukesha	WI	53188
Astrin	Inger	3243 S Delaware	Milwaukee	WI	53207
Aykens	Genevieve	4611 N 92nd St #110	Milwaukee	WI	53225
Babb	Phyllis	210 W Coventry Ct #117	Milwaukee	WI	53217
Bachman	Mary	8600 W Harrison Ave	West Allis	WI	53227
Baclawski	Ann	3034 Gilson St	Racine	WI	53403
Baldus	David	4841 Mueller Ln	West Bend	WI	53095
Balkema	Alan	2205 N Lake Dr	Milwaukee	WI	53202
Bardeen-Henschel	Ann	412 Lake Rd	Oconomowoc	WI	53066
Barmore	J & G	321 N Pinecrest St	Milwaukee	WI	53208
Bartel	Susan	113 N Orchard St	Thiensville	WI	53092
Bartelt	Bruce	2527 W Wending Dr	Milwaukee	WI	53209
Bascom	Debbie	2056 Ludington Ave	Milwaukee	WI	53226
Bates	Elizabeth & Milton	8114 W Chestnut St	Wauwatosa	WI	53213
Baumer	Bill, Angie, Neil, & Dani	N51 W14671 Lancaster	Menomonee Falls	WI	53051
Baumgartner	Mary	1525 W Fairfield Ct	Glendale	WI	53209
Beguelin	Edie	316 E Silver Spring Dr Ste 301	Whitefish Bay	WI	53217
Bella	Susan	1530 E Kane Pl	Milwaukee	WI	53202
Bellinger	Janice	W276 S8760 Lakeside Dr	Mukwonago	WI	53149
Bennet	Robert	1831 N Cambridge	Milwaukee	WI	53202
Benson	Don & Mary Lee	W52 N859 Derby Ln	Cedarburg	WI	53012
Berentson	Frank & Phyllis	5873 S Frances Ave	New Berlin	WI	53151
Berge	John	1529 Crabapple Dr	Racine	WI	53405
Berre	Nada	4221 N 94th St	Wauwatosa	WI	53222
Bezold	Melanie	4938 N Larkin St	Whitefish Bay	WI	53217
Bigelow	Wayne	610 Walnut St #115	Madison	WI	53705
Biggers	Elterine & Sterling	3854 W Kiley Ave	Milwaukee	WI	53209
Bjorklund	David	500 W. Bender Rd #92	Glendale	WI	53217
Bjorkman	Elin	7701 Stickney Ave	Wauwatosa	WI	53213
Bliss	Elaine	4146 N Newhall Ave	Shorewood	WI	53211
Bloyd	Dorothy	1633 N Prospect Ave #6A	Milwaukee	WI	53202

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Bond	Tacities & Kathy	2502 E Jarvis	Shorewood	WI	53211
Boone	Vera	3031 Lakeshore Dr	Twin Lakes	WI	53181
Boraen	Kent	1910 N 58th St	Milwaukee	WI	53208
Borman	Maryanne	4253 N Larkin St	Milwaukee	WI	53211
Bos	Evert	8035 N 62nd St	Brown Deer	WI	53223
Bostram	Bruce	924 E Juneau Ave	Milwaukee	WI	53202
Boswell	Lynn	N9541 Hwy 67	Eagle	WI	53119
Boucher	Fran	6755 Northway	Greendale	WI	53129
Bowen	Karen	4272 N 87th St	Milwaukee	WI	53222
Boyer	Dorothy	1969 Lakefield Rd	Cedarburg	WI	53012
Bradley	Alex	2733 N Stowell Ave	Milwaukee	WI	53211
Bradshaw	John	2729 W Shepard	Milwaukee	WI	53211
Bradt	S	6925 Wildwood Ct	Chenequa	WI	53029
Brauer	Robert	2123 N 89th St	Wauwatosa	WI	53226
Brehnan	Mary	7746 W Stevenson St	Milwaukee	WI	53213
Breihan	William	3062 N Cambridge Ave	Milwaukee	WI	53211
Brewer	Marge	2723 N 50th St	Milwaukee	WI	53210
Brodwin	Paul	2208 E Beverly	Shorewood	WI	53211
Brondino	D.M.	4633 N Larkin St	Whitefish Bay	WI	53211
Brooks	Jean	2237 N 65th St	Wauwatosa	WI	53213
Brostrom	Ellen	4381 N Alpine Ave	Shorewood	WI	53211
Brown	Deborah	7635 W Grantosa Dr	Milwaukee	WI	53218
Browne	Ruthe	810 Riverwalk Dr #103	Waukesha	WI	53188
Bryson	Julie	4243 N 87th St	Milwaukee	WI	53222
Bucholz	Karl	4478 N Cramer St	Shorewood	WI	53211
Bucko	Therresa	5522 Lory Dr	Greendale	WI	53129
Budziszek	David	3910 E Greenway Dr	Oak Creek	WI	53154
Buettner	L	17360 Oak Park Rd	Brookfield	WI	53045
Bugnacki	Miriam	622 43rd St	Caledonia	WI	53108
Bunge	William & Mary	12418 W Rosemary	New Berlin	WI	53151
Bunzel	Brian	6725 N Trenton Rd	West Bend	WI	53090
Burch	Tim	7466 S 46th St	Franklin	WI	53132
Burden	Pamela	4640 N Idlewild Ave	Milwaukee	WI	53211
Burgess	Mary	1840 N Prospect Ave #202	Milwaukee	WI	53202
Burke	Michael	1024 Hayes Ave	Racine	WI	53405
Burki	Terry	567 Hartridge Dr	Hartland	WI	53029
Burns	Phil	N9565 Tamarack Rd	Eagle	WI	53119
Buss	Francis	4525 S 124th St #3D	New Berlin	WI	53151
Butt	Richard	N41 W33255 Nashotah Rd	Nashotah	WI	53058
Cable	Joyce	2775 N 67th St	Milwaukee	WI	53210
Carman	Rob	18500 Tamarack Dr	Brookfield	WI	53045
Carmody	Patricia	3438 S Indiana Ave	Milwaukee	WI	53207
Carney	Ethelyne	4459 N Bartelt Ave	Milwaukee	WI	53211
Cashlle	Martha	212 W Wilbur Ave	Milwaukee	WI	53207
Casper	Jean & Dennis	2711 N Hackett Ave	Milwaukee	WI	53211
Ceijer	Peter	1431 N 69th St	Wauwatosa	WI	53213
Chambers	Helzas	N73 W32356 River Rd	Hartland	WI	53029
Chantler	Sylvia	6810 Fairfield Ave	Cedarburg	WI	53042
Chew	Daniel & Carol	8920 N Lake Dr	Bayside	WI	53217
Chrighthin	Dan	3264 N Cambridge	Milwaukee	WI	53211



<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Christofferson	Bill	2937 S Superior	Milwaukee	WI	53207
Ciezlig	Eileen	2660 N Booth St	Milwaukee	WI	53212
Clark	Barbara	4676 S 109th St	Greenfield	WI	53228
Clarke	S Jeanette	2544A W Wauwatosa Rd	Wauwatosa	WI	53213
Cobb	Naomi & David	4516 N Newhall St	Shorewood	WI	53211
Cockeheimis	J & A	7439 W Garfield	Wauwatosa	WI	53213
Cofta	Arlene	1612 E Irving Pl	Milwaukee	WI	53202
Collins & Aten	Dan & Nancy	4811 W Parkview Dr	Mequon	WI	53092
Conlon & Brownell	Shirley & J	2804 N Oakland Ave	Milwaukee	WI	53211
Cook	Noel	137 N 87th St	Wauwatosa	WI	53226
Corby	Robert	2530 N 95 St	Wauwatosa	WI	53226
Coulter	Samuel	9715 N Courtland Dr	Mequon	WI	53092
Counsell	Eva	2024 E Jarvis St	Shorewood	WI	53211
Counsell	Lee	1916 Wisconsin Ave #307	Racine	WI	53403
Courchane	Matthew	4960 Sussex Ln	Greendale	WI	53129
Couture	Renee	4180 S Regal Dr	New Berlin	WI	53151
Cramer	Pat & Kip	715 7th Ave	Grafton	WI	53024
Cravens	Jay & Gwen	2732 N Shepard Ave	Milwaukee	WI	53211
Crawford	Lynn	6260 S Lake Dr #917	Cudahy	WI	53110
Cries	Mayda	1626 N Prospect Ave #309	Milwaukee	WI	53202
Crofts	Amy	3069 N Oakland Ave #207	Milwaukee	WI	53211
Crowley	Clare	3647 S Chase Ave #3	Milwaukee	WI	53207
Crump	Patricia	1245 Valley Ridge Dr	Brookfield	WI	53005
Dagelen	Dianne	8444 Hill St	Wauwatosa	WI	53226
Dagen	Jerry	3126 N Fratney St	Milwaukee	WI	53212
Daines	Thomas	3725 S Sunset Dr	Milwaukee	WI	53220
Dalosto	Raymond	632 E Lake View Ave	Milwaukee	WI	53217
Darrow	Julie	133 W Montclair Ave	Whitefish Bay	WI	53217
Davidson	Bruce	2568 N 124th St	Wauwatosa	WI	53226
Davis	Martha	N49 W20989 River Road	Menomonee Falls	WI	53051
Davlanter	Nancy	5983 Sugarbush Ln	Greendale	WI	53129
De Lellis	Eileen	110 Corrina Blvd	Waukesha	WI	53186
Denzin	Matthew	3872 N 60th St	Milwaukee	WI	53216
Dodds	Shaun	2957 Coventry Ln	Waukesha	WI	53188
Donegan	Margaret	2202 N 73rd St	Wauwatosa	WI	53213
Drake	Douglas	3055 N Gordon Circle	Milwaukee	WI	53212
Drapes	David	4445 N Maryland Ave	Shorewood	WI	53211
Dreifus	Paul	1501 E Newport Ave	Milwaukee	WI	53211
Dreshcer	Gary	2525 S Shore Dr #4F	Milwaukee	WI	53207
Dressel	Gertrude	4848 N Lydell Ave #221	Milwaukee	WI	53217
Eaton	Dave & Gloria	12649 NE Shoreland Dr	Mequon	WI	53092
Eells	Grace & Paul	919 S 89th St	West Allis	WI	53214
Egerton	Frank	2200 Ridgeway Ave	Racine	WI	53405
Ehlenbach	Kenneth	1819 S 124th St	New Berlin	WI	53151
Ela	Tom	3938 N Harcourt Pl	Milwaukee	WI	53211
Emerson	Ruth	2339 N 114th St	Wauwatosa	WI	53226
Endes	Susan	544 N 99th St	Milwaukee	WI	53226
Enslow	Jim & Julie	4142 N Newhall St	Shorewood	WI	53211
Epstein	Anne	1420 N Marshall St #108	Milwaukee	WI	53202
Erfert	Jim & Beth	N56 W16679 Silver Spring Dr	Menomonee Falls	WI	53051



<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Evans	Lucille	2811 S Logan Ave	Milwaukee	WI	53207
Evans	Russel	W287 S1927 Hwy DT	Waukesha	WI	53188
Farrenkopf	Karrin	1712 N Propsect Ave #9	Milwaukee	WI	53202
Faucett	Marilyn	2814 S Kinnickinnic	Milwaukee	WI	53207
Fehr	Wayne	6131 W Wells St	Wauwatosa	WI	53213
Fenelon	Mary	1030 E Montana Ave	Oak Creek	WI	53154
Fiege	Elsie	5856 S 112th St	Hales Corners	WI	53130
Fischer	Ronald & Marjorie	W265 N6610 Yarotta	Sussex	WI	53089
Fisher	JC & BC	130057 N Oriole Ln	Mequon	WI	53097
Fisher	Phil	1624 E Linnwood Ave	Milwaukee	WI	53211
Fleury	Peg	2764 N 71st St	Milwaukee	WI	53210
Fonk	Leona	3329 W Colony Ave	Greenfield	WI	53221
Foot	Edwin	1570 Oak Grove Rd	Brookfield	WI	53005
Formolos	Rachel & Bob	12955C Crest Dr	Brookfield	WI	53005
Foster	Gloria	2924 N Prospect Ave	Milwaukee	WI	53211
Frank	Fred & Marie	1200 Davidson Rd	Brookfield	WI	53045
Frankel	Dan	1212 E Burleigh St	Milwaukee	WI	53212
Frankel	Mark	3601 Blackhawk Dr	Madison	WI	53705
Fredrickson	Sue	1624 Missouri Ave #A	South Milwaukee	WI	53172
Freeman	A.S.	175 Blackhawk Rd	Milwaukee	WI	53217
Fritman	Randy	120 Lac LaBelle Ct	Oconomowoc	WI	53066
Fronek	Dora	1538 N Marshall St	Milwaukee	WI	53202
Frost	Patricia	998 E Circle Dr	Whitefish Bay	WI	53217
Fuchs	Margot	6501 N Green Bay Ave	Milwaukee	WI	53209
Gannett	Wendy	8345 N Poplar Dr	Fox Point	WI	53217
Gaza	Steve	W236 N6022 Pinc Terrace	Sussex	WI	53089
Geiersbach	Andrew	1409 Prospect Ave #705	Milwaukee	WI	53202
Gentz	Jerry	3258 S 46th St	Greenfield	WI	53219
Georg	Betsy	1931 West Blvd	Racine	WI	53403
Geracie	Jean	18365 Bonnie Ln	Brookfield	WI	53045
Giese	Mark	1520 Bryn Mawr Ave	Racine	WI	53403
Gilbert	Olive	7560 N Port Washington Rd #101	Milwaukee	WI	53217
Gilhaus	Michael	308 South St #308	Waukesha	WI	53186
Gilpin	Noreen	8600 N 52nd St	Brown Deer	WI	53223
Gilson	Norma	2305 E Stratford Ct	Milwaukee	WI	53211
Gima	Allison	8111 N Links Way	Milwaukee	WI	53217
Gima	Lia	9230 W Keefe Ave	Milwaukee	WI	53222
Gisser	Marlene	3134 N Cambridge Ave	Milwaukee	WI	53211
Glatczak	Kim	3753 N 83rd St	Milwaukee	WI	53222
Gnader	Sherrie	3601 Blackhawk Dr	Madison	WI	53705
Gochberg	Dave	233 N Main St	Oregon	WI	53575
Gonring	Mark	430 Charles	Oconomowoc	WI	53066
Goodman	John	1944 Sunnyside Dr	Waukesha	WI	53186
Goodrich	Donna	3783 Shady Lane	New Berlin	WI	53146
Gorichan	Hallie	8808 Westlake Dr	Greendale	WI	53129
Graef	Mike & Dorothy	8624 W Arden Pl	Milwaukee	WI	53225
Graeper	Linda	16650 Martha Dr	Brookfield	WI	53005
Graham	Richard & Melanie	2524 N Newhall St	Milwaukee	WI	53211
Grandt	Mary	817 E Townsend	Milwaukee	WI	53212
Grant	Sue	S36 W32900 Mumford Ln	Dousman	WI	53118

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Grass-Redfox	Shari	PO Box 20735	Greenfield	WI	53220
Graves	Betty	710 West Bender Rd	Glendale	WI	53217
Green	Dorothy	115 Concord Pl #4	Thiensville	WI	53092
Green	Sandra	16980 Greenwood Ct	Brookfield	WI	53005
Greenewald	Lauren		Oconomowoc	WI	53066
Grier	Norman	1179 Wejegi Drive	Hubertus	WI	53033
Gronski	Ted	6270 N Bay Ridge	Whitefish Bay	WI	53217
Grotjan	William & Janet	W381 S9167 Hwy S	Eagle	WI	53119
Grzezinski	Dennis	3025 N Farwell Ave	Milwaukee	WI	53211
Gureuck		537 N 67th St	Wauwatosa	WI	53213
Gustafson	Kay	934 S 75th St	West Allis	WI	53214
Gyarmaty	Helen	3166 N 96th St	Milwaukee	WI	53222
Haas	Marta	1825 E Cumberland blvd	Whitefish Bay	WI	53211
Haas	Salomea	S75 W16650 Jacob Ct	Muskego	WI	53150
Haass	Kevin	2340 S 57th St	West Allis	WI	53219
Hackbarth	Cynde	11458 W Church St	Franklin	WI	53132
Hackstein	Alice	3135 N 93rd St	Milwaukee	WI	53222
Hafner	Marguerite	6910 W Lima St	Milwaukee	WI	53223
Hagensic	E Leslie	9442 Goldendale Dr	Brown Deer	WI	53223
Hahn	Clayton	9480 Fairway Dr	Milwaukee	WI	53217
Halbur	Mary	3260 N 91st St	Milwaukee	WI	53222
Hamann	Cynthia	2546 N Huebner Rd	Oconomowoc	WI	53066
Hancock	Rick	2351 N 65th St	Wauwatosa	WI	53213
Handler	Lynn	347 W Chestnut Ln	Grafton	WI	53024
Hanson & Ueberroth	Delene & Thomas	10203 W Ridge Rd	Hales Corners	WI	53130
Harper	Amanda	17495 Continental Dr	Brookfield	WI	53045
Harrington	Mary	4620 N Lake Dr	Milwaukee	WI	53211
Harris	Liz	3345 N Knoll Blvd	Wauwatosa	WI	53222
Hartmann	Charles	7533 N Bell Rd	Milwaukee	WI	53217
Harvey	Kristina	2310 W bonniwell Rd	Mequon	WI	53097
Hassebrock	Margaret	4723 W Spring Ln	Brown Deer	WI	52223
Hasslinger	Cletus	3416 S Indiana Ave	Milwaukee	WI	53207
Hauteff	Marie	3223 Canterburg Rd W	Milwaukee	WI	53221
Hayden	James	4743 N Sheffield Ave	Milwaukee	WI	53211
Hayek	Carl	193-3 Country Ct	Delafield	WI	53018
Healy	Michael	3350 Burlawn Parkway	Brookfield	WI	53005
Hebert	John	6015 S Aberdeen Dr	New Berlin	WI	53146
Heckenlively	John	515 6th St	Racine	WI	53403
Heindl	Norbert & Joan	936 S 115th St	West Allis	WI	53214
Helling & Birk	R David & Bonnie	216 Endfield Cir #23	Waukesha	WI	53186
Hemke	Arleen	5310 Dean Rd	Milwaukee	WI	53223
Henkel	Reginald	6105 S 31st St	Greenfield	WI	53221
Henry	Anna	2230 N 107th St	Wauwatosa	WI	53226
Hepp	Robert	6104 W Wells St	Wauwatosa	WI	53213
Herbst	Lynn	21595 W Cleveland Ave	New Berlin	WI	53146
Hernday	Raymond	13121 W Cameron Ave	Butler	WI	53007
Herro	Jennifer	W314 N7068 Hwy 83	Hartland	WI	53029
Hessen	Patricia	3710 W Oklahoma Ave	Milwaukee	WI	53215
Hetzl	David	5702 N Argyle Ave	Glendale	WI	53209
Hewitt	Chris	3002 S Delaware Ave	Milwaukee	WI	53207

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Hibbard	Curt & Edith	3333 N Shepard Ave	Milwaukee	WI	53211
Hildebrandt	Leonard	280 E Oakview Ln	Oak Creek	WI	53154
Hillringhouse	Sharon	7559 S Wuincy Ave	Oak Creek	WI	53154
Hipp	Elizabeth	5434 S 46th St	Milwaukee	WI	53220
Hoch	Jennifer	W291 N9508 Badger Tr	Colgate	WI	53017
Hoernke	Gregory	2977 S Herman St	Milwaukee	WI	53207
Hoffman	Nathaniel	3258 N 51st Blvd	Milwaukee	WI	53216
Hoffman	Roland	13436 W Marquette Dr	New Berlin	WI	53151
Hoffman & Koppa	Victoria & Michael	1821A East St Francis Ave	St Francis	WI	53235
Holland	L	13455 W Burleigh #115	Brookfield	WI	53005
Hollinger	Marion	W274 S8705 Lakeside Dr	Mukwonago	WI	53149
Holstein	Suzy	1605 E Metro Blvd	Shorewood	WI	53211
Honetschlager	Martha	7227 Elstead Ave	Greendale	WI	53129
Houck	Adrienne	3132 N Marietta Ave	Milwaukee	WI	53211
House	Kim	1800 Wisconsin	Racine	WI	53403
Hungler	Michael	PO Box 225	Waterford	WI	53185
Hunter	Paul	5116 N Woodburn St	Whitefish Bay	WI	53217
Hussey	Mae	218 E Van Beck Ave	Bay View	WI	53207
Iaffaldano	John	S67 W12852 Empress	Muskego	WI	53150
Ince	Catherine	5622 W Washington Blvd	Milwaukee	WI	53208
Isherwood	Lori	1963A S 73rd St	West Allis	WI	53219
Jabs	Sharon	W4922 Pleasant Lake Rd	Elkhorn	WI	53121
Jacobs	Marilyn	613 Heidel Rd	Thiensville	WI	53092
Jacobsen	Gail	W162 N10578 Auburn Ln	Germantown	WI	53022
Jansen	John	7819 N Rockledge Ave	Glendale	WI	53209
Janus	Joan	1624 N 60th St	Milwaukee	WI	53208
Janzen	M	228 S 65th St	Milwaukee	WI	53214
Jenks	Mary	W299 S10761 Pickering Dr	Mukwonago	WI	53149
Jensen	Todd	5330 S Nicolet Dr	New Berlin	WI	53151
Jentz	John	1728 Martha Washington Dr	Wauwatosa	WI	53213
John	Carolyn & Ray	4821.5 Stevens Dr	Hubertus	WI	53033
Johnson	Geraldine	14040 N Brichwood Ln	Thiensville	WI	53092
Johnson	Joyce	15310 W Mayflower Dr	New Berlin	WI	53151
Johnson	Karen	3030 S Herman	Milwaukee	WI	53207
Johnson	Marsha	7211 Linwood Rd	Racine	WI	53402
Johnson	Mary	519 N Ave	Hartland	WI	53029
Johnston	Sue	3811 Water St	Jackson	WI	53037
Jones	Barbara	2916 W Newhall	Milwaukee	WI	53211
Jones	Roger	W149 N8422 Norman Dr	Menomonee Falls	WI	53051
Joneth	Paul	3928 S Lipton Ave	Milwaukee	WI	53235
Juopperi	Philip	W233 N6114 Lilac Dr	Sussex	WI	53089
Kahn	Jeanne	1230 E Townsend St	Milwaukee	WI	53212
Kaklhusdal	Terry	144 Pine St	Oconomowoc	WI	53066
Kaplan	Lois	345 Merrill Hills Rd	Waukesha	WI	53188
Kaprelian	Mark	7808 Warren Ave	Wauwatosa	WI	53213
Katz	Janis	5423 S 46th St	Greenfield	WI	53220
Kauffman	Scott	1029 E Land Pl	Milwaukee	WI	53202
Kazlov	Gertrude	1840 N Prospect Ave #522	Milwaukee	WI	53202
Keith	Carolyn	2508 E Belleview #65	Milwaukee	WI	53211
Keleher	Nancy	1325 Monroe Ave	South Milwaukee	WI	53172

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Kelly	Lila & Michael	2750 N Grant Blvd	Milwaukee	WI	53210
Kent	Richard	N114 W15920 Hilbert Ln	Germantown	WI	53022
Keshet	Heidi	13844 N Port Washington Rd	Mequon	WI	53097
Killian	Gloria	5230 S Acorn Ln	Greenfield	WI	53221
Kilroe	Patricia	4149 N Bartlett Ave	Shorewood	WI	53211
Kinateder	Frank	710 Oak Ridge Ct	Waukesha	WI	53188
Kinsfogel	Lois	13116 N Fox Hollow Rd	Mequon	WI	53097
Klassen	Wolf	4320 Hillside Rd	Slinger	WI	53086
Kleinschmidt	B		Franklin	WI	53132
Klug	William & Ilse	2845 A Teal Ridge Ct	Brookfield	WI	53045
Kniep	Mary Ann	5540 Leroy Ln	Greendale	WI	53129
Knoblauch	Janet	165 S 81st St	Milwaukee	WI	53214
Knoff	Barbara	6345 Nashotah Rd	Nashotah	WI	53058
Knopick	Ronald	3261 W Colony Dr	Milwaukee	WI	53221
Knudsen	Heidi	4714 N Berkeley blvd	Whitefish Bay	WI	53211
Knutson	Karen	2566 S Wentworth Ave	Milwaukee	WI	53207
Kohl	Mary	PO Box 855	Sheboygan	WI	53082
Kolz	R	6061 W Glen Ct	Franklin	WI	53132
Koneazny	James & Kathleen	3063 N Sherman Blvd	Milwaukee	WI	53210
Konkol	Joyce	2614 S 78th St	West Allis	WI	53219
Kosterman	Jery	1531 Lake Dr	Hubertus	WI	53033
Kowal	Helen	W67 N994 Cambridge Ave	Cedarburg	WI	53012
Krahns	Jeff				
Krapil	Joe	115 N 68th St #7	Milwaukee	WI	53213
Krasno	Eugene	608 E Day Ave	Milwaukee	WI	53217
Krause	Lois	S1 W26111 Northview Rd	Waukesha	WI	53188
Kreimndahl	Joann	W140 N8128 Lilly Rd	Menomonee Falls	WI	53051
Kremer	Ray	1304 N 54th St	Milwaukee	WI	53208
Kreml	Liz	715 W Highland Ave	Oconomowoc	WI	53066
Kristensen	Jennifer	4780 Woodfield Ct #8	Nashotah	WI	53058
Krochalk	Rita	4726 Woodlawn Ct	Milwaukee	WI	53208
Krohn	Lyan	951 S Lake Shore Dr #4	Lake Geneva	WI	53147
Krueger	Gilbert	18880C Wilderness Ct	Brookfield	WI	53045
Krueger	Ron	5670 W Abbott Ave	Greenfield	WI	53220
Krug	Lucile	1840 N Prospect	Milwaukee	WI	53202
Kruse & Cupples	R & C	1913 E Wood Pl	Milwaukee	WI	53211
Kubanek	Karenlee & Joseph	4720 N 186th St	Brookfield	WI	53045
Kuhn	Elizabeth	2531 N 84th St	Wauwatosa	WI	53226
Kunce	Jennifer	5525 W Brooklyn Pl	Milwaukee	WI	53216
Kwiek	Karan	5929 6th Ave	Kenosha	WI	53140
Labinski	Camille	3787 S Lucylle Ln	New Berlin	WI	53146
Lach		N64 W31151 Beaver Lake Rd	Hartland	WI	53029
Lamm	Kenneth & Dorothy	5155 N Pallsades Road	Whitefish Bay	WI	53217
Larsen	Orla	245 N Chicago Ave #1	South Milwaukee	WI	53172
Larsen	Sara	W314 N7198 Hwy 83	Hartland	WI	53029
Larson	Juanita	1512 Chatham St	Racine	WI	53402
Larson	Kal	16615 Burleigh Pl	Brookfield	WI	53005
Lasse	Audrey	438 W Jefferson St	Oconomowoc	WI	53066
Layman	W	1905 Nagawicka Rd	Hartland	WI	53029
Lemerand	Jim	W299 N1031 St James Way	Waukesha	WI	53188

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Lenzner	Rene	856 Crescent Ln	Hartland	WI	53029
Lerche	Rick	4557 S 23rd St #4	Milwaukee	WI	53221
Levine	Freida	4838 N Newhall St	Milwaukee	WI	53217
Levy	Laura	2420 W Acacia Rd	Milwaukee	WI	53209
Lewane	David	PO Box 11534	Shorewood	WI	53211
Lieberthal	E.O.	7928 N Mohawk Rd	Milwaukee	WI	53217
Liebig	Erikka	6762 S North Cape Rd	Franklin	WI	53132
Limbach	Patricia	9943 W Hampton Ave	Milwaukee	WI	53225
Lincoln	Margaret	500 W Bender Rd #115	Glendale	WI	53217
Lindstrom	Daniel	1202 E Harding Dr #414	Urbana	IL	61801
Linstroth	Tommy	3245 Aspen Ct	Franksville	WI	53126
Linzer	Brett	W2368 Fullanne St	Oconomowoc	WI	53066
Linzmeyer	Marlene	W369 S10450 Shearer Rd	Eagle	WI	53119
Lipchir	Eve & Elliot	2641 N Lake Dr	Milwaukee	WI	53211
Lipsky	Gordon	12254 W Verona Ct	Milwaukee	WI	53227
Liska	Mr. & Mrs. Michael	1815 N 58th St	Milwaukee	WI	53208
Littelmann	Thomas	5506 W Brooklyn Pl	Milwaukee	WI	53216
Loescher	Michael	8488 N 63rd St	Brown Deer	WI	53223
Lois	Henry	472 McHenry St	Burlington	WI	53105
Loucks	Dorothy	W330 N4021 Lakeland Dr	Nashotah	WI	53058
Lowder	Dennis & Theresa	9240 N Bethanne Dr	Brown Deer	WI	53223
Lucchesi	Christine & Joseph	3053 S Superior St	Milwaukee	WI	53207
Lund	Mary	2360 Tru Ln	Brookfield	WI	53005
Lux	Richard & Mary	2815 E Hartford Ave	Milwaukee	WI	53211
Lyon	Julia	3531 W Rawson Ave	Franklin	WI	53132
Madushaw	Ernabelle	21275 Gumina Rd	Pewaukee	WI	53072
Maertz	Bernice	N77 W12477 Fond Du Lac Ave	Menomonee Falls	WI	53051
Magestro	Susan	5054 N Bay Ridge Ave	Milwaukee	WI	53217
Maier	Sharon	3948 N Harcourt Pl	Shorewood	WI	53211
Malamphy	Olivia	1512 W Howard Ave	Milwaukee	WI	53221
Malensek	Richard	2310 Guinverre Dr	Brookfield	WI	53045
Mamerow	Peter	2348 N 58th St	Milwaukee	WI	53210
Manke	Marilyn	11610 N River Rd	Mequon	WI	53092
Mann	Elizabeth	8706 W Stark St	Milwaukee	WI	53225
Mann	Janet	10210 Whitnall Edge Circle #E	Franklin	WI	53132
Maransis	Mary & Elliot	2773 N Maryland	Milwaukee	WI	53211
Marshall	Nancy	W179 S6914	Muskego	WI	53150
Martin & Carter	Diane & Jeff	1136 E Chambers St	Milwaukee	WI	53212
Mason	Edward	8322 S Howell Ave	Oak Creek	WI	53154
Matuszak	Robert	2505 S Calhoun Rd #207	New Berlin	WI	53151
Maurer	James	3707 W Kilbourne	Milwaukee	WI	53208
Maurer	Maria	2853 N Marietta Ave #1	Milwaukee	WI	53211
Mazul	Mary	7265 W Marine Dr	Milwaukee	WI	53223
McAllister	Caryl	PO Box 180317	Delafield	WI	53018
McBride	Dennis	7003 Cedar St	Wauwatosa	WI	53213
McCormack	Virginia	341 E Day Ave	Milwaukee	WI	53217
McDermott	Elaine	5417 Mansfield Dr	Greendale	WI	53129
McGraw	Jean	5827 Cambridge Circle	Racine	WI	53406
McGuire	Margaret	2530 N 96th St	Wauwatosa	WI	53226
McGuire	Mike & Theresa	1712 E Iron St	Milwaukee	WI	53207



<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Meyer	Bonny	930 N 59th St	Milwaukee	WI	53213
Meyer	Gretchen	W55 N247 Woodmere Ct #1	Cedarburg	WI	53012
Meyer	Harley & Elaine	N77 W22361 Wooded Hills Dr	Sussex	WI	53089
Meyers	Kevin	6100 Stonehedge Dr #148C	Greenfield	WI	53220
Michael	Kinlen	N94 W23633 Hermitage Dr	Colgate	WI	53017
Michalets	Ellen	6477 S Carcoll	Franklin	WI	53132
Miller	David	3909 N Murray	Milwaukee	WI	53211
Miller	Marion	198 Highview Dr	Cedarburg	WI	53012
Miller	Suzanne	6801 Catalpa St	Greendale	WI	53129
Miller	Trish	1811 N 57th St	Milwaukee	WI	53208
Millington	W.F.	7043 W Wells St	Wauwatosa	WI	53213
Miner	Steve	3518 Van Norman Ave	Cudahy	WI	53110
Mitchell	Patricia	100 S 3100 W Road Lo	Mukwonago	WI	53149
Monhardt	William	1016 Oxford Rd	Waukesha	WI	53186
Moore	Dianne	4260 S Victoria Cir	New Berlin	WI	53151
Moore	William & Dianne	4260 S Victoria Circle	New Berlin	WI	53151
Moran	John	3719 E Van Norman Ave	Cudahy	WI	53110
Morgan	James	2404 W McKinley Ave	Milwaukee	WI	53205
Morris	Janice	4232 S 68th St	Greenfield	WI	53220
Morse	Carolyn	4415 N Ardmore	Shorewood	WI	53211
Moss & Schneider	Frederick & Martin	2319 N Sherman Blvd	Milwaukee	WI	53210
Mueller	Mark & Lonni	4022 N Downer Ave	Shorewood	WI	53211
Mueller	Mary	4862 N Shoreland Ave	Milwaukee	WI	53217
Mulvihill	Shawn & Stacey	2523 LaSalle St	Racine	WI	53402
Murphy	Sue	2606 E Shorewood	Shorewood	WI	53211
Murtaugh	Lucia	1983 N Summit #33	Milwaukee	WI	53202
Nash	Abigail	1490 E Fairy Chasm	Milwaukee	WI	53217
Nelson	Janet	5851 N Lake Dr	Milwaukee	WI	53217
Nessman	Duane	1623 S 64th St	Milwaukee	WI	53214
Newberry	William	N84 W15121 James Ave	Menomonee Falls	WI	53051
Newman	Juanita	1923 Milwaukee St	Delafield	WI	53018
Nicola	Susan	4414 N Marlborough	Shorewood	WI	53211
Northey	Dorothy	N3377 Hardscrabble Rd	Dousman	WI	53118
Norwell	Scott	6075 S Crosswinds Dr #8	Cudahy	WI	53110
Nunapski	P	922 E Knapp #19	Milwaukee	WI	53202
O'Keefe	William	4800 W Coldspring Rd #17	Greenfield	WI	53220
O'Leary	Thomas	N49 W16385 Lilac Ln	Menomonee Falls	WI	53051
Olson	Amy	1637 N 47th St	Milwaukee	WI	53208
Olson	Arlyn	1817 Mars	Racine	WI	53404
Olson	Francis	1135 Rolling Ln	Lake Geneva	WI	53147
Olson	Fred	2613 N 74th St	Wauwatosa	WI	53213
Omohundro	James	2523 E Menco Blvd	Shorewood	WI	53211
Onsrud	Sally	11325 W Potter Rd	Wauwatosa	WI	53226
Ottone	Gerald	2020 E Park Pl #108	Milwaukee	WI	53211
Palmer	Margaret	4033 W Roosevelt Dr	Milwaukee	WI	53216
Palmer	Virginia	1909 E Shorewood Blvd	Milwaukee	WI	53211
Pares	Ciara	N122 W12777 Westwood Rd	Germantown	WI	53022
Parkes	Carol	4324 N Newhall St	Milwaukee	WI	53211
Pasbrig	Ralph	W204 N9572 Lannon Rd	Menomonee Falls	WI	53051
Patsches	Dorothy	2832 W Bottsford Ave	Milwaukee	WI	53221



<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Paul	Michael	S100 W13474 Loomis Dr	Muskego	WI	53150
Pawlikowski	Beata	3218 S Springfield Ave	Milwaukee	WI	53207
Pawlowski	Matthew	33554 N Pierce St	Milwaukee	WI	53212
Payne	Joseph	5247 S 15th Pl	Milwaukee	WI	53221
Payne	Sharon	8006 N 38th St	Milwaukee	WI	53209
Pelton	Glenn & Jayme	3054 N Oakland Ave	Milwaukee	WI	53211
Perkins	Kay	PO Box 414	Eagle	WI	53119
Pescheng	Thomas	1224 N 46th St	Milwaukee	WI	53208
Petering	Louise	7229 N Santa Monica	Fox Point	WI	53217
Peterson	Clint	2239 N 105th St	Wauwatosa	WI	53226
Peterson	Joanne	1120 Yorktown Dr	Oconomowoc	WI	53066
Peterson	Philip	11107 W Congress	Waukesha	WI	53225
Petrikina	Charlotte	500 W Bender Rd #14	Glendale	WI	53217
Pevnick	Laurie	2602 E Hampshire Ave	Milwaukee	WI	53211
Phillips	Joyce & Morton	1531 E. Fairmount Ave	Milwaukee	WI	53217
Phillips	Liz	4957 N Newhall St	Milwaukee	WI	53217
Phisler					
Piaskoski	Evelyn	7212 W Wisconsin Ave	Milwaukee	WI	53213
Pierson	Cynthia	5345 N 107th St	Milwaukee	WI	53225
Pietrzak	Marilyn	2843 S 13th St	Milwaukee	WI	53215
Pillai	Dharshini	3183 Waterford Ct	New Berlin	WI	53151
Pitsch	Dorothy	8621 W Beloit Rd #308	Milwaukee	WI	53227
Platt	Steven	145 S Summerset Dr	Racine	WI	53406
Plummer	Mary	4755 N Idlewild Ave	Whitefish Bay	WI	53211
Pooni	Ranjit	3020 S Moorland Rd	New Berlin	WI	53151
Porth	Guy	3902 W Galena St	Milwaukee	WI	53208
Pozanski	William	7535 N Boyd Way	Fox Point	WI	53217
Prachthauser	Joan	W325 N7240 Clearwater Ct	Hartland	WI	53029
Prawdzik	Marianne	5806 Riverside Dr	Greendale	WI	53129
Prevetti	C	2358 N Booth	Milwaukee	WI	53212
Probst	R.J.	2639A S Pine Ave	Milwaukee	WI	53207
Prudent	George	206 N University Dr	Waukesha	WI	53188
Ptacek	Mary	4108 W Woodward Dr	Franklin	WI	53132
Ptacke	Louise	1919 N Summit Ave #7D	Milwaukee	WI	53202
Pyka	Betty Lou	1533 S 75th St	West Allis	WI	53214
Rack	Bill	6061 N Bay Ridge	Whitefish Bay	WI	53217
Radtke	Audrey	10119 W Grant Ct #3	West Allis	WI	53227
Radtke	Jon	2620 Harmony Circle	Brookfield	WI	53045
Ragus	Dave & Marge	574 W 20800 Field Dr	Muskego	WI	53150
Rappe	Fredrick	3510 Paradise Ln	Brookfield	WI	53045
Rasmussen	Karen	5211 65th Pl	Kenosha	WI	53142
Ratfelders	Steven	5345 S Tuckaway #7	Greenfield	WI	53221
Read	Jessica	N71 W24433 Good Hope Rd	Sussex	WI	53089
Redmond	Doris	7759 N Rockledge Ave	Milwaukee	WI	53209
Redsten	Mark	1022 Shorewood Blvd	Madison	WI	53705
Reeve	Laura	9803 S Deerpath Dr	Oak Creek	WI	53154
Rehorst	Thomas	1634 S 58th St	West Allis	WI	53214
Reich	Helen	3838 E Martin Ave	Cudahy	WI	53110
Reimers	Brent	4901 N Hollywood Ave	Milwaukee	WI	53217
Rellatz	John	PO Box 3023	Merton	WI	53056

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Repinski	Roy	8514 W Howard Ave #3	Milwaukee	WI	53228
Reynolds	Jane	N86 W18106 Summit Dr	Menomonee Falls	WI	53051
Rice	James	357 N 50th St	Milwaukee	WI	53208
Roanhouse	Jennifer	3002 S Delaware	Milwaukee	WI	53207
Robinson-Strane	Susan	5763 N Bay Ridge Ave	Whitefish Bay	WI	53217
Rodgers	Beth	4969 N Newhall St	Whitefish Bay	WI	53217
Roeming	Robert	6078 N Oakland Hills Rd	Nashotah	WI	53058
Rokicki	Wayne	1801 S 30th St	Milwaukee	WI	53215
Rosenberg	David	8930 N Regent Rd	Bayside	WI	53217
Rost	Tom	N74 W5830 Appletree Ln	Cedarburg	WI	53012
Rozanski	John	6200 W Bennett Ave	West Allis	WI	53219
Rozza	Margaret	2219 Patrick Lane	Waukesha	WI	53188
Rullin	Judith	6113 Lumncrest Dr	Greendale	WI	53129
Runge	Marilyn	2534 W Parnell Ave	Milwaukee	WI	53221
Ruskiewicz	Maria	2450 N Frederick Ave	Milwaukee	WI	53211
Russ	Joe	16800 W Shadow Dr	New Berlin	WI	53151
Ryan	Carol	1521 S 93rd St	West Allis	WI	53214
Sabol	J.E.	6328 Washington Ave	Racine	WI	53406
Sader	Lia	5510 N 42nd St	Milwaukee	WI	53209
Sammer	Bernard & Carol	W235 S7625 Vernon Hills Dr	Big Bend	WI	53103
Sawer	Jos	4817 N Oakland	Whitefish Bay	WI	53217
Sayers	Anne	6546 Doral Cr	Madison	WI	53719
Schade	Lynne	6923 Wellauer Dr	Wauwatosa	WI	53213
Schaefer	James	241 North Ave	Hartland	WI	53029
Schaenzer	Barbara	11737 N Solar Ave	Mequon	WI	53097
Scherer	J	2970 S 45th St	Milwaukee	WI	53219
Schiessl	Hannelore	PO Box 11	North Prairie	WI	53153
Schilse	Bill	3303 N Humboldt Ave	Milwaukee	WI	53212
Schindler	Nancy	2213 S 98th St	West Allis	WI	53227
Schlais	Joel & Karen	2945 S 130th St	New Berlin	WI	53151
Schlieter	Anne	2352 N 72nd St	Wauwatosa	WI	53213
Schmeling	Gloria	2521 N 113th St	Wauwatosa	WI	53226
Schmid	Emery	8365 S 76th St	Franklin	WI	53132
Schmidt	Ron	N86 W 18539 Elder Ln	Menomonee Falls	WI	53051
Schmitz	Nancy	3615 N 47th St	Milwaukee	WI	53216
Schmoker	Mari	1424 Western Ave	Jackson	WI	53037
Schmute	Leander				
Schneider	Jane	15205 Marilyn Dr #3	Elm Grove	WI	53122
Schneider	Marlene	10644 S Austin St	Oak Creek	WI	53154
Schoenfeld	Karlyn	7611 N Fairchild Rd	Milwaukee	WI	53217
Schoofs	Patrick	1234 S 25th St	Milwaukee	WI	53204
Schudson	Karen	2408 E Newton Ave	Milwaukee	WI	53211
Schuler	Jason	2092 S 102nd St #332	West Allis	WI	53227
Schultheil	William	Hwy ZC	Dousman	WI	53118
Schultheis	Ann	S46 W39028 Hwy ZC	Dousman	WI	53118
Schultz	R.W.	18465A St Andrew Ct	Brookfield	WI	53045
Schulz	Charles	3510 N Riverline Dr	Oconomowoc	WI	53066
Schuster	Ellen	69 Columbia Ave	Waukesha	WI	53186
Screven	Rozanne	3357 N Humboldt Blvd	Milwaukee	WI	53212
Scribner	Pauline	8220 Harwood Ave #606	Milwaukee	WI	53213

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Sekula & Coccia	John & Pat	532 Crescent Ct	Wauwatosa	WI	53213
Selmer	Robert	PO Box 20826	Greenfield	WI	53220
Sexton	Rochelle	611 E Mona Dr	Oak Creek	WI	53154
Seybold	William	5858 S112th St	Hales Corners	WI	53130
Shapely	Louise	3919 Ruby Ave #122	Racine	WI	53402
Shedstrup	Jody	204 S Orchard St	Thiensville	WI	53092
Shulfer & Pasternak	Stanley & Donna	5148 N Elkhart Ave	Whitefish Bay	WI	53217
Shurtkin	Geena & Joseph	4848 N Lydell Ave #232	Glendale	WI	53217
Siebler	Adolf	6531 A Romona Ave	Wauwatosa	WI	53213
Siegel	Gloria	W170 N8940 Hoyt Dr	Menomonee Falls	WI	53051
Siemsen	Albert	1353 N 47th St	Milwaukee	WI	53208
Skimmer	Steve	2780 El Rancho Dr	Brookfield	WI	53005
Sklenicka	Carol	332 E Acacia Rd	Milwaukee	WI	53217
Skoeir-Stehr	Cathy	110 N Elm Grove Rd	Brookfield	WI	53005
Sleik	Marilyn	270 S1920 W Merrill HI	Waukesha	WI	53188
Smallpage	Kelly	5335 N Shoreland Ave	Whitefish Bay	WI	53217
Smith	Charlotte	1650 N 121st St	Wauwatosa	WI	53226
Smith	David	7353 N Navajo	Fox Point	WI	53217
Smith	Linda	4438 Cherokee Trl	Hubertus	WI	53033
Smithback	Eldon	2425 Green Haze Ave	Racine	WI	53406
Snedic	Ruth	9038 W Orchard St	West Allis	WI	53214
Snowdon	Carole	4133 N Larkin St	Milwaukee	WI	53211
Sokocinski	Christine				
Sorenson	Dian	922 Hayes Ave	Racine	WI	53405
Soto	Susan & Richard	3117 Sylvester Dr	Hartland	WI	53029
Speckhard	Angelica	4720 N 54th St	Milwaukee	WI	53218
Spheeris	Jon	N76 W36211 Saddlebrook Ln	Oconomowoc	WI	53066
Sponder	Janice	9635 W Grant St	West Allis	WI	53227
Stanfield	Christine	1355 Bonnie Ln	Brookfield	WI	53045
Stanger	Evelyn	3705 N Maple Rd	Burlington	WI	53105
Stapleton	Paul	3845 N 98th St	Milwaukee	WI	53222
Stasiewski	Allen	S52 W26415 Foxvall	Waukesha	WI	53189
Stein-Kodzic	Margaret	8134 Aberdeen Ct	Milwaukee	WI	53213
Steldt	Karl	5701 W Galena St	Milwaukee	WI	53208
Stephens	Carolyn & John	8017 N Santa Monica	Milwaukee	WI	53217
Stern	Jean	1629 N 68th St	Wauwatosa	WI	53213
Stock	Sherman & Sally	11229 Bridget Ln	Hales Corners	WI	53130
Stockinger	Robert	1808 S 71st St	West Allis	WI	53214
Stoebe	James	2432 N 74th St	Wauwatosa	WI	53213
Stoke	Mary	W175 N8077 Robin Circle	Menomonee Falls	WI	53051
Story	Melvin	N28 W266 10 Miami Dr	Pewaukee	WI	53072
Stounce	Kate	N90 W16592 Roosevelt Dr	Menomonee Falls	WI	53051
Straley	Susan	222 S Moreland Blvd	Waukesha	WI	53188
Strelnick	Eleanor & Russell	7117 Cedar St	Wauwatosa	WI	53213
Strey	Jim	119 Chaffee Rd #104	Oconomowoc	WI	53066
Stueber	Jerome	S103 W19333 Kelsey Dr	Muskego	WI	53150
Stumpf	Alta	N9168 Humphrey Ln	East Troy	WI	53120
Sugden	Robert	2548 N Huebner Rd	Oconomowoc	WI	53066
Sunderlage	Lee	3354 N 89th St	Milwaukee	WI	53222
Swain	Geoffrey	1869 Maple Road	Grafton	WI	53024

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Swanson	Mary	1233 N Marshall St	Milwaukee	WI	53202
Symes	Antonette	5638 N 27th St	Milwaukee	WI	53209
Szedziewski	Paul	3017 N booth St	Milwaukee	WI	53212
Szymkowski	A	3664 S Ahmedi	St Francis	WI	53235
Taglin	Max	6575 N Green Bay Ave #106	Milwaukee	WI	53209
Tarczewski	E & J	W223 N2328 Meadowood Ln	Waukesha	WI	53186
Taske	Delores	3340 N 90th St	Milwaukee	WI	53222
Taurel	Alison	115 Green Bay Rd	Thiensville	WI	53092
Tausend	Conrad	N110 W17098 Ashbury Ln	Germantown	WI	53022
Taylor	Mike & Judy	6930 W Holmes Ave	Greenfield	WI	53220
Temkin	Mrs. Blair	6628 N Aswahl Dr	Glendale	WI	53209
Terwilliger	Ann	1025 Laurel Ct	Wauwatosa	WI	53213
Tews	D	235A N 59th St	Milwaukee	WI	53213
Thaues	Edwin	1316A E Brady #2	Milwaukee	WI	53202
Thiede	Virginia	1101 S Pine St #204	Burlington	WI	53105
Thomas	Edgar	4909 N 73rd St	Milwaukee	WI	53218
Thompson	Laura	4720 Hwy 31	Racine	WI	53405
Thompson	Norman	3054 N 84th St	Milwaukee	WI	53222
Tobon	Robert	3145 S Delaware Ave	Milwaukee	WI	53207
Tog Shop	Dan's	N89 W16389 Main St	Menomonee Falls	WI	53051
Toman	Julie	2105 Park View Ct	Waukesha	WI	53188
Tomashek	Richard	3962 W Kiley Ave	Milwaukee	WI	53209
Tomter	Margaret	1097 Lake Shore Rd	Grafton	WI	53024
Trotalli	Robert	18860 Lwr Lothmoor Dr	Brookfield	WI	53045
Tucker-Brown	Lynn	4225 S Victoria Cir	New Berlin	WI	53151
Turkseven	N.N.	1028 E Juneau #429	Milwaukee	WI	53202
Tweet	Orlando	6132 5 Mile Rd	Racine	WI	53402
Ullman	Pierre	749 E Beaumont Ave	Milwaukee	WI	53217
Urban	Gary	7206 W Orchard St	West Allis	WI	53214
Valenti	Chris	1855 N Cambridge Ave #203	Milwaukee	WI	53202
Valentine	Heidi	2744 Minot Lane	Waukesha	WI	53188
Van Buskirk	Therese	1654 Dellwood Ct	Grafton	WI	53024
Van Stavern	Ardys	2425 Buena Vista Drive	Brookfield	WI	53045
Vandenberg	David	PO Box 66	Genesee Depot	WI	53127
Vann	Michael	2148 N 60th St	Milwaukee	WI	53208
Varro	Carl	7945 W Medford	Milwaukee	WI	53218
Viel	Robert	4780 N 186th St	Brookfield	WI	53045
Voden	Nicholas	1819 S 124th St #C	New Berlin	WI	53151
Voss	Erika	2200 N 64th St	Wauwatosa	WI	53213
Wachowiak	Robert	217 W Jefferson St	Oconomowoc	WI	53066
Waddell	Lorraine	N64 W24395 Ivy Ave #5	Sussex	WI	53089
Wagner	Ilse	3832 Nagawicka Shores Dr	Hartland	WI	53029
Wallrath	Elizabeth	1930 Fieldcrest Ln	Waukesha	WI	53186
Warchol	Ermaline	W193 S6839 Hillendale Dr	Muskego	WI	53150
Wasielowski	James	12970 W North Ln	New Berlin	WI	53151
Wehnes	Rosemary	7922 Jackson Pk	Wauwatosa	WI	53213
Wellenstein	Sally	434 Lac LaBelle Dr	Oconomowoc	WI	53066
Weltzien	Sarah	2576 N Murray Ave	Milwaukee	WI	53211
Wenz	William	2508 E Belleview Pl #2	Milwaukee	WI	53211
Wesserle	Andreas	4257 N 52nd St	Milwaukee	WI	53216

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Westbrock	Ruth	8016 W Oklahoma Ave #19	West Allis	WI	53219
Westphal-Buth	Linda	N70 W6020 Bridge Rd	Cedarburg	WI	53012
Wetzel		3065 S Wentworth Ave	Milwaukee	WI	53207
Whitman	Louis & Mary	2446 Kinzie Ave	Racine	WI	53405
Whittaker	Dana	S85 W19714 Greenhaven	Muskego	WI	53150
Wiegert	Dean	3002 S Delaware	Milwaukee	WI	53207
Wiesner	Jospeh	5866 N Bay Rdg Ave	Milwaukee	WI	53217
Wikel	Kay & Dennis	8566 226th Ave	Salem	WI	53168
Wincek	Robert & Sandra	21760 W Lochinvar Ln	New Berlin	WI	53146
Winsor	Jeff & Jane	191 Hwy 164	Colgate	WI	53017
Winter	Jim	W317 S1148 Gray Fox Run	Delafield	WI	53018
Wolff	Linda	W1210 Wolf Way	Mukwonago	WI	53149
Wolter	Barb	W149 N8488 Norman Dr	Menomonee Falls	WI	53051
Wosewick	Kay	3718 N Maryland Ave	Shorewood	WI	53211
Wright	Steven	W152 N7634 Countryside Dr	Menomonee Falls	WI	53051
Wuchlerl	Tanya	1227 N Cass #6	Milwaukee	WI	53202
Yanny	John	604 N 119th St	Wauwatosa	WI	53226
Yarmen	Verdell & James	2943 W Dousman St	Milwaukee	WI	53212
Youker	James	5581 Hwy 83	Hartland	WI	53029
Young	Mary	5843 W Elliot Circle	Milwaukee	WI	53208
Zadra	Kathleen	16210 W Allison Ln	New Berlin	WI	53151
Zahorik	Carol	219 Glenowen Dr	Hartland	WI	53029
Zandi	Ruth	2936 N 82nd St	Milwaukee	WI	53222
Zlevor	Jo-Anne	718 Goold St	Racine	WI	53402
Zoltowski	Nancy	3658 Lusan Dr	Cedarburg	WI	53012
Zuhlke	Thomas	1419 Crabapple Dr	Racine	WI	53405



SIERRA CLUB POSTCARD SUBMITTED WITH ADDITIONAL COMMENTS

For SEWRPC public record:

I am against the SEWRPC plan to expand highways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads.

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *Elizabeth G. Harris*  
 \* **WE MUST IMPROVE PUBLIC TRANSPORTATION SYSTEMS NOW!**

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

*we do not need this!*

\* I am against the SEWRPC plan to expand highways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Sincerely, *Karen Johnson*

Send postcard to arrive by June 14, 2002.  
*This is what happens when people vote out of the cities. I say, let them suffer!*

For SEWRPC public record:

I am against the SEWRPC plan to expand highways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *Mark A. Kaprielian*

Send postcard to arrive by June 14, 2002.

*I know how critical*

For SEWRPC public record:

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I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *Elizabeth G. Harris*  
*am a geologist and also in my 60's*  
*inquire, reasonable public works*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

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Sincerely, *Mark A. Kaprielian*

Send postcard to arrive by June 14, 2002.

*I know how critical*

For SEWRPC public record:

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I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *Elizabeth G. Harris*  
*am a geologist and also in my 60's*  
*inquire, reasonable public works*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record: *Jurgel Sentral*  
*Please refer to Whitney Gould - 6/3*

I am against the SEWRPC plan to expand highways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads.

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *John Keener*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

I am against the SEWRPC plan to expand highways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. **WE SHOULD REPAIR AND EXPAND OUR ROADS. REMOVE SINGLE PASSENGER VEHICLE USE. PROBLEM SOLVED.**

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *Kal Jan*  
*CHANGE PEOPLE'S HABITS, DON'T ENABLE POOR CHOICES.*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

*WE*  
 I am against the SEWRPC plan to expand highways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads. *More city bike paths + Hoan Biller Path*

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *Mr + Mrs Michael Fisher*

Send postcard to arrive by June 14, 2002.



For SEWRPC public record:

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I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *Julia K Lyon*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

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I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *Pat Mitchell, MD (Asthmatic)*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

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I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *Don and Tracy Mitchell*  
*We need to expand Metro service to Milwaukee also.*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

I am against the SEWRPC plan to expand highways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse. *More highways bring more cars, pollution, congestion*

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads. *a national leader*

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *Bryce means!*  
*Mrs. Janita Newman*  
*Kelsofield, WI*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

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I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *Pat Paulson*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

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The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads. *We could learn a lot from Europe!*

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *Joan Raeburn*

Send postcard to arrive by June 14, 2002.

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I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *I very much oppose this senseless expansion of the highway network. Irresponsible based rural lands to make urban sprawl is an inevitable result.*  
*Patricia Kullig*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

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Sincerely, *Judith Kullig*

Send postcard to arrive by June 14, 2002.

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I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *LET'S LOOK SERIOUSLY @ MASS TRANSIT -*  
*Carol Ryan*  
*it works in other cities*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

I am against the SEWRPC plan to expand high-ways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider high-ways were the solution to congestion, then traffic would be better now, not worse.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads.

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *Angela D. Van Heveron*  
*I agree with Whitney Gould's*  
*MMR plan.*  
Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

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*These are the only developed countries in the world that don't have adequate*  
*Sincerely, Roger Scriver*  
*Best thing the country of cities can do*  
*is to make transportation affordable*  
*to these cities.*  
Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

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I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *Susan Staley*  
Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

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Sincerely, *Jerome Strubbe*  
P.S. - Also - we must conserve  
oil & so gas by mass transit !!  
Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

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Sincerely, *John Jensen*  
Send postcard to arrive by June 14, 2002.

*Check air + water should be our first priority - always*

For SEWRPC public record:

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*I would like TRANSPORTATION CHOICES NOT*  
*MODE OR MORE ROADS*  
Sincerely, *Ernie M. Dyer*  
Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

I am against the SEWRPC plan to expand high-ways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider high-ways were the solution to congestion, then traffic would be better now, not worse. *Robert signed plan, and that's why I'm taking long drive to someone's grandchild.*

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I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *William Bugpack*  
*622 43rd St.*  
*Caladonia, WI 53108*  
Send postcard to arrive by June 14, 2002.

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*and our coal-powered power plants*  
Sincerely, *M. Johnson*  
*Melba Johnson*  
Send postcard to arrive by June 14, 2002.

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Sincerely, *no more highways!*  
*Joe McLean*  
Send postcard to arrive by June 14, 2002.

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*I have several grandchildren with asthma. I want to make sure they have a safe future.*  
Sincerely,  
*Janet F. Schaefer*

Send postcard to arrive by June 14, 2002.

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*I am also concerned about the impacts of expanded highways on water quality and flooding.*  
Sincerely,  
*[Signature]*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

I am against the SEWRPC plan to expand highways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads.

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

*As an elder, I would like to use more convenient public transportation in my retirement years.*  
Sincerely,  
*Lucille Evans*

Send postcard to arrive by June 14, 2002.

*9th June '02*

For SEWRPC public record:

I am against the SEWRPC plan to expand highways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse. *Not to mention road rage!*

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads.

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely,  
*[Signature]*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

I am against the SEWRPC plan to expand highways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads.

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

*The human environment + \$ cost for air - weigh the tiny more options for commuters*  
Sincerely,  
*[Signature]*

Send postcard to arrive by June 14, 2002.

*Air pollution in Milwaukee is a real problem. I suffer from asthma, which worsens when I leave the Milwaukee area.*  
For SEWRPC public record:  
I am against the SEWRPC plan to expand highways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads.

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely,  
*[Signature]*  
*Shelby Evan Biggs*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

I am against the SEWRPC plan to expand highways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads.

*EXAMPLE: EUROPE*  
I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely,  
*[Signature]*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

*SIBERS CLUB MASS MAILINGS*  
I am against the SEWRPC plan to expand highways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads. *IN ORDER TO AVOID FURTHER CONGESTION OF THE ROADWAYS.*

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely,  
*[Signature]*  
*KEVIN W. HARRIS*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

I am against the SEWRPC plan to expand highways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads. *Please the legislature that pass from Chicago, then Toronto, Kansas, to Milwaukee!!*

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *Sister Mary Faith, Superior, O.S.M.*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

I am against the SEWRPC plan to expand high-ways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider high-ways were the solution to congestion, then traffic would be better now, not worse.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads.

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

*Please re-think the disastrous current plans!*

Sincerely, *Steven + Jay Crause*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

*We are* I am against the SEWRPC plan to expand high-ways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider high-ways were the solution to congestion, then traffic would be better now, not worse.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads.

*We* want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

*This is very important to us!*

Sincerely, *Pat + James Crause*

Send postcard to arrive by June 14, 2002.

For SEWRPC public record:

I am against the SEWRPC plan to expand high-ways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider high-ways were the solution to congestion, then traffic would be better now, not worse.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads.

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *Brian Brunzel for Rail, Bus and Less Concrete!*

Send postcard to arrive by June 14, 2002.

*DON'T PAVE THE STATE OVER WITH CONCRETE OR ASPHALT!*

For SEWRPC public record:

*As an intelligent, informed voter* I am against the SEWRPC plan to expand high-ways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider high-ways were the solution to congestion, then traffic would be better now, not worse. *NOT TO MENTION THE HIGH TAXES YOUR PLAN WOULD DEMAND!*

The billions of dollars this highway expansion *would* cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads. *COMPUTER RAIL AND LIGHT RAIL WOULD BE MUCH CHEAPER!*

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide ~~my~~ children ~~and~~ grandchildren with a future that includes clean air. *AND WON'T RAISE OUR TAXES...*

Sincerely, *Why should MILWAUKEE COUNTY BE PAVED OVER FOR THE CONVENIENCE OF WAUKESHA?*

*David A. Bjorklund - IT SHOULD!*

Send postcard to arrive by June 14, 2002.

*Are you aware asthma is on the rise?*

For SEWRPC public record:

I am against the SEWRPC plan to expand high-ways in southeast Wisconsin. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. *If* more and wider high-ways were the solution to congestion, then traffic would be better now, not worse.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail, fast intercity passenger rail, the Milwaukee connector, and expansion of our bus system. We should repair, not expand, our roads.

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely, *Janet Anderson*

Send postcard to arrive by June 14, 2002.



**SAMPLE POSTCARD**

**Chairman Buestrin:  
Help Reduce Traffic and Sprawl**

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY/STATE/ZIP \_\_\_\_\_



21-CENT STAMP HERE

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast Wisconsin Regional Planning Commission to expand highways in southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl and noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

Please give us more transportation choices, not more air-polluting highways. Support and implement clean commuter trains and buses and high-speed trains, and don't expand highways like Highway 164, which threatens farm families.

Our children and grandchildren will breathe easier if we take steps to improve air quality.

Sincerely, \_\_\_\_\_

CHAIRMAN THOMAS BUESTRIN  
SOUTHEASTERN WISCONSIN REGIONAL  
PLANNING COMMISSION  
C/O SIERRA CLUB  
222 S. HAMILTON ST. #1  
MADISON WI 53703-3201

**Help Samantha  
By Promoting  
Breathable Air**



ROSEMARY WENIGES

PERSONS WHO SUBMITTED SIERRA CLUB POSTCARD

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Allen	Charles		Oshkosh	WI	54901
Banghart	Suzanne	3141 N 103rd St	Wauwatosa	WI	53222
Besser	Lauren	661 Mendota Ct #204	Madison	WI	53703
Burch	Tim	7466 S 46th St	Franklin	WI	53132
Chappie	Dara	1808 S 71st St	West Allis	WI	53214
Clancy	Emilie	420 N Park	Madison	WI	53706
Cole	Barbara	210 State St #304	Madison	WI	53703
Dickie	Bruce	26 Golf Parkway	Madison	WI	53704
Ehlinger	Kathy	4634 N 105th St	Wauwatosa	WI	53225
Fitzgerald	Cara	7297 Mildred Pky	Rhineland	WI	54501
Frederick	Jennifer	2813 S Wheatfield Dr	Appleton	WI	54915
Frickenstein	Mary	662 Braxton	Madison	WI	53715
Gammill	Kathleen	5814 Arboles	Houston	TX	77081
Garrels	Jessica	1301 N. Shawano Dr	Marshfield	WI	54449
Girma	Alison	8111 N Links Way	Milwaukee	WI	53217
Gomoll	Sarah	108 Minnesota Ave	Stevens Point	WI	54481
Gonzales	Rgwa	125 Langdon St #518	Madison	WI	53703
Grzezinski	Dennis	3025 N Farwell Ave	Milwaukee	WI	53211
Gunderson	Yvonne	616 Elm St	Wausau	WI	54401
Gwasdow	Gordon	PO Box 6008	Appleton	WI	54915
Hager	Sara	532 W Mifflin #2	Madison	WI	53703
Hankeness	Lucas	1030 Emerald St #2	Madison	WI	53715
Heesch	D Van	8270 Parkridge Ct	Greendale	WI	53129
Howe	Robert	PO Box 1226	Menomonee Falls	WI	53052
Johnson	Peter	1045 E Johnson St	Madison	WI	53703
Kanastab	Janet	4066 N 111th St	Wauwatosa	WI	53222
Keggi	Jane	1025-B S West Ct	Appleton	WI	54915
Kelly	Kevin	6329 Parkview Rd	Greendale	WI	53129
Kempf	Ellen	353 Old Oregon Rd	Oshkosh	WI	54902
Kirby	Barbara	2306 Keyes Ave	Madison	WI	53711
Kohn	Ericka	616 Elm St	Wausau	WI	54401
Kohn	Michelle	616 Elm St	Wausau	WI	54401
Krause	Clarence	W6544 Lilac Ln	Greenville	WI	54942
Lahry	Donna	511 W Bent Ave	Oshkosh	WI	54901
Laschunger	Kimberly	407 Harvest Ln	Verona	WI	53593
Liebig	Erikka	6762 S North Cape Rd	Franklin	WI	53132
Mackin	Elizabeth	1047 E Gorham St #11	Madison	WI	53703
Maglio	Lisa	1321 N 60th St	Wauwatosa	WI	53208
Mattox	Shirley	1313 Jackson St	Oshkosh	WI	54901
Melton	Lydia	516 E Washington St	Madison	WI	53703
Miner	Steve	3518 E Von Normans	Cudahy	WI	53110
Moll	Barbara	1332 N64th St	Wauwatosa	WI	53213
Peterson	Alice	115 S Indiana St	Racine	WI	53405
Sage	Melody	2682 Hwy Y	Aniwa	WI	54408
Saue	Kristin	1241 Spaight St	Madison	WI	53703
Schack	Erica	1219 Mound St #1	Madison	WI	53715
Sebern	Will	9149 Edge O Woods Dr	Cedarburg	WI	53012
Siedschlag	Frank	2315 Etod Ridge	Madison	WI	53705
Siegel	G.J.	W170 N8940 Hoyt Dr #4	Menomonee Falls	WI	53052



<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Smuksta	Matt	430 Chadbourne	420 N Park St	Madison	WI 53706
Stasiewski	Allen	S52 W26415	Foxdale Ct	Waukesha	WI 53189
Stullaitis	Manal	1511 Chandler		Madison	WI 53711
Swan	Jennifer	19430 W Norwood	Dr	New Berlind	WI 53146
Tonsager	Jennifer	22054 100th	Ave	Randall	MN 56415
Valentine	Mark	1022 Trailwood	Dr	De Pere	WI 54115
Van Suntum	Lisa	1242 E Lufflin	St #2	Madison	WI 53703
Van Zeeland	Matt	120 Smith		Stevens Point	WI 54481
Vandre	Matthew	2701 4th	Ave #5	Stevens Point	WI 54481
Voight	Carly	321 Michigan	Ave #4	Stevens Point	WI 59481
Weber	Katie			Shorewood	WI
Webster	Bobbie	929 Grove	Ave #5	Wisconsin Rapids	WI 54494
Yenter	Sue	7109 W Grantosa	Dr	Milwaukee	WI 53218
Young	John	5843 W Elliot	Circle	Milwaukee	WI 53208
Young	Mary	5843 W Elliot	Circle	Milwaukee	WI 53208

**SAMPLE SHEPHERD EXPRESS NEWSPAPER FORM**

**For SEWRPC public record:**

I am against SEWRPC'S Pave SE Wisconsin plan to expand highways for \$6 billion. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail and fast intercity passenger trains, the Milwaukee Connector, and expanding our bus system. We should repair, not expand, our roads.

I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely:

From: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

Cut off this portion and mail to:

**SE Wisconsin Regional Planning Commission  
Public record on freeway reconstruction study  
P.O. Box 1607  
Waukesha, WI 53187-1607**

PERSONS WHO SUBMITTED SIERRA CLUB DOCUMENT PRINTED IN SHEPHERD EXPRESS

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Altstadt	Diana	6417 W North Ave #206	Wauwatosa	WI	53213
Amitai	Paul	2575 N Prospect Ave #4	Milwaukee	WI	53211
Baquero	T.Thomas	PO Box 511116	Milwaukee	WI	53203
Barker	Robert	2358 S 13th St	Milwaukee	WI	53215
Beaver	Kathleen	1831 Church St	Wauwatosa	WI	53213
Behne	Natalie	2527A N Cramer St	Milwaukee	WI	53211
Bielke	Patricia & Stephen	17455 Bedford Dr	Brookfield	WI	53045
Bloyd	Paul	1633 N Prospect Ave #6A	Milwaukee	WI	53202
Bobella	Carol	6760 W English Meadow Dr	Greenfield	WI	53220
Bonk	Jo-Ann	4403 N Sheffield Ave	Milwaukee	WI	53211
Bowen	Ruth	1112 E Knapp St #14	Milwaukee	WI	53202
Calaway	Heidi	1109 N Cass St #405	Milwaukee	WI	53202
Callison	Gerald	13925 W Forest Knoll Ct	New Berlin	WI	53151
Compton	Stephanie	10135 W Coldspring Rd #108	Greenfield	WI	53227
Dannenberg & Ertland	Daniel & Kristyn	2564 N Murray Ave #6	Milwaukee	WI	53211
Desch	Frank	241 S James St	Waukesha	WI	53186
Eaton	David & Gloria	12649N East Shoreland Dr	Mequon	WI	53092
Egerton	Frank	4400 Ridgeway Ave	Racine	WI	53405
Eggers	Paul	2226 W Leroy Ave	Milwaukee	WI	53221
Emich	Keith	1352 S 114th St	West Allis	WI	53214
Enriquez	Francisco	2830 S 33rd St	Milwaukee	WI	53215
Fenske	James	1120 N 21st St	Milwaukee	WI	53233
Flaig	Peter	3278 S 15th St	Milwaukee	WI	53215
Freand	Troy	522 E Homer	Milwaukee	WI	53207
Galten	Thomas	7700 Portland	Wauwatosa	WI	53213
German	Ron	837 N 33rd St	Milwaukee	WI	53208
Gerschwiller	Anne	10200 W Bluemound Rd	Wauwatosa	WI	53213
Gifford	Fred	1945 N Cambridge Ave	Milwaukee	WI	53202
Gitzlaff	Loren	2780 Clearwater Dr	Brookfield	WI	53005
Gross	Jason & Kristine	2892 S Delaware #5	Milwaukee	WI	53207
Haas	Richard	N63 W29893 Woodfield	Hartland	WI	53029
Hanpt	Chrystal	1538 N Franklin Pl	Milwaukee	WI	53202
Hare	Lauren	4522 W Bonnie Ct	Mequon	WI	53092
Harrington	Jeff	10926 W Hope Ave	Wauwatosa	WI	53222
Harris	Michael	807 Nicholson Rd	South Milwaukee	WI	53172
Harsh	James	5513 N 31st St	Milwaukee	WI	53209
Helstad	Jonathan	6551 Mariner Dr #2	Racine	WI	53406
Henderson	Dennis	4155 W Rivers Edge Circle #21	Brown Deer	WI	53209
Herold	Michael	2011 N Prospect #14	Milwaukee	WI	53202
Holmes	Jack	3215 N Humboldt Blvd	Milwaukee	WI	53212
Hook	Richard	5807 W Park Hill Ave	Milwaukee	WI	53213
Jackson	Gregory	5131 C S 13th St	Milwaukee	WI	53221
Jahnke	Robert	3357 E Mallory Ave	Cudahy	WI	53110
Jaszewski	Chris	5910 S Howell Ave	Milwaukee	WI	53207
Jennaro	William	2835 N Lake Dr	Milwaukee	WI	53211
Katz	Rea	2408 W Hickory Ln	Mequon	WI	53092
Kelly	CR	5401 N Shoreland Ave	Whitefish Bay	WI	53217
Ketchman	James	104 W Reservoir Ave	Milwaukee	WI	53212
Kiefer	Tim	1007 N Cass St #410	Milwaukee	WI	53202

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Kleppe	Chris	110 N 80th St	Milwaukee	WI	53213
Kohlmann	K.M.	3037 Chatham St	Racine	WI	53402
Krause	Clair & Paul	8824 W Highland Blvd	Mequon	WI	53097
Krause	Rosemary	5611 W Rogers St	West Allis	WI	53219
Linstroth	Tommy	3245 Aspen Ct	Franksville	WI	53126
Macher	D	2857 N Murray	Milwaukee	WI	53211
Makurat	Adam	1538 N Franklin Pl	Milwaukee	WI	53202
Mandel	Dennis	6841 N Green Bay Ave #203	Milwaukee	WI	53209
Mantaua	Kevin & Kim	2519 Stonefield Ct	Waukesha	WI	53188
Marchese	Jody	8321 W Ohio Ave	Milwaukee	WI	53219
Martin	Lewis	10545 W Candlestick Ln	Franklin	WI	53132
Mercer	Jean	3357 N Oakland Ave	Milwaukee	WI	53211
Minor	Jonathan	630 N Broadway	Milwaukee	WI	53202
Moylan	Jeff	2418A Willwood Dr	Waukesha	WI	53188
Muehlenberg	Emily	2544 Fratney #3	Milwaukee	WI	53212
Neumann	Nickolas	1735 N Warren Ave	Milwaukee	WI	53202
Neuson	Bert	2335 W Wisconsin Ave #6	Milwaukee	WI	53235
Ohde	James	2442 N Fratney St	Milwaukee	WI	53212
Piech	Thomas	5424 S 21st St	Milwaukee	WI	53221
Podemski	Jane	6133 W Fairview Ave	Milwaukee	WI	53213
Powell	Mark	1212 E Ogden #111	Milwaukee	WI	53202
Prauda	Stephen	1427 Rosalind Ave	Racine	WI	53403
Racteke	Joyce	4361 S Packard Ave	Cudahy	WI	53110
Rantanen	John	3451 N Bremen St	Milwaukee	WI	53212
Reed	Anna	4433 N 80th St	Milwaukee	WI	53218
Remstad	David & Roberta	2634 N Lake Dr	Milwaukee	WI	53211
Rozanski	John	6200 W Bennett Ave	Milwaukee	WI	53219
Schantzen	Don & Ethel	9310 S 8th Ave	Oak Creek	WI	53154
Schlosser	Jill	2760 E Adams Ct #7	Cudahy	WI	53110
Schmidt	Jeff	2372 N Stanley Pl	Milwaukee	WI	53212
Siegrist	Carl	5775 N Shoreland Ave	Whitefish Bay	WI	53217
Stella	Stephanie	836 N 14th St #103	Milwaukee	WI	53233
Stetson	Mary & Robert	7274 W Potomac Ave	Milwaukee	WI	53216
Thomas	Edgar	4409 N 73rd St	Milwaukee	WI	53218
Thompson	Norman	3054 N 84th St	Milwaukee	WI	53222
Wadzinski	Kurt	7931 W Medford Ave	Milwaukee	WI	
Weissgerber	Hans	N52 W34808 Lake St	Okauchee	WI	53089
Wermer	Zachary	2108 W Wells St	Milwaukee	WI	53233
William	Meaux	3152A S 25th St	Milwaukee	WI	53215
Young	John	5843 W Elliot Circle	Milwaukee	WI	53208
Zander	JoAnn	3048A N Oakland Ave	Milwaukee	WI	53211
Zimprich	William	3600 S 19th St	Milwaukee	WI	53221

## Appendix C-2

# WRITTEN COMMENTS RECEIVED FROM SEPTEMBER 1, 2001, THROUGH MARCH 20, 2002, PRIOR TO THE PRELIMINARY FREEWAY SYSTEM RECONSTRUCTION PLAN FORMAL COMMENT PERIOD AND SINCE "RECORD OF PUBLIC COMMENTS: REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY FOR SOUTHEASTERN WISCONSIN: VOLUME 1-- FEBRUARY 1 - AUGUST 31, 2001"

## Appendix C-2A

### WRITTEN COMMENTS FROM PRIVATE CITIZENS AND ORGANIZATIONS

#### Freeway Reconstruction Study Comments

**Date submitted** 1/11/02 7:49:00 PM  
**Name** Joyce Olson  
**Organization**  
**Address** 5365 S. Merrill Ave.  
 Cudahy, WI 53110  
**Comments** I have no indepth knowledge of the freeway reconstruction plan but just wanted to suggest (and perhaps you are already researching) other metropolitan freeway systems. Nonetheless, while enroute to Chattanooga, TN I believe it was the Nashville area, what we call "lane #1" - the inside/left lane each direction of travel - was designated as carpool, ie 2 or more occupants in a vehicle. Signs were posted to this effect and indicated a fine if violated. While traveling this area in rush hour the carpool lane was moving at a freeway speed while the other lanes were bumper to bumper stop & go. If the plans to add additional lanes is considered, perhaps this is a possibility to designate a carpool/bus lane which may encourage carpooling and bus use (which I might add from personal experience), Milwaukee County has an excellent freeway flyer system.

#### Freeway Reconstruction Study Comments

**Date submitted** 12/14/01 8:37:00 PM  
**Name** Roger Bouche  
**Organization**  
**Address** 1635 Milrod Lane  
 Brookfield, WI 53005  
**Comments** I recently read the article in the Milwaukee Journal on the freeway study. One topic was should we add additional lanes or use the money for additional public transit support. I am strongly in favor of adding the additional lanes. Even if the public transit is more heavily subsidized I will still not use no matter how inexpensive. The convenience of being able to use my car is so much greater than driving to a parking lot, taking the bus/train and then taking a cab at the other end that I doubt if I will ever use the mass transit. Residents are voting daily by their actions - people overwhelmingly use the freeway, therefore I feel the lanes should be added in addition to the proposed safety upgrades and rebuild of the Marquette interchange.  
  
 Thank you for your time.

#### Freeway Reconstruction Study Comments

**Date submitted** 12/14/01 6:36:00 PM  
**Name** Curtis Bach  
**Organization**  
**Address**  
**Comments** I sure hope you make this little 5 Billion \$ project appealing to the EYE! Milwaukee has THE ugliest BRIDGES on the Planet.  
  
 DO SOMETHING!!!!

#### Freeway Reconstruction Study Comments

**Date submitted** 12/14/01 2:30:00 PM  
**Name** Kirstin Richards  
**Organization** Aurora Sinai Medical Center  
**Address** 945 N. 12th Street  
 P.O. Box 342  
 Milwaukee, WI 53201-0342  
**Comments** As an employee at Aurora Sinai Medical Center, I would like to see an exit from southbound 43 to State Street!

#### Freeway Reconstruction Study Comments

**Date submitted** 12/12/01 2:13:00 PM  
**Name** Robert Stockinger  
**Organization**  
**Address** 1808 S. 71st St.  
 West Allis, WI 53214  
**Comments** I would like to voice my strong opposition to adding additional freeway lanes during their upcoming reconstruction. I would like SEWRPC and WISDOT to direct at least half of transportation dollars to balanced transportation measures such as commuter and high-speed trains, clean buses, bike lanes and sidewalks to improve road safety, promote cleaner transportation choices and provide property tax relief and conduct a LUTRAQ study for Southeast Wisconsin.

#### Freeway Reconstruction Study Comments

**Date submitted** 11/15/01  
**Name** Keith Klovers  
**Organization**  
**Address** 5415 N. Berkeley Blvd.  
 Whitefish Bay, WI 53217  
**Comments** Dear Sir:  
  
 I think that the problem that our freeway system has had over the last 20 or so years has been the lack of foresight by the regional planners. For instance: the 41/145 projects to provide an alternate route into Milwaukee were bogged down because the commissions charged with expansion of the freeway system did not evaluate the situation until the system was already overburdened. Rather, I feel that the planning should include studies on the addition of several freeways, much the way that Boston did several years back. First, Highways 145 and 41 should be connected to relieve congestion on US45. Second, a loop around the city should be built to connect 143 to US45 in the north, US45 with Hwy. 16 and 194 in the west, and 194 west with 143 south and 194 south. The advantages to the proposal would: (1) be a reduction of through traffic on 1894, 194, 143, and US45, (2) a lesser dependence on the Marquette and Zoo interchanges for traffic passing through the city, and (3) a more efficient system in the 7 county area to reduce congestion for metro-Milwaukee residents. Please respond so that i may hear your comments to the proposal.  
  
 Thank you for your time,  
  
 Keith Klovers

#### Freeway Reconstruction Study Comments

**Date submitted** 10/18/01  
**Name** Pat Hall  
**Organization**  
**Address** Wauwatosa, WI  
**Comments** I read most of the information on the sewrpc.org/freewaystudy pages, including the project scope, but still would like to know if there is planning coordination with other transportation organizations like MCTS, Amtrak, or other "light rail" options? To me, it would seem there needs to be some form of participation and planning from other transportation suppliers.  
  
 Thanks for any information you can provide!  
  
 Pat Hall



Fall 2001

Mr. Philip C. Evenson, Executive Director  
Southeastern Wisconsin Regional Planning Commission  
916 N. East Avenue  
P.O. Box 1607  
Waukesha, WI 53187-1607

Dear Mr. Evenson:

It has come to the attention of the Story Hill Neighborhood Association that the Southeastern Wisconsin Regional Planning Commission (SEWRPC) is once again floating the idea of expanding the I-94 East/West freeway corridor through Milwaukee and Waukesha counties. When this proposal was being debated in the mid-1990s, the Story Hill Board strongly opposed such a plan, and we wish to go on record as opposing any new expansion plans now.

We are very concerned about the potential negative impact on our neighborhood should a wider freeway or double-deck option be implemented. Each of Story Hill's local and state elected officials has come out in opposition to any new expansion plans, and we wish to share our concerns as well, including:

- The removal of homes and businesses from our thriving neighborhood, forcing families and entrepreneurs to move and take property off the tax rolls;
- An increase in air, noise and light pollution - all threats to our environment;
- The disruption and removal of graves from nearby cemeteries, such as Wood National, Anshai Lebowitz, Spring Hill and Calvary cemeteries; and
- A "quick fix" that may or may not address the increase in vehicular traffic now, but most certainly will only add to the problem in the long run.

We hope that this new expansion idea was a "trial balloon" that has since gone flat. However, in the event that SEWRPC will move forward with expansion designs, we respectfully request that any plans or detailed information for the freeway be provided to our association for review and comment. Further, we ask SEWRPC to study at the outset any and all alternatives to freeway expansion, in an honest effort to identify a transportation plan that takes into account the Story Hill neighborhood's concerns as part of a regional, long-term solution to our traffic challenges.

( over )

Thank you for this opportunity to inform you of our position. Should you have any questions or concerns, or wish to arrange a meeting to discuss plans, please feel free to contact me at 414.302.9591 (h) or 414.297.1331 (w). We look forward to working with and hearing from you in the near future.

Sincerely,

*Sandra Rusch Walton*  
Sandra Rusch Walton, President  
Story Hill Neighborhood Board of Directors  
317 N. 50<sup>th</sup> St.  
Milwaukee, WI 53208

Cc: Wisconsin Department of Transportation  
Ald. Michael Murphy  
County Supervisor Lynne DeBruin  
State Rep. Peter Bock  
State Sen. Brian Burke  
Mayor John O. Norquist  
County Executive F. Thomas Arment  
Gov. Scott McCallum

DOT PUBLIC HEARING -- 11/15/01

First I want to thank Governor McCallum, the DOT and the Marquette Team for responding to my concerns about the freeway renovation project, specifically the sidetracking of the bypass completion. This bypass leg (I-43 to US-45) is vital to the future usefulness of the Southeast Wisconsin freeway system.

One of the stated objectives of the project is "Eliminating or improving unsafe sections of traffic weaving/merging", now a major problem. Weaving/merging in the interchange, of course, is how drivers in two or three lanes battle their way across two or three lanes just to get to the lane that leads to each driver's destination. Drivers must slow down or stop to make the switch. If I stop everyone behind me stops, and we have created one of the daily three to five mile backups on southbound I-43 into the Marquette. An almost identical story on our return trip.

Merging and unmerging (if there is such a word) define the purpose of an interchange and cannot be eliminated. Traffic volume dictates the severity of the problem. Current plans would add lanes. This is probably necessary, but I am afraid we will be criss-crossing six or eight lanes instead of only two or three. Hopefully the ramp rearrangement will help solve that problem.

There is no question that the currently planned ramp changes are necessary and very helpful, but the only way they can adequately handle the upcoming traffic volume is to complete the bypass by connecting I-43 and US-45. This will divert all of the commuters and trucks headed for Wauwatosa/Brookfield/Madison or Cudahy/Kenosha/Chicago+. They will benefit daily, saving time, fuel (idling) and aggravation by not going through downtown. Everyone will benefit from reduced pollution. The bypass idea has been sidetracked by unsubstantiated, faulty claims that only a "very small portion" of the traffic is headed for destinations beyond the central city. I can't believe that 150,000 people just go downtown and back every day to create the daily load of 300,000. Where do they park?

Now I learn that the bypass proposal has been switched from the Marquette study to SEWRPC. I don't understand why. This bypass would be almost a mirror image of I-894, an inseparable, peripheral component of the Marquette and a valuable major factor in easing the south side traffic volume into the Marquette. I have heard there was some political squabbling about the bypass in the sixties and maybe a couple of other times -- sort of a Not-In-My-Back-Yard thing from the suburbs, who prevailed. Any inconvenience out there would be peanuts compared to the original wipeout of miles of Eighth St., half of Seventh and Ninth, and whatever it took to build the southern segment of I-43, I-894 and the guts of the Marquette. Even the upcoming downtown upheaval will be many times more disruptive than anything a bypass could do to the suburbs. Progress has us downsize.

I am respectfully but seriously asking DOT and SEWRPC to sit down with a couple of savvy traffic engineers (no politicians the first round) and discuss this matter seriously and objectively. I believe it is your joint responsibility.

Charles Stewart  
1626 N Prospect Ave #2106  
Milwaukee, WI 53202  
414-224-1655

NOT ON SEWRPC  
MAKING LIST



**Appendix C-2B**

**WRITTEN COMMENTS RECEIVED VIA FORMS DISTRIBUTED BY THE SIERRA CLUB**

**SAMPLE POSTCARD**

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

Please give us more transportation choices, not more air polluting highways. Support and implement clean commuter trains and buses, high-speed trains, and don't expand highways like Hwy 164, that threatens farm families.

Our children and grandchildren will breathe easier if we take steps to improve air quality.

Sincerely,

From: \_\_\_\_\_

Address: \_\_\_\_\_

City/State: \_\_\_\_\_

Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

PLACE  
21¢ STAMP  
HERE

Chairman Thomas Buestrin  
Southeastern Wisconsin Regional  
Planning Commission  
c/o Sierra Club  
P.O. Box 13663  
Wauwatosa, WI 53213

PERSONS WHO SUBMITTED SIERRA CLUB POSTCARD

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Anderson	Cookie	3053 S. Shore Dr. #A	Milwaukee	WI	53207
Anderson	J	924 E. Juneau Ave.	Milwaukee	WI	53202
Anson	Cheryl	W236 N3261 Waterside Ct.	Pewaukee	WI	53072
Arntzen	David	2143 Mac Arthur Rd.	Waukesha	WI	53188
Askins	Donna	2601 Hwy 164	Slinger	WI	53086
Augustin	Monica	W367 S4744 Hwy 67	Dousman	WI	53118
Austin	David	556 Laurel Heights Dr.	Delavan	WI	53115
Ayers	Matt	1916 Timber Ridge Lane	Oak Creek	WI	53154
Bachman	Mary	8600 W. Harrison Ave.	West Allis	WI	53227
Baldees	David	4841 Mueller Lane	West Bend	WI	53095
Ballas	Nick	3051 N. Gordon Circle	Milwaukee	WI	53212
Barcly-Rosenthal	Francine	757W. Grand Avenue	Port Washington	WI	53074
Bartel	Bert	5645 N. 34th St.	Milwaukee	WI	53209
Bascom	Deborah L.	2056 N. Ludington Ave.	Wauwatosa	WI	53226
Bass	Roberta	4013 N Downer	Milwaukee	WI	53211
Batikis	John	1023 Crab Tree Lane	Racine	WI	53406
Becker	Tom	4425 Cherokee Terrace	Hubertus	WI	53033
Bennett	Robert	1831 N. Cambridge #1207	Milwaukee	WI	53202
Benson	Don & Mary Lee	W52 N859 Derby Lane	Cedarburg	WI	53012
Bergs	Marianne	206 N. Unversity Dr.	Waukesha	WI	53188
Beschta	Marion	6224 Briarwood Circle	Waterford	WI	53185
Bevic	Nada S.	4221 N. 94th St.	Wauwatosa	WI	53222
Bjorge	Evangeline	13670 Watertown Plank Rd.	Elm Grove	WI	53122
Bjorklund	David	500 W Bender Rd #92	Glendale	WI	53217
Bliss	E. R.	7055 N. Seneca	Milwaukee	WI	53217
Blomstrom	Mary	4611 N. Woodburn	Milwaukee	WI	53211
Boutly	Marilyn	N94 W5725 Dorchester Dr.	Cedarburg	WI	53012
Bowen	Margaret	2904 N 84th St	Milwaukee	WI	53222
Boyer	Dorothy M.	1969 Lakefield Rd.	Cedarburg	WI	53012
Braun	Betty J.	14240 Ranch Rd.	Brookfield	WI	53005
Brazon	Arlene	1429 Main St.	Union Grove	WI	53182
Brewer	Marge	2123 N. 50th St.	Milwaukee	WI	53210
Briscoe	Chin	2777 N. 68th St.	Milwaukee	WI	53210
Broadik	Todd	729 E. Townsend	Milwaukee	WI	53212
Brooks	Tom & Jean	2237 N. 65th St.	Wauwatosa	WI	53213
Brown	Deborah L.	7635 W. Grantosa Dr.	Milwaukee	WI	53218
Brown	Lynn T.	4225 S. Victoria Circle	New Berlin	WI	53151
Bruce	Lilias M.	9008 N. Bayside Dr.	Milwaukee	WI	53217
Buckingham	Irene	P. O. Box 235	Lake Geneva	WI	53147
Bunge	William & Mary	12418 W. Rosemary	New Berlin	WI	53151
Bunzel	Brian	6725 N. Trenton Rd.	West Bend	WI	53090
Burke	Michael T.	1024 Hayes Ave.	Racine	WI	53405
Burki	Terry	567 Hartridge Dr	Hartland	WI	53029
Bzdusek	Carol & Arthur	4010 S. 58th Street	Milwaukee	WI	53220
Cable	Joyce	2775 N. 67th St.	Milwaukee	WI	53210
Carey	Merry	1127 Irving Pl	Racine	WI	53403
Carini	Steven J.	3616 E. Norport Dr.	Port Washington	WI	53074
Carlsen	Carol J.	5935 N. 74th Street	Milwaukee	WI	53218
Carpenter	Jim	1633 N. Prospect #9C	Milwaukee	WI	53202

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Carpenter	Thomas	11732 W. Flass Ave.	Milwaukee	WI	53225
Chambers	H. B.	N73 W32356 River Rd.	Hartland	WI	53029
Chantler	Sylvia	6810 Fairfield Ave.	Cedarburg	WI	53012
Chappie	Dara	1808 S. 71st St.	West Allis	WI	53214
Church	Liisa	7125 N. River Rd.	Milwaukee	WI	53217
Clausen	Charles F.	2046 Deane Blue	Racine	WI	53403
Clausen	Herbert C.	761 224th Ave.	Kansasville	WI	53139
Courchane	Matthew	4960 Sussex Lane	Greendale	WI	53129
Courtney	Patricia	2177 N. 70th St.	Milwaukee	WI	53213
Crocker	Susan	3466 S. 34th St.	Milwaukee	WI	53215
Cropper	Amy	120 W. Ottawa Ave.	Dousman	WI	53118
Crowley	Clare J.	3647 S. Chase Ave. #3	Milwaukee	WI	53207
Dagelen	Dianne	8444 Hill St.	Wauwatosa	WI	53226
Danes	Robert B.	3403 W. Clyborn St.	Milwaukee	WI	53208
Daniel	Eddee	2013 Ludington Ave.	Wauwatosa	WI	53226
Danneman	Herbert	14425 Woodland Place	Brookfield	WI	53005
Dargin	Patricia	1734 Michigan Blvd	Racine	WI	53402
Darling	Nina	2645 N. Newhall St. #4	Milwaukee	WI	53211
Davidson	J	1871 Ludington	Wauwatosa	WI	53226
Davis	Robert C.	10330 32nd Ave.	Pleasant Prairie	WI	53168
Davison	Betty C.	216 N. 5th St.	Delavan	WI	53115
DeCarlo	Kathy	13955 Underwood River Pkwy	Elm Grove	WI	53122
Dee	Charlie	2024 N. Hi Mount	Milwaukee	WI	53208
DeLellis	Eileen	110 Corrina Blvd Apt. 375	Waukesha	WI	53186
DeFrate	Patricia	8348 66th Ct.	Peasant Prairie	WI	53158
Dembowski	Marie C.	5415 353rd Ave.	Burlington	WI	53105
DeNike	Diane	21715 121st Place	Bristol	WI	53104
Dickinson	Virginia B.	4043 N. Larkin St.	Shorewood	WI	53211
Dimarco	James & Janet	4 Shorewood Ct	Racine	WI	53402
Donald	Mary F.	6918 N. Belmont Lane	Milwaukee	WI	53217
Doucks	Dorothy	W 330 N 4021 Lakeland Dr.	Nashotah	WI	53058
Doukas	Gayle	8520 W. Red Wing Dr.	Franklin	WI	53132
Draves	Cindy	3106 Mangold Ave. #9	Greenfield	WI	53221
Drazkowski	August	2651 State Rd. 164	Slinger	WI	53086
Dreifus & Nuber	Paul & Karen	1501 E Newport Ave	Milwaukee	WI	53211
Dressel	Gertrude P.	4848 N. Lydell #221	Milwaukee	WI	53217
Druse	Marion & Fred	830 N. 72nd St.	Wauwatosa	WI	53213
Duersten	Nancy	363 E. Point View Dr.	Racine	WI	53402
Eaton	David & Gloria	12649N East Shoreland Dr	Mequon	WI	53092
Eckstein	Kenneth C.	5623 W. Howard Ave.	Milwaukee	WI	53220
Eells	Grace C.	919 S. 89th St.	West Allis	WI	53214
Eggers	Eric	1811 Kensington Dr. Apt. 4	Waukesha	WI	53188
Eisenberg	Barbara	2661-A N. Fratney St.	Milwaukee	WI	53212
Eizen	Ruth	7234 N. Green Bay Rd	Glendale	WI	53209
Ellenbecker	Joseph C.	3260 S. 51st Street	Milwaukee	WI	53219
Engel	John	1144 N. Osborne	Racine	WI	53405
Erdmann	Lisa	39300 Allen Road	Oconomowoc	WI	53066
Evan	Russell	W287 S1927 Hwy DT	Waukesha	WI	53188
Evans	Joan	225 Wilbur Ave	Waukesha	WI	53186
Everson	Richard & Gloria	1029 N. Jackson #1407	Milwaukee	WI	53202

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
F	Sabina	4626 W. Auer Ave.	Milwaukee	WI	53216
Family	Dutilly	5520 N.Iroquois Ave.	Milwaukee	WI	53217
Faw	Donald	4820 N. Oakland Ave.	Whitefish Bay	WI	53217
Fiege	Elsie G.	5856 S. 112th St.	Hales Corners	WI	53130
Finch	Richard	8979 Paradise Rd	Kewaskum	WI	53040
Fine	Sidney A.	1229 N. Jackson St. Unit 302	Milwaukee	WI	53202
Fischer	Dick	148 N. 71st St	Milwaukee	WI	53213
Fischer	Ron	W265 N6610 Yarotta Circle	Sussex	WI	53089
Fisher	Mary Ann	2633 N. Harlett	Milwaukee	WI	53211
Floyd	Joe	N 5010 Mushroom Rd.	Eden	WI	53019
Folsom	Ellen P.	201 S. East Ave.	Waukesha	WI	53186
Formolos	Bob & Rachel	12955 Cardinal Crest Dr.	Brookfield	WI	53005
Fornerod	Virginia	N6552 Elder Rd.	Delavan	WI	53115
Foster	Steve & Gloria	2924 N. Prospect Ave.	Milwaukee	WI	53211
Francis, M.D.	Robert J.	13135 Lee Court	Elm Grove	WI	53122
Franecki	William	3211 S. Howell Ave #2	Milwaukee	WI	53207
Frank	Fred & Marie	1200 Davidson Rd	Brookfield	WI	53045
Franke	Janice L.	5858 S. 112th St.	Hales Corners	WI	53130
Frederick	Donna	2445 S. 8th St.	Milwaukee	WI	53215
French	Hope	N28W6246 Alyce St. #221	Cedarburg	WI	53012
Frinzi	Nancy	S47 W37910	Dousman	WI	53118
Fumall	Andrew J.	W755 Potters Circle	East Troy	WI	53120
Gaskell	Jim	732 N. Waterville Rd.	Oconomowoc	WI	53066
Gaza	Stephen	W236 N6022 Pine Tier	Sussex	WI	53089
Geiesbach	Andrew R.	1409 N. Prospect Ave.	Milwaukee	WI	53202
Gelb	Arthur	1938 Parknoll Lane	Port Washington	WI	53074
Gentz	Jerry	3258 S. 46th St	Milwaukee	WI	53219
Gerhardt	T. M.	4235 Erie St. \$438	Racine	WI	53402
Giese	Mark M.	1520 Bryn Mawr Ave.	Racine	WI	53403
Gilson	Norma	2305 E. Stratford Ct.	Milwaukee	WI	53211
Gisser	Marly	3134 N. Cambridge Ave	Milwaukee	WI	53211
Goeden	Barbara	N21W24327 Cumberland Dr.	Pewaukee	WI	53072
Goodrich	Donna	3783 S Shady Ln	New Berlin	WI	53146
Gorecki	John H.	2268 S. 7th St.	Milwaukee	WI	53215
Gramling	Lynne	229 Greenfield Ct.	Waukesha	WI	53186
Green	Dorothy M.	115 Concord Pl Apt 4	Thiensville	WI	53092
Greilinger	John	5328 Orchard Lane	Greendale	WI	53127
Grezenski	Dennis M.	3025 N. Farwell Ave.	Milwaukee	WI	53211
Grimmer	Mike	2758 S. Linebarger Terrace	Milwaukee	WI	53207
Gruen	Shirley S.	1863 Lake Shore Road	Grafton	WI	53024
Guell	Mark A. & Eileen	2951 Bogey Lane	Slinger	WI	53086
Gunderson	Evelyn	922 Krumry Street	Plymouth	WI	53073
Haas	Marta	1825 E. Cumberland Blvd.	Whitefish Bay	WI	53211
Hacker	Bill	W250 N8945 Hillside Rd	Lisbon	WI	53089
Hafner	Marguerite	6910 W. Lima St.	Milwaukee	WI	53223
Hageman	Lavergne	4045 Sheridan Ave.	Racine	WI	53403
Hagensick	Les	9442 N. Goldendale Dr.	Brown Deer	WI	53223
Halez-Renard	Jacquelyn	P.O. Box 748	East Troy	WI	53120
Hall	Tim & Julie	12554 N. Jacqueline Ct.	Mequon	WI	53092

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Hambrick	Bennie H.	9221 W. Allyn St. Unit F	Milwaukee	WI	53224
Hancock	Rick	2351 N. 65th St.	Wauwatosa	WI	53213
Haney	Richard E.	7015 W. Hummingbird Ct.	Milwaukee	WI	53223
Hanson	Delene F.	10203 W. Ridge Rd.	Hales Corners	WI	53130
Hanus	Julie	3509A N. 64th St	Milwaukee	WI	53216
Hargreaves	Peter L.	1216 Lynne Dr.	Waukesha	WI	53186
Harrington	Mary	4620 N. Lake Dr.	Milwaukee	WI	53211
Harvey	Margaret	N9357 Beulah Park Road	East Troy	WI	53120
Hassebrock	Margaret A.	4723 W. Spring Lane	Brown Deer	WI	53223
Haughton	Robert G.	W62 N952 Tamarack	Cedarburg	WI	53012
Hauser	Gustan	143 113th St.	Pleasant Prairie	WI	53158
Healy	Michael D.	3350 Burlawn Parkway	Brookfield	WI	53005
Hecht	Robert E.	3112 Ruby Ave.	Racine	WI	53402
Heckenlively	John	515 Sixth St.	Racine	WI	53403
Hefti	Gail	N1287 County Road	Hartford	WI	53027
Henry	Anna	14713 Chicago Ave. S. #5	Burnsville	MN	55306
Hetzel	David P.	5702 N. Argyle Ave.	Glendale	WI	53209
Hinckley	Robert J.	1452 E. Friess Lake Drive	Hubertus	WI	53033
Hoaden	Michael	1430 N. 40th St.	Milwaukee	WI	53208
Hoeft	Bernadine	1029 N. Jackson Apt 309	Milwaukee	WI	53202
Hoerl	Kim & Dau	1222 N. 116th St.	Wauwatosa	WI	53226
Hoffmann	Irene	2177 S. Washington Rd.	Chilton	WI	53014
Holskin	Suzy C.	1605 E. Menlo	Shorewood	WI	53211
Holtz	Noreen	2656 N. 67th St.	Wauwatosa	WI	53213
Honetschloger	Martha	7227 Elstead Ave.	Greendale	WI	53121
Hook	Richard	5807 W. Park Hill Ave	Milwaukee	WI	53213
House	Kim	1800 Wisconsin Ave.	Racine	WI	53403
Houseman	Ralph	225 Elm St.	Thiensville	WI	53092
Hoyer	Irene	530 S Radcliff Drive	Greendale	WI	53121
Huger	Alicia	4521 40th Ave.	Kenosha	WI	53144
Hunter, M. D.	Paul	210 w. Capitol Dr.	Milwaukee	WI	53212
Ibach	Carol	2514 N. 70th St.	Wauwatosa	WI	53213
Ince	Jeanne	3130 Southwood Dr.	Racine	WI	53406
J	Carolyn	5459 N. Shoreland	Whitefish Bay	WI	53217
Jabs	Sharon	W4922 Pleasant Lake Rd	Elkhorn	WI	53121
Jacobs	Deborah M.	4796 N. Idlewild Ave.	Whitefish Bay	WI	53211
Jaeschke	Carolyn	W239 N3368 Hwy J	Pewaukee	WI	53072
Jahn	Carolyn & Ray	4821 S. Stevens Drive	Hubertus	WI	53033
Janus	Joan	1624 N. 60th St.	Milwaukee	WI	53208
Jaroach	Catherine	7029 W. Marion St.	Milwaukee	WI	53216
Jenks	Mary	W299 S10761 Pickering Dr.	Mukwonago	WI	53149
Jensen	Mary F.	3540 16th Ave.	Kenosha	WI	53140
Jenson	Wayne L. & Phebe	333 Wainwright Ave.	Burlington	WI	53105
Johnson	Mary	519 North Ave	Hartland	WI	53029
Johnson	Robert	2322 S. 30th	Milwaukee	WI	53215
Jolly	Eleanor M.	6801 W. Loomis Rd	Greendale	WI	53129
Jordace	Mary	W4985 Cobblestone Rd.	Walworth	WI	53184
Juneau	Wendy & Peter	S86 W30370 Stonegate Dr.	Mukwonago	WI	53149
Kaiser	Charles	5028 N. Diversey	Whitefish Bay	WI	53217
Kazemi	Farhad	133 W. Oregon	Milwaukee	WI	53204



<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Kegel	Josephine A.	6184 S. 38th St.	Milwaukee	WI	53221
Keith	Carolyn	2508 E. Belleview Pl. #65	Milwaukee	WI	53211
Kelly	Lila & Michael	2750 N. Grant Blvd.	Milwaukee	WI	53210
Kent	Richard	N114 W15920 Hilben Ln	Germantown	WI	53022
Keyes	Diane M.	2523 N. Frederick Ave.	Milwaukee	WI	53211
Kickrehm	Charles	11100-63rd Avenue	Pleasant Prairie	WI	53158
Kinateder	Frank S.	710 Oak Ridge Ct.	Waukesha	WI	53188
King	Kristi	P.O. Box 468	Oconomowoc	WI	53066
Kinlen	M.	N94 W23633 Hermitage Dr.	Colgate	WI	53017
Klos	Roberta	1093 W. Raul	Milwaukee	WI	53225
Klug	Ginger R.	3263 S. Taylor Ave.	Milwaukee	WI	53207
Klug	William F.	2845A Teal Ridge Ct.	Brookfield	WI	53045
Knoblauch	Janet	165 S. 81st St.	Milwaukee	WI	53214
Knoedler	Jean	13711 W. Cleveland Ave.	New Berlin	WI	53151
Kocher	William H.	W276 S3470 Marmaduke	Waukesha	WI	53189
Koehler	Bonnie	S66 W29502 Count Road I	Mukwonago	WI	53149
Koermer	Karen & Fred	W3676 Maple Lane	Lake Geneva	WI	53147
Koermer	Stephen	W3676 Maple Lane	Lake Geneva	WI	53147
Koesser	Pearl	6402 47th Ave	Kenosha	WI	53142
Krause	Alice L.	1200 Melvin Ave.	Racine	WI	53402
Krause	Judy	2221 E. Beverly Rd.	Shorewood	WI	53211
Krause	Lois	S1W26111 Northview Rd	Waukesha	WI	53188
Kreml	Liz	715 W Highland Ave	Oconomowoc	WI	53066
Krier	Dan	7904 W Lisbon Ave	Milwaukee	WI	53222
Krohn	Colleen	7185 Buckby Rd	Lake Geneva	WI	53147
Kroll	Gil	39709 84th St. Box 168	Powers Lake	WI	53159
Krueger	Keith	234 Echo Lane	Racine	WI	53406
Kubiak	Thomas	922 E. Hampton Rd	Whitefish Bay	WI	53217
Kuchta	Mark R.	6310 48th Ave.	Kenosha	WI	53142
L	Jayson	1754 N. Pulaski	Milwaukee	WI	53202
Lamm	Kenneth & Dorothy	5155 N Palisades Rd	Whitefish Bay	WI	53217
Lammi	Mark	4530 W. Radcliffe Dr.	Milwaukee	WI	53223
Larsen	Gary W. & Mary A.	3981 S. 120th Street	Greenfield	WI	53228
Larsen	Sara	W314 N7198 Hwy 83	Hartland	WI	53029
Larson	Juanita	1512 Chatham Street	Racine	WI	53402
Larson	Lisa & Kal	16615 Burleigh Place	Brookfield	WI	53005
Laux	Joan	1739 11th Ave.	Grafton	WI	53024
Leeck	Charles L.	N25 W26352 Whitetail Ct	Pewaukee	WI	53072
Leef	Ruth & George	710 Meadow Lane	Elm Grove	WI	53122
Lemerand	Jim	W299N1031 St. James Way	Waukesha	WI	53188
Lewis	Sandra	405 N. East Ave. Apt 16	Waukesha	WI	53186
Leydel	Susan	23908 60th St.	Salem	WI	53168
Linzmeyer	Marlene	W369 S10450 Shearer Rd.	Eagle	WI	53119
Lipscomb	Alice	1753 N. 58th St.	Milwaukee	WI	53208
Liska	Michael R.	1815 N.58th St	Milwaukee	WI	53208
Littlemann	Thomas J.	5506 W. Brooklyn Pl.	Milwaukee	WI	53216
Longtine	Laurie	W271 S3581 Oak Knoll Drive	Waukesha	WI	53188
Looney	Don	100 Corrina Blvd. #354	Waukesha	WI	53186
Lowerre	Eleanor	625 Main St.	Delafield	WI	53018
Lund	Mary	2360 Tru Lane	Brookfield	WI	53005



<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Lunz	Jeff	W249S6057 Deerfield Circle	Waukesha	WI	53189
Lutz	Richard	1704 S. 69th St.	Milwaukee	WI	53214
Lux	Richard C. & Mary E.	2851 E. Hartford Ave	Milwaukee	WI	53211
Lyon	Julia B.	3531 W. Rawson Ave.	Franklin	WI	53132
Mackay	Kay	3770 S. Vermont	St. Francis	WI	53235
Madushaw	Ernabelle	21275 Gumina Road	Pewaukee	WI	53072
Maertz	Bernice	N-77 W-12477 Fond Du Lac Ave.	Menomonee Falls	WI	53051
Maertz	Mary	N77 W12477 Fond du Lac Ave.	Menomonee Falls	WI	53051
Manke	Marilyn	11610 River Road	Mequon	WI	53092
Manley	Karen	970 Ulas Rd	Grafton	WI	53024
Marks	Amy Lynn	3150 N. 53rd St.	Milwaukee	WI	53216
Marquardt	Elroy	5526 N. 35th St	Milwaukee	WI	53209
Masiak	Cory	2527 N. Lefeber Ave.	Wauwatosa	WI	53213
Mason	Edward	8322 S. Howell Ave.	Oak Creek	WI	53154
McAllister		P.O. Box 180317	Delafield	WI	53018
McCalry	Wendy	5400 Six Mile Rd	Racine	WI	53402
McDermott	Elaine	5417 Mansfield Dr.	Greendale	WI	53129
McGraw	Jean	5827 Cambridge Circle	Racine	WI	53406
Mecherly	Wyn	3419 N. 54th St.	Milwaukee	WI	53216
Meier	Sarah	2111 S. 105th St.	West Allis	WI	53227
Meyer		930 N. 59th St.	Milwaukee	WI	53213
Meyer	Gretchen	W55 N247 Woodmere Ct. Apt. 1	Cedarburg	WI	53012
Michalets	Marie C.	2609 E. Bottsford Ave.	St. Francis	WI	53235
Mikula	B.	P.O. Box 984	Waukesha	WI	53187
Miller	David H.	3909 N. Murray	Shorewood	WI	53211
Miller	Patricia	1811 N. 57th St.	Milwaukee	WI	53208
Moore	Edna A.	2898 S. Moorland Rd.	New Berlin	WI	53151
Moore	Steven	336 N. Racine Ave.	Waukesha	WI	53186
Moran	Jenny & Pat	2550 S. Brookland Rd	New Berlin	WI	53151
Moran	John	3719 E. Van Norman	Cudahy	WI	53110
Morin	Sharon	3948 N. Horcourt Pl.	Shorewood	WI	53211
Moss	Dr. Paul & Claire	500 W. bender Rd Unit 86	Glendale	WI	53217
Moynihe	Timothy	4977 S. Imperial Ct.	Greenfield	WI	53220
Mueller	Mark & Lonni	4022 N. Downer	Shorewood	WI	53211
Muluhill	Shawn & Stacey	2523 LaSalle St.	Racine	WI	53402
Munroe	Bonnie	7686 Midtown Rd.	Verona	WI	53593
Murphy	Susan	2606 E. Shorewood	Shorewood	WI	53211
Naegeli	Joan V.	1452 Crabapple Dr.	Racine	WI	53405
Nagle	Karen Maxine	2914 N. 54th St.	Milwaukee	WI	53210
Nardin	Terry	2909 N. Stowell Ave.	Milwaukee	WI	53211
Naumann		3518 S. Townline	West Bend	WI	53095
Nelson	Lynne	W270 N7531 Oakwood Ct.	Hartland	WI	53029
Nelson	Michelle M.	N25 W26352 Whitetail Ct	Pewaukee	WI	53072
Netzel	Forrest	16555 LaVela Circle Lower	Brookfield	WI	53005
Nilson	Karl	13107 W. Meadow Lane	New Berlin	WI	53151
Nitka	Marelyn	317 N. Jefferson St.	Waterford	WI	53105
O'Brien	Claire E.	837 W. Theresa Lane	Milwaukee	WI	53209
O'Connell	Linda D.	345 N. 50th St.	Milwaukee	WI	53208
O'Keefe	William D.	4800 W. Coldspring Rd Apt. 117	Greenfield	WI	53220
O'leary	Thomas	N49 W16385 Lilac Lane	Menomonee Falls	WI	53051

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Oleson	Jay	2116 N. 56th St.	Milwaukee	WI	53208
Olsa	Frank T.	2965 N. Bartlett Ave.	Milwaukee	WI	53211
Olson	Frances A.	1135 Rolling Lane	Lake Geneva	WI	53147
Olson	Frederick	2437 N 90th St	Wauwatosa	WI	53226
Omohundro	Jim	2523 E. Menlo Blvd.	Milwaukee	WI	53211
Oray	Anita	W376 S5129 E Pretty Lake Rd	Dousman	WI	53118
Palmer	Virginia A.	1909 E. Shorewood Blvd.	Milwaukee	WI	53211
Pass	Sally	404 Westminster Dr.	Waukesha	WI	53186
Patsche	Dorothy A.	2832 W. Bottsford Ave.	Greenfield	WI	53221
Patton	Dr. Charles H.	25 S. Vincennes Circle	Racine	WI	53402
Person	Amy	1648 N. Jackson St. Apt. 4	Milwaukee	WI	53202
Peterson	Phil	11107 W. Congress	Wauwatosa	WI	53225
Pevnick	Laurie	2602 E. Hampshire Ave.	Milwaukee	WI	53211
Pfingsten	James	W148 N13428 Pleasant View Dr.	Germantown	WI	53022
Phillips	Deana R.	1133 Eastern Terrace	Mukwonago	WI	53149
Phillips	Liz	4957 N Newhall	Milwaukee	WI	53217
Pillai	Dharhini	3183 Waterford Court	New Berlin	WI	53151
Pitson	Dorothy M.	8621 W. Beloit Rd	Milwaukee	WI	53227
Potente	Eugene J.	408 68th St.	Kenosha	WI	53143
Prchal	Carol	W5558 Bluejay Rd.	Elkhorn	WI	53121
Price	Jill	S44 W36104 Hwy C	Dousman	WI	53118
Prudent	George	206 N. University Dr.	Waukesha	WI	53188
Ptacek	Mary	4108 W. Woodward Dr	Franklin	WI	53132
Raffe	Frederick	3510 Paradise Ave.	Brookfield	WI	53045
Raiche	Nancy	3227 S. 95th St.	Milwaukee	WI	53227
Ramsey	Paul	3016 E Newport Ct	Milwaukee	WI	53211
Reeve	Laura B.	9803 S. Deerpath Drive	Oak Creek	WI	53154
Reich	Helen	3838 E. Martin Ave.	Cudahy	WI	53110
Renchin	Kate	8900 W Bonniwell Rd.	Mequon	WI	53097
Reynolds	Jane	N86 W18106	Menomonee Falls	WI	53051
Robert	R.	21760 W. Lochinvar Lane	New Berlin	WI	53146
Robertson	J. & M.	8710 82nd St. Apt. 205	Pleasant Prairie	WI	53158
Robillard	James	1809 E Marion St #201	Shorewood	WI	53211
Rodman	Tom	2811 S. Wentworth Ave.	Milwaukee	WI	53207
Rogers	Marliss A.	1121 Crestview Dr	Port Washington	WI	53074
Rohrer	Ann	3416 S. 9th St.	Milwaukee	WI	53215
Rokicki	Wayne	1801 S. 30th St.	Milwaukee	WI	53215
Roland	Argus	W239 S5144 State Road 164	Waukesha	WI	53189
Rosenthal	Francine B.	767 W. Grand Ave	Port Washington	WI	53014
Rowalsky	Anna & Jerry	W145 N5395 Thornhill Dr.	Menomonee Falls	WI	53051
Rozanski II	John E.	6200 W. Bennett Ave.	Milwaukee	WI	53219
Rutkowski	Tom	2615 N. Main St.	Racine	WI	53402
Ryan	Nancy J.	581 E. Fox Dale Rd.	Fox Point	WI	53217
Sabol	J. E.	6328 Washington Ave.	Racine	WI	53406
Sader	Lia	5510 n 42nd St	Milwaukee	WI	53209
Saucier	WJ	15150 Terrace Ct	Elm Grove	WI	53122
Schatz	Patricia	3126 Terrace High	Racine	WI	53406
Schendzelos	Christine	6243 W. Kinnickinnic River Pkwy	Milwaukee	WI	53219
Schiltz	Joan	2432 13th Ave.	South Milwaukee	WI	53172
Schmidt	Frederick G.	2416 E. Edgewood Ave	Milwaukee	WI	53211

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Schmidt	Teri S.	W316 N8540 Suset	Hartland	WI	53029
Schmitt	Leander	Hubertos Rd	Hubertus	WI	53033
Schneider	Kathy	W228 S9060 Jackson Pkwy	Big Bend	WI	53103
Schneidler	Sue	N38 W35926	Oconomowoc	WI	53066
Schoofs	Patrick	1234 S. 25th St.	Milwaukee	WI	53204
Schulteis	Jerome D. and Pamela J.	W. 173 S.8086	Muskego	WI	53150
Schulten	William & Ann	S46 W39028	Dousman	WI	53118
Schultz	Steven	4240 S. Sunnyslope rd	New Berlin	WI	53151
Schuster	Bill	W180 N12537 Fond Du Lac	Germantown	WI	53022
Schwaab	Susan	3019 Chatham St.	Racine	WI	53402
Schwister	Carol	1441Mount Lane	Hubertus	WI	53033
Sculley	Priscilla	380 N. Mill St. Apt #204	Saukville	WI	53080
Sekula	John A.	532 Crescent Court	Milwaukee	WI	53213
Seybold, Jr.	William	5858 S. 112th St.	Hales Corners	WI	53130
Shadel	Elizabeth	W9104 Shadel Rd	Delevan	WI	53115
Shapiro	Elika	7221 Third Ave	Kenosha	WI	53143
Sheppard	David	N74 W2313 Ridgeview Circle	Lussex	WI	53089
Siegel	Gloria Jean	P.O. Box 125	Menomonee Falls	WI	53052
Simerlein	Palmer C.	W7817 County Road U	Plymouth	WI	53073
Sinur	Carol L.	8564 N. 57th St.	Brown Deer	WI	53223
Slaughter	Marjorie M.	4811 Pioneer Rd.	Richfield	WI	53076
Smith	Charlotte A.	1650 N. 121st St.	Wauwatosa	WI	53226
Smithback	Eldon	2425 Green Haze Ave.	Racine	WI	53406
Sowers	Elizabeth	1108 Wauwatosa Rd.	Cedarburg	WI	53012
Spaight	Maurice	26110 Deer Ridge Trl	Waterford	WI	53185
Speizel-Wuchterl	Tanya	1227 N. Cass #6	Milwaukee	WI	53202
Spencer	Stan	4269 W. Highland Blvd.	Milwaukee	WI	53208
Stanfield	Christine	1355 Bonnie Lane	Brookfield	WI	53045
Stanger	Evelyn M.	3705 N. Maple Rd.	Burlington	WI	53105
Stasiewski	Allen & Cheryl	S52 W26415 Fox Vale Ct.	Waukesha	WI	53189
Stavern	Andys Van	2425 Buena Vista Dr.	Brookfield	WI	53045
Stein-Kodzic	Margaret	8134 Aberdeen Ct.	Wauwatosa	WI	53213
Steinmetz	Christine	7108 Pershing Blvd.	Kenosha	WI	53142
Stewart	Daryl W.	17125C W. Bluemound Rd.	Brookfield	WI	53005
Stingl	Joseph & Betty	S67 W. 13779 Hardwicke	Muskego	WI	53150
Stoner	Holly	2017 E. Olive	Shorewood	WI	53211
Stoune	Kate			Tx	
Straley	Susan	222 S Moreland Blvd	Waukesha	WI	53188
Strane	Susan R.	5763 N. Bay Ridge Ave.	Whitefish Bay	WI	53217
Strauss	Robert & Sue	3900 N. Farwell Ave	Milwaukee	WI	53211
Strautmakis	Sig	P. O. Box 642	Germantown	WI	53022
Strey	Jim & Kathie	119 Chaffee Rd. #104	Oconomowoc	WI	53066
Stueber	Jerome	S103 W19333 Kelsner Dr.	Muskego	WI	53150
Stumpf	Alta	N9168 Humphrey Ln.	East Troy	WI	53120
Sullivan	Steve	2510 Lincoln	Kansasville	WI	53139
Swain	Geoffrey R.	1869 Maple Road	Grafton	WI	53024
Swanson	Arthur	W228 N 3904 Lone Tree	Pewaukee	WI	53072
Tamborino	Chris & Vicki	1175 Hwy 164	Hubertus	WI	53033
Tausend	Conrad M.	W143N9890 Ridgewood Lane	Germantown	WI	53022
Tellock	Cindy	6707 W. Allerton Ave.	Milwaukee	WI	53220

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Thompson	Kevin	3467 N. Humboldt	Milwaukee	WI	53212
Thompson	Laura	4720 State Rd. 31	Racine	WI	53405
Tietz	Steven L.	5435 W. Verona Ct.	Milwaukee	WI	53219
Timmer	David	4655 S. Hearth Ridge Ct.	New Berlin	WI	53151
Toman	Chuck & Joanne	1818 N. 2nd St.	Milwaukee	WI	53212
Toman	Julie & Vince	2105 Park View Ct.	Waukesha	WI	53188
Tompkins	Lela A.	2403 N. 59th St.	Milwaukee	WI	53210
Tomter	Margaret M.	1097 Lake Shore Road	Grafton	WI	53024
Torgler	D.	200 Meadowlark Dr. #1	Burlington	WI	53105
Torkelson	Theresa L.	1703 Mackinac Ave.	South Milwaukee	WI	53172
Trotalli	Robert J.	18860 LWR Lothmoor Dr.	Brookfield	WI	53045
Turnbull	Mary	4651 N 127th St	Butler	WI	53009
Ueberroth	Thomas	10203 W. Ridge Rd.	Hales Corners	WI	53130
Uihlein	Lynde	660 E. Main St.	Milwaukee	WI	53202
Ulrich	Cecily R.	6526 Heidelberg Circle	Waterford	WI	53185
Vandebant	Mike	8946 W. Lynx Apt. 29	Milwaukee	WI	53225
Vandweld	Paul	7017 Cedar St	Wauwatosa	WI	53213
Voden	Nick	1819c S 124th St	New Berlin	WI	53151
Von Haden	Jeff	3344 Lake Dr.	Hartford	WI	53027
Voss, M.D.	Erika M.	2200 N. 64th St.	Wauwatosa	WI	53213
Wade	Charlene	7109 93rd Ave.	Kenosha	WI	53142
Wagner	Duke & Carlyn	S54 W31500 Hwy. 59	North Prairie	WI	53153
Wagner	Ilse E.	3832 Nagowicka Shores Dr.	Hartland	WI	53029
Wallace	Mark	1717 E. Kane Pl.	Milwaukee	WI	53202
Wallrath	Elizabeth	1930 Fieldcrest Lane	Waukesha	WI	53186
Walsh	Kathleen	P. O. Box 229	Fontana	WI	53125
Walsh	Kathleen	929 N. Astor St. #801	Milwaukee	WI	53202
Walters	Karen	1134 Pine Meadow	Hubertus	WI	53033
Waterston	Florence	1940 N. Prospect Ave	Milwaukee	WI	53202
Watson, M. D.	Wendy	21375 Astulat Dr.	Brookfield	WI	53045
Weis	Ronald R.	4536 Pioneer Rd.	Richfield	WI	53076
Weis	Sylvester J. & Dolores M.	4536 Pioneer Rd.	Richfield	WI	53076
Welle	David L.	P. O. Box 411	Twin Lakes	WI	53181
Wellenstein	Sally	434 Lac La Belle Dr.	Oconomowoc	WI	53066
Wesslerle	Andreas R	4257 N. 52nd St.	Milwaukee	WI	53216
Westbrock	Ruth	8016 W. Oklahoma Ave. Apt 19	West Allis	WI	53219
Westover	Kathleen	2745 N. 70th St.	Milwaukee	WI	53210
Wetzel, Jr.	Emil	3440 County Rd. I	Saukville	WI	53080
Weygand	Sophie	3535 Penmolla Dr.	Burlington	WI	53105
White	Joseph C.	3038 N. Shepard Ave.	Milwaukee	WI	53211
Whittaker	Dana	S85 W19719 Greenhaven Ct.	Muskego	WI	53150
Whyms	Joseph	1447 S. 167th St.	New Berlin	WI	53151
Wiesner	Joseph	5866 N. Bay Ridge Ave	Milwaukee	WI	53217
Wilcox	Gail	13030 W North Ave	Brookfield	WI	53005
With	Kathryne	N24 W24003-A Brandon Oaks	Pewaukee	WI	53072
Wolter	Barb	W149 N. 8488 Norman	Menomonee Falls	WI	53051
Yanny	John	604 N. 119th St.	Wauwatosa	WI	53226
Yasko	Ruth	2704 N. 84th St.	Milwaukee	WI	53222
Young	Mary	5843 W. Elliott Circle	Milwaukee	WI	53208
Zapf	Christine	4240 S. Sunnyslope Rd	New Berlin	WI	53151
Zastrow	Clarence & Jean	3586 Birnamwood Dr.	Slinger	WI	53086

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Zbacnik	Mark	6657 N. 77th St.	Milwaukee	WI	53223
Zeller	J.	W290 N8241 Florencetta Hts.	Hartland	WI	53029
Zettel	John J.	1839 N. 52nd St.	Milwaukee	WI	53208
Ziegler	Marjorie	648 Weidman Ct.	Cedarburg	WI	53012
Ziemer-Hacker	Juli	W250 N8945 Hillside Rd	Lisbon	WI	53089
Zuhlke	Tom & Marybeth	1419 Crabapple Dr.	Racine	WI	53405
Zwickey	Doris	623 N. 93rd St.	Milwaukee	WI	53226



SIERRA CLUB POSTCARD SUBMITTED WITH ADDITIONAL COMMENTS

Dear Chairman Buestrin,  
 I am ~~concerned~~ <sup>**Fucking pissed off**</sup> about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse. <sup>**Promote Telecommuting Research Car Pools**</sup>

Please give us more transportation choices, not more air polluting highways. Support and implement clean commuter trains and buses, high-speed trains, and don't expand highways like Hwy 164, that threatens farm families.

Our children and grandchildren will breathe easier if we take steps to improve air quality. <sup>**MY children and grandchildren will breathe easier. Take steps to improve air quality... PLEASE!**</sup>

Sincerely,  
*Kate Stoune*

P.S. Love in daisies

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

Please give us more transportation choices, not more air polluting highways. Support and implement clean commuter trains and buses, high-speed trains, and don't expand highways like Hwy 164, that threatens farm families.

Our children and grandchildren will breathe easier if we take steps to improve air quality. <sup>**Bike racks on Buses & Bike Lockers at most bus stops would be a real plus for us.**</sup>

Sincerely,  
 David L. Eaton  
 Gloria A. Eaton

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

Please give us more transportation choices, not more air polluting highways. Support and implement clean commuter trains and buses, high-speed trains, and don't expand highways like Hwy 164, that threatens farm families.

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Sincerely,  
 We need these!

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

Please give us more transportation choices, not more air polluting highways. Support and implement clean commuter trains and buses, high-speed trains, and don't expand highways like Hwy 164, that threatens farm families.

Our children and grandchildren will breathe easier if we take steps to improve air quality. <sup>**Now more than ever we need to reduce our consumption of fossil fuel. We need to reduce our consumption. Please look for alternatives.**</sup>

Sincerely,  
 Elizabeth Bladel

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

Please give us more transportation choices, not more air polluting highways. Support and implement clean commuter trains and buses, high-speed trains, and don't expand highways like Hwy 164, that threatens farm families.

Our children and grandchildren will breathe easier if we take steps to improve air quality. <sup>**Very good alternatives already in place in other cities**</sup>

Sincerely,  
 Study other cities

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

Please give us more transportation choices, not more air polluting highways. Support and implement clean commuter trains and buses, high-speed trains, and don't expand highways like Hwy 164, that threatens farm families.

Our children and grandchildren will breathe easier if we take steps to improve air quality.

Sincerely,  
 Neil Wilcox  
 Please: we need to think outside the box! Instead of answering all problems with 'bigger & more'.

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

Please give us more transportation choices, not more air polluting highways. Support and implement clean commuter trains and buses, high-speed trains, and don't expand highways like Hwy 164, that threatens farm families.

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Sincerely,  
 Gita Gray  
 we see our farms, woodlands & wetlands gobbled up daily by new subdivisions & huge homes. Something must be done NOW to stop this uncontrolled sprawl!!

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

Please give us more transportation choices, not more air polluting highways. Support and implement clean commuter trains and buses, high-speed trains, and don't expand highways like Hwy 164, that threatens farm families.

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Sincerely,  
 Traffic patterns could be improved with better road design. Dangerous design on HWY 83 at Ethan Allen School right turn, going south from I-94. Shame on somebody.  
 Sincerely, Molly Wendell

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

Please give us more transportation choices, not more air polluting highways. Support and implement clean commuter trains and buses, high-speed trains, and don't expand highways like Hwy 164, that threatens farm families.

Our children and grandchildren will breathe easier if we take steps to improve air quality.

Sincerely,  
 Frederick J. Olson  
 ahead, the opening of Highway 45 from Q to Peninsula means the high traffic will increase the amount of parking, thus increasing the noise on a local road.



Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

Please give us more transportation choices, not more air polluting highways. Support and implement clean commuter trains and buses, high-speed trains, and don't expand highways like Hwy 164, that threatens farm families.

Our children and grandchildren will breathe easier if we take steps to improve air quality.

Sincerely,  
*Asthma is no fun, I know.*  
Donna Goodrich

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Our children and grandchildren will breathe easier if we take steps to improve air quality.

Sincerely,  
*Lu Kneal*  
P.S. I would visit Milwaukee much more often if I could take the train from Cranston, WI.

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Our children and grandchildren will breathe easier if we take steps to improve air quality.

Sincerely,  
*Paul Drefus*  
P.S. As an asthma sufferer, I oppose the prospect of more air pollution accompanying widened roads. PLEASE DON'T MAKE SOUTHWEST WI LOOK LIKE BROOKFIELD!

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Sincerely,  
*Jeff Sauer*  
Please Leave Highway 164 Alone + 2 lanes

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Sincerely,  
*Margaret A. Bauer*  
I frequently take Hwy 164 to get to/from my work with a car. Expanding HWY would be a tragedy!

Dear Chairman Buestrin,

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Sincerely,  
*Thomas Thompson*  
THOMAS THOMPSON ISN'T BOSS  
Need to pave the state over with concrete  
David Bjorklund

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

Please give us more transportation choices, not more air polluting highways. Support and implement clean commuter trains and buses, high-speed trains, and don't expand highways like Hwy 164, that threatens farm families. *We need public transport!!*

Our children and grandchildren will breathe easier if we take steps to improve air quality.

Sincerely,  
*Kim and Dorothy Hamm* 10-17-01

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Sincerely,  
*St. Phillip*  
We need vision for the long term, not more short-sightedness.

Dear Chairman Buestrin,

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Sincerely,  
*Paul Ramsey*  
- it's never too late to start!

Dear Chairman Buestrin,

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Sincerely,

*Let's start building Trans! Step outside the box and take a visit to Europe. Think of our grandchildren and more.*

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Sincerely,

*James H. Evans  
Please do not take away oxygen from grass, trees, bushes & farm with more carbon monoxide from highways! Clean, convenient mass transit & smart urban planning is needed.*

OCTOBER 17, 2001


Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

Please give us more transportation choices, not more air polluting highways. Support and implement clean commuter trains and buses, high-speed trains, and don't expand highways like Hwy 164, that threatens farm families. **I ONLY USE BUSES FOR LOCAL TRANSPORTATION.**

Our children and grandchildren will breathe easier if we take steps to improve air quality.

Sincerely, *THANK YOU!*

 Mr. James L. Robillard  
1809 E. Marion St. Apt. 201  
Shorewood, WI 53211

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Sincerely,

*Susan Straley  
222 S. Mordant St.  
I support bike lanes and paved bike paths & paid parking for cars.*

Dear Chairman Buestrin,

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Sincerely,

*Jim Sader  
NO MORE SUBURBAN SPRAWL!!*

Dear Chairman Buestrin,

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Sincerely, *We need alternative transportation choices. Europe is ahead of us. We have better than there frequent. The incidence of asthma has increased. Please make a responsible choice for all citizens.* *Kathy*

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast WI Regional Planning Commission to expand highways in Southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl, noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Sincerely,

*Richard G. Kent  
Absurdly low gasoline taxes are the big economic obstacle to creation of an economically feasible public transportation system, ex:go  
You have a big task! Respectfully*

**SAMPLE POSTCARD**

**Chairman Buestrin:  
Help Reduce Traffic and Sprawl**

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY/STATE/ZIP \_\_\_\_\_

21-CENT STAMP HERE

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast Wisconsin Regional Planning Commission to expand highways in southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl and noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

Please give us more transportation choices, not more air-polluting highways. Support and implement clean commuter trains and buses and high-speed trains, and don't expand highways like Highway 164, which threatens farm families.

Our children and grandchildren will breathe easier if we take steps to improve air quality.

Sincerely, \_\_\_\_\_

CHAIRMAN THOMAS BUESTRIN  
SOUTHEASTERN WISCONSIN REGIONAL  
PLANNING COMMISSION  
C/O SIERRA CLUB  
222 S. HAMILTON ST. #1  
MADISON WI 53703-3201

**Help Samantha  
By Promoting  
Breathable Air**



ROSEMARY WENIGES

PERSONS WHO SUBMITTED SIERRA CLUB POSTCARD

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Ader	Jayre	1908 E. Greenwich Ave.	Milwaukee	WI	53211
Affeldt	Jame	9214 Clayton Ave.	Neenah	WI	54956
Aiggins	Matt	915 Irish Rd. Apt. 5	Neenah	WI	54956
Anderson	Ed	5036 N. Ardmore	Whitefish Bay	WI	53217
Anderson	Janet	2130 N. 85th St.	Wauwatosa	WI	53226
Barkley	Traci	113 W. Florida Ave.	Urbana	IL	61801
Barmore	John & Gretchen	321 N. Pinecrest St.	Milwaukee	WI	53208
Barrell	Bill	1321 W. Main St. 209-1	Lake Geneva	WI	53147
Bartol	John F.	4651 N. 110th St.	Wauwatosa	WI	53225
Baumer	Angela	N51W14671 Lancaster Ave	Menomonee Falls	WI	53051
Becher	Dana	1404 Tammy Rd	Oshkosh	WI	54904
Becker	Byron S.	3940 N. Downer Ave.	Shorewood	WI	53211
Becker	Wayne	6147 N Santa Monica Blvd.	Whitefish Bay	WI	53217
Berge	John W.	1529 Crabapple Dr.	Racine	WI	53405
Berge	Lila	1529 Crabapple Dr.	Racine	WI	53405
Birk	Bonnie	216 Endfield Circle	Waukesha	WI	53186
Birk	Maureen	3381 Nicolet Dr.	Green Bay	WI	54311
Bitter	Beverly	332 Stanley Court	Neenah	WI	54956
Bitter	Ronald	332 Stanley Court	Neenah	WI	54956
Blassingame	Carolyn	1926 E. Murdock Ave	Oshkosh	WI	54901
Bolding	Marge	1138 Evans St.	Oshkosh	WI	54901
Boone	Vera	3031 Lakeshore Dr.	Twin Lakes	WI	53181
Boone	Vera	3031 E. Lakeshore Dr.	Twin Lakes	WI	53181
Bork	Neal	8348 N. Santa Monica Blvd.	Fox Point	WI	53217
Botic	K	W67 N698 Evergreen Blvd	Cedarburg	WI	53012
Bradshaw	John	2725 N. Shepard	Milwaukee	WI	53211
Breed	David	3243 Bambino Rose Dr.	Appleton	WI	54914
Brett	Beth	4014 N. Stowell Ave.	Shorewood	WI	53211
Brewer	Michael	2723 N. 50th St.	Milwaukee	WI	53210
Brielmaier	Dan & Michele	2525 S. Shore Dr. 11A	Milwaukee	WI	53207
Briscoe	Cheri G.	2777 N.. 68th St.	Milwaukee	WI	53210
Brown	Nancy	653 Wilson St.	Neenah	WI	54956
Brown-Koeller	Nancy	653 Wilson	Neenah	WI	54956
Brumm	Benard	2525 S. Shore Dr. Unit 2B	Milwaukee	WI	53207
Burr	Lisa M.	741 Tayco St.	Menasha	WI	54952
Burr	Russell	741 Tayco St.	Menasha	WI	54952
Burz	Erin	2107 Unversity Ave. #1	Madison	WI	53705
Busse	Marianne	1855 Oshkosh Ave.	Oshkosh	WI	54902
Calhoun	Christine	60 Regal Terrace	Appleton	WI	54915
Carpenter	Jim	1633 N. Prospect #9C	Milwaukee	WI	53202
Carter	Cindy	1325 E. Amelia St.	Appleton	WI	54911
Castle	Margot	1125 Hazel	Oshkosh	WI	54901
Celsor	Keli	214 Lake St.	Menasha	WI	54952
Chris	Kessler	514 Lincoln St.	Oshkosh	WI	54901
Coll	Gary	2725 Elo Rd	Oshkosh	WI	54904
Cowan	Steve	4616 County Hwy JJ	Black Earth	WI	53515
Crumm	Glenn A.	1080 Sheridan Rd.	Kenosha	WI	53140
Deann	C.	3033 Windfield Dr.	Neenah	WI	54956
Druckery	Dale	W3180 Beech Dr.	Bonduel	WI	

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Dueran	Sharon	819 W. Glendale	Appleton	WI	54114
Durler	Ronald & Kristina	3149 N. 94th St.	Milwaukee	WI	53222
English	Janet L.	1106 S. Cambridge Court	Waunakee	WI	53597
Eves	Janet	1153 Lynrose Lane	Neenah	WI	54956
Finney	Michael	P. O. Box 56	Crivitz	WI	54114
Franke	Janice L.	5858 S 112th St.	Hales Corner	WI	53130
Freiberg	Bryan D.	1621 N. Franklin Place #201	Milwaukee	WI	53202
Frinak	Carol M.	121 Woodside Court	Neenah	WI	54956
Frost	Joan	10 S. First	Madison	WI	53704
Gaidosik	Dennis J.	5749 N. 89th St.	Milwaukee	WI	53225
Geotjan	William & Janet	W381 S.9167 Hwy S.	Eagle	WI	53119
Gericke	Mary A.	3927 N. Lane	Franksville	WI	53126
Gericks	Robert J.	3927 North Lane	Franksville	WI	53126
Gill	Midge	2556 Sunridge St.	Eau Claire	WI	54703
Gindt	Colleen	3146 State Rd. 164	Slinger	WI	53086
Goehrig	Jill	2930 S. 93rd St.	West Allis	WI	53227
Goell	Mark	2951 Bogey Lane	Slinger	WI	53086
Gonyo	Bonedine K.	2668 Hwy. 164	Slinger	WI	53086
Gonyo	Jeffrey M.	2668 Hwy 164	Slinger	WI	53086
Gonyo	Russell M.	2668 Hwy. 164	Slinger	WI	53086
Gorden	Glenn	2816	Racine	WI	53402
Gorecki	John	2268 S. 7th St	Milwaukee	WI	53215
Gosz	John P.	4431 Trillium Lane	Slinger	WI	53086
Graham	Nancy	26 S. Meadows Dr.	Appleton	WI	54915
Graham	Nancy	26 S. Meadows Dr.	Appleton	WI	54915
Gravin	Charlotte	186 Beaumier Lane	Sobieski	WI	54171
Gravin	Larry	186 Beaumier Lane	Sobieski	WI	54171
Green	Edward & Dorinne	3173 S. 31st	Milwaukee	WI	53215
Griese	Betty	1890 Hawthorne Hts	DePere	WI	54115
Griese	Betty	1890 Hawthorne Hgts Dr.	DePere	WI	54115
Gronski, M.D.T		6270 N. Bay Ridge	Whitefish Bay	WI	53217
Haber	Darcy	2322 Willard Ave.	Madison	WI	53704
Hammen	Barb	3718 Berryfield Lane	Appleton	WI	54918
Hansen	Mary	3832 Colorado Ct.	Racine	WI	53404
Harris	Richard L.	8308 N. Santa Monica Blvd.	Fox Point	WI	53217
Hartmann	Charles P.	7533 N. Bell Rd.	Milwaukee	WI	53217
Hartmann	Frank	611 Wingra St. #3	Madison	WI	53715
Hartmann	H. Tony	3033 Windfield	Neenah	WI	54956
Hazer	Michael	926 Doward	Medford	WI	54407
Heckenbach	Joette	1660 Shorewood Dr.	Cedarburg	WI	53012
Helling	R. David	216 Endfield Circle	Waukesha	WI	53186
Helmrich	Mary	2314 N. 114th St	Wauwatosa	WI	53226
Henderson	Lisa	6952 Parkview Ct.	Franklin	WI	53132
Henning	David	9352 Eisenhower Dr.	Marshfield	WI	54449
Henshaw	Dolly	535 Olson Ave.	Oshkosh	WI	54901
Hetzler	Bruce	925C E. Windfield Pl.	Appleton	WI	54911
Hetzler	Ruthann	925C E. Windfield Place	Appleton	WI	54911
Hody	Susan	N5361 Settlement Dr.	Medford	WI	54451
Hoerl	Dan	1222 N. 116 St. #2	Wauwatosa	WI	53226
Hoerl	Kim	1222 N. 116th St #2	Wauwatosa	WI	53226



<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Hofmann	Kathy & Chris	602 Division St.	Mukwonago	WI	53149
Holmes	Jack C.	3215 N. Humboldt Blvd.	Milwaukee	WI	53212
Holmes	Jennifer	3215 N. Humboldt Blvd	Milwaukee	WI	53212
Holzberger	Peter	6374 N. Port Washington Rd	Glendale	WI	53217
Hoppe	Joyce	1101 Reichow	Oshkosh	WI	54902
Houck	Adrienne	3132 N. Marietta Ave.	Milwaukee	WI	53211
Howard	John	2600 S. Matthias St.	Appleton	WI	54915
Howard	John C.	2600 S. Matthias St.	Appleton	WI	54915
Howe	Eric	5634 Northwestern Ave.	Racine	WI	53406
Hubbard	Edith & Carl	3333 N. Shepard Ave.	Milwaukee	WI	53211
Huck	Dana	1105 Augusta St.	Racine	WI	53402
Huntley	B. S.	210 W. Washington St	New London	WI	54961
Hursh	Cath	5236 I Ah Maytah Road	Oshkosh	WI	54901
Iaffaldano	John	S67 W12852 Empress Ct.	Muskego	WI	53150
Idzikowski	John	1085 Harvey Ave	Brookfield	WI	53005
Iverson	Beverly	1022 Indiana St.	Racine	WI	53405
Iverson	Beverly	1022 Indiana St	Racine	WI	53405
Iverson	D.	10030 S. Austin	Oak Creek	WI	53154
Jameson	Elizabeth	3410 N. Green Bay Rd.	Racine	WI	53404
Jamieson	L	5741 HwyY	West Bend	WI	53095
Jarkisch	Nancy E.	1309 Indigo Dr.	Oshkosh	WI	54902
Johnson	Geraldine	14040 N. Birchwood Lane	Mequon	WI	53097
Johnson	Ian	4123 N. Woodburn St.	Shorewood	WI	53211
Johnson	Paula C.	2508 E. Bellevue Pl. Apt. 7	Milwaukee	WI	53211
Kahn	Jeanne W.	1230 E. Townsend St.	Milwaukee	WI	53212
Kandiho	Joe C.	1401 S. Nicolet Rd. #28	Appleton	WI	54914
Karch	Anne	3333 White Birch	Appleton	WI	54915
Karch	Paul	3333 White Birch	Appleton	WI	54915
Karnes	S. J.	2002 76th St.	Kenosha	WI	53143
Karst	Kendall	600 W. Walnut St.	Milwaukee	WI	53212
Keith	Tom	Gardenview	Menasha	WI	
Kerler	Grace	4535 N. 92nd St. Apt. U306	Milwaukee	WI	53225
Kerler	James F.	8214 Hillcrest Dr.	Wauwatosa	WI	53213
Kindt	Dr. Joann	1271 Wisconsin St.	Oshkosh	WI	54901
Kindt	Joann	1271 Wisconsin St.	Oshkosh	WI	54901
King	Kathy	347 W. Seymour	Appleton	WI	54915
King	Stephen	347 Seymour	Appleton	WI	54915
Kingsten	Bill & Lee Ann	205 N. Water	Milwaukee	WI	53202
Kingston	Mellissa	2525 S. Shore Dr.	Milwaukee	WI	53207
Koeller	John	W7950 Oak Ave.	Shawano	WI	54166
Koenig	Kathy	1403 Briar Lane	Sun Prairie	WI	53590
Kohl	Mary	P.O. Box	Sheboygan	WI	53082
Koss	Chris	2358 N. 114th St	Wauwatosa	WI	53226
Krupka	Kelly	151 Richard Ave.	Neenah	WI	54956
Krupka	Sandy	151 Richard Ave	Neenah	WI	54956
Kuchla	Mark R.	6310 48th Ave.	Kenosha	WI	53142
Kuenzi	Barbaw	934 Nicolet Ave	Oshkosh	WI	54591
Lamont	Larry	2449 N. Downer Ave.	Milwaukee	WI	53211
Larson	Juanita	1512 Chatham St.	Racine	WI	53402



<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Laundrie	Tracy	2555 N. Farwell Ave.	Milwaukee	WI	53211
Lawrence	Alan	1920 W. Russet Ct. Apt. 10	Appleton	WI	54914
Lelack	Nick	4225 Bagley Parkway	Madison	WI	53705
Lemense	Louis & Lorraine	12250 W. North Ave. B142	Wauwatosa	WI	53226
Leonard	Jack	2600 Normandy Ln	Wauwatosa	WI	53226
Lerche	Rick	4525 S. 23rd St. #1	Milwaukee	WI	53221
Linstead	Ruchelle A.	1960 S. Rogers Ct.	New Berlin	WI	53146
Lowry	Steve	9626 W. Wilbur	Milwaukee	WI	53228
Lucassen	Rosaire	819 Park Avenue	Racine	WI	53403
Maassen	Zaiga	913 Honey Creek Rd.	Oshkosh	WI	54904
Mackey	Jayne	4303 75th St. #83	Kenosha	WI	53142
Malliet	Shirley	P.O. Box 263	Dale	WI	54931
Malliet	Steve	1609 Nassau	New London	WI	54961
Mallit	Ray	P.O. Box 263	Dale	WI	54931
Malter	Tim	4115 W. Highland #7	Milwaukee	WI	53208
Mandler	Diane S.	1801 W. Main st.	Appleton	WI	54911
Mann	Elizabeth C.	8706 W. Stark	Milwaukee	WI	53225
Martinka	Jeff	2719 N. Stowell	Milwaukee	WI	53211
Maureen	Quinn	436 S. 94th St.	Milwaukee	WI	53214
Maurer	James	3707 W. Kilbourn Ave	Milwaukee	WI	53208
Maurer	Mary	4936 W. Washington Rd	Milwaukee	WI	53208
McBride	Cheri	P.O. Box 1272	Lake Geneva	WI	53147
McGahn		8428 N. Regent Rd.	Milwaukee	WI	53217
McGraw	Jean	5827 Cambridge circle	Racine	WI	53406
Mendelson	Bailee	230 W. Bergen Ct.	Fox Point	WI	53217
Mendelson	Kenneth	230 W. Bergen Ct.	Fox Point	WI	53217
Meton	Carole	W109 Eureka Lock Rd.	Omro	WI	54963
Meton	Don	w109 Eureka Lock Rd.	Omro	WI	54963
Michalets	Ellen	6477 S. Carroll	Franklin	WI	53132
Michetti	Susan	2000 Washington Ave #204	Racine	WI	53403
Miller	Marlene	5035 N. Lynndale Dr.	Appleton	WI	54913
Miller	Patricia	1811 N. 57th St	Milwaukee	WI	53208
Miller	Tracy	1607 E. Newport Ave.	Milwaukee	WI	53211
Mitchell	Dan R.	26 S. Meadows Dr.	Appleton	WI	54915
Monow, Jr.	John M.	W4873 Escape View Terrace	Sherwood	WI	54169
Moon	David	4974 Lansing High Pt	Oshkosh	WI	54904
Moore	Dianne M.	4260 S. Victoria Circle	New Berlin	WI	53151
Moore	William F.	4260 S. Victoria Circle	New Berlin	WI	53151
Morris	Paulette	9129 Mmenchalville Rd	Cato	WI	54230
Morrow	Gail L.	W4873 Escarpment Terrace	Sherwood	WI	54169
Moynihan	Suzanne	1041 N. 35th St. #9	Milwaukee	WI	53208
Mrueala	Donna	3630 N. 51st Blvd.	Milwaukee	WI	53216
Mueller	Mary	4862 N. Shoreland Ave.	Milwaukee	WI	53217
Muiller	Father Thomas	2515 S. 30th St	Milwaukee	WI	53215
Murphy	Teresa	727 W. Lincoln Evans Hall #123	Oshkosh	WI	54901
Naujock	Jennifer	6978 Park View Ct.	Franklin	WI	53132
Neinberg	Ken	308 N. 37th	Milwaukee	WI	53208
Neuman	Michael	W7031 Hickory Nut Terrace	Appleton	WI	54914
Neumann	Dan	187 Queens Ct.	Colgate	WI	53017
Neumann	Kayleen	187 Queens Ct.	Colgate	WI	53017

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Ohlmann	Hillary	P.O. Box 462	Hortonville	WI	54944
Paine	Carolyn L.	W8172 Firelane 13	Menasha	WI	54952
Paine	Charles	N8172 Firelane 13	Menasha	WI	54952
Papara	C. J.	1842 Carlisle Ave.	Racine	WI	53404
Pauly	Dave	N6322 Hillary Way	Plymouth	WI	53073
Peck	Sally	1646 Amy	Green Bay	WI	54302
Peterson	Donna	810 Sycamore	Racine	WI	53406
Petrikin	Charlotte	500 W. Bender Rd. #14	Glendale	WI	53217
Pinkowski	Dennis B.	5364 S. 20th St.	Milwaukee	WI	53221
Platt	Steven G.	45 S. Summerset Dr.	Racine	WI	53406
Pokrandt	Joyce	1823 Plymouth St.	Oshkosh	WI	54901
Porth	Guy	3902 W. Galena St.	Milwaukee	WI	53208
Rademacher	Christine	W3121 Hwy KK	Kaukauna	WI	54130
Ratfelders	Steven J.	5345 s. Tuckaway Lane #7	Greenfield	WI	53221
Redmann	Joan	2244 N. 68th St.	Wauwatosa	WI	53213
Redsten	Mark	1022 Shorewood Blvd.	Madison	WI	53705
Reinhart	Lori A.	6261 W. Darnel Ave.	Milwaukee	WI	53223
Repinski	Roy J.	8514 W. Howard Ave. Apt. 3	Milwaukee	WI	53228
Ressmeyer	Georgia J.	9516 W. North Ave.	Wauwatosa	WI	53226
Robertson	Betty J.	11102 W. Oklahoma Ave.	Milwaukee	WI	53227
Roeming	Donald E.	11327 W. Center St.	Wauwatosa	WI	53222
Rogers	Greta	198 River Oaks Ct.	Appleton	WI	54915
Rosenberg	David M.	8930 N. Regent Rd.	Bayside	WI	53217
Rotter	Emanuel N	130 W. Silver Spring Dr.	Milwaukee	WI	53217
Ruege	Eunice	11130 W. Gilbert Unit H	Wauwatosa	WI	53226
Ruege	Ruth	11130 W. Gilbert Unit H	Wauwatosa	WI	53226
Scallon, M.D.	Peggy	1022 Shorewood Blvd	Madison	WI	53705
Schacht	Darren	3164 N. 51st Blvd.	Milwaukee	WI	53216
Schanke	Nancy	N14009 Cty Rd. W	Fremont	WI	54940
Schultz	Steve	4240 S. Sunnyslope Rd	New Berlin	WI	53151
Schumacher	G. Roger & Nancy	2550 Normandy Lane	Wauwatosa	WI	53226
Schuster	Bev	4640 Stonewood Dr.	Oshkosh	WI	54902
Schweitier	Lynn	787 S. Commercial St.	Neenah	WI	54956
Schweitzer	Tom	787 S. Commercial St.	Neenah	WI	54956
Seybold, Jr.	William	5858 S. 112th St.	Hales Corners	WI	53130
Sherman	Jacob	640 Amherst Ave	Oshkosh	WI	54901
Siket	Paul J.	60 Regal Terrace	Appleton	WI	54915
Simpson	Richard	N2934 Acorn Rd	Clintonville	WI	54929
Simpson	Ruth	N2934 Acorn Rd	Clintonville	WI	54929
Smith	JC	1801 W. Main	Appleton	WI	
Smith	Robert	4201 N. Woodburn St.	Milwaukee	WI	53211
Smith	Susan	623 Jefferson ST.	Mondovi	WI	54755
Staron	S. K.	120 Lan St.	Green Bay	WI	54302
Stern	Margaret	E5036 N. Water Drive	Manawa	WI	54949
Stockinger	Robert	1808 S. 71st St.	West Allis	WI	53214
Stoltz	Jane	2525 South Shore Dr.#150	Milwaukee	WI	53207
Straus	Ann	1830 County Rd II Apt 34	Neenah	WI	54956
Summers	Barbara	8036 W. Center St.	Milwaukee	WI	53222

<b>Last Name</b>	<b>First Name</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
Thomas	Susan D.	N3620 River St.	Caroline	WI	54928
Timm	Patricia	E3004 Colrue Rd.	Ogdensburg	WI	54962
Toestter	Terry	N7853 Niagae Court	Sherwood	WI	54169
Valenti-Hein	Denise	297 River Dr.	Appleton	WI	54915
Van Heesch	D	8270 Parkridge Ct	Greendale	WI	53129
Velleman	Anthony	1308 E. Capitol Dr.	Appleton	WI	54911
Velleman	Anthony & Debra A.	1308 E. Capitol	Appleton	WI	54911
Wagner	Ken & Norma	2453 N. 113th St.	Wauwatosa	WI	53226
Warnke	Kelly	542 W. 18th Ave	Oshkosh	WI	54901
Weber	Steve & Dana	1530 Hwy 164	Hubertus	WI	53033
Wege	Catherine	N3073 Manley Rd	Hortonville	WI	54944
Wehnes	Laura	7922 Jackson Pk. Blvd.	Wauwatosa	WI	53213
Weitz	Henry	345 S. Oakwood Rd	Oshkosh	WI	54904
Wentzel	Richard R.	1531 Cedar Hedge Rd.	Edgar	WI	54426
Wenz	William J.	2508 E. Belleview Pl. Apt. 2	Milwaukee	WI	53211
Weze	David	N3073 Manley Rd.	Hortonville	WI	54944
Whalen	Rosemary	8214 W. Center St.	Milwaukee	WI	53222
White	Marlena	W6378 Everglade Rd.	Greenville	WI	54942
Wikel	Kay	8566 226 Ave	Salem	WI	53168
Wilhelm	Alois	2678 Slinger Rd.	Richfield	WI	53076
Williams	Kristopher	816 W. 6th Ave.	Oshkosh	WI	
Williford	Karla	1870 Imperial Road	Oshkosh	WI	54904
Wiltz	Barbara	N74W23131 Ridgeview Circle	Sussex	WI	53089
Wissink	Steve	7035 Mountain Rd	Pickett	WI	54964
Witlin	Jim	27830 Chevy Chase	Mundelein,	IL	60066
Witllin	Elizabeth R.	27830 Chevy Chase Rd	Mundelein	IL	60060
Wittkopp	Janice	N5744 Oak Rd.	Plymouth	WI	53073
Woodruff	Leslie	3310 N. Cambridge Ave.	Milwaukee	WI	53211
Yost	Gaylord	2925 W. Bradley Rd.	River Hills	WI	53217
Zanden	Meg v.	5844 I Ah Maytah Rd.	Oshkosh	WI	54901
Zapf	Christine	4240 S. Sunnyslope Rd.	New Berlin	WI	53151
Zeman	Lisa	1766 Maricopa	Oshkosh	WI	54904

SIERRA CLUB POSTCARD SUBMITTED WITH ADDITIONAL COMMENTS

Chairman Buestrin:  
Help Reduce Traffic and Sprawl

NAME: Lori Weyers  
ADDRESS: 1022 Washington St. #3  
CITY/STATE/ZIP: Little Chute, WI 54140

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast Wisconsin Regional Planning Commission to expand highways in southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl and noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

Please give us more transportation choices, not more air-polluting highways. Support and implement clean commuter trains and buses and high-speed trains, and don't expand highways like Highway 164, which threatens farm families.

Our children and grandchildren will breathe easier if we take steps to improve air quality.

Sincerely,

*Lori Weyers*

*I prefer the existing scenic 2-lane Hwy. 164 over a 4-lane expansion.*

CHAIRMAN THOMAS BUESTRIN  
SOUTHEASTERN WISCONSIN REGIONAL  
PLANNING COMMISSION  
c/o SIERRA CLUB  
222 S. HAMILTON ST. #1  
MADISON WI 53703-3201

Chairman Buestrin:  
Help Reduce Traffic and Sprawl

NAME: Diane M Pauly  
ADDRESS: N6322 Killarny Way  
CITY/STATE/ZIP: Plymouth, WI 53073

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast Wisconsin Regional Planning Commission to expand highways in southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl and noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Our children and grandchildren will breathe easier if we take steps to improve air quality.

Sincerely,

*Diane M Pauly*  
*It's time for Love + Community!*

*It has become a Rat Race life - we can learn to slow down, Save The Earth*

CHAIRMAN THOMAS BUESTRIN  
SOUTHEASTERN WISCONSIN REGIONAL  
PLANNING COMMISSION  
c/o SIERRA CLUB  
222 S. HAMILTON ST. #1  
MADISON WI 53703-3201

Chairman Buestrin:  
Help Reduce Traffic and Sprawl

NAME: Bob Beuttmueller  
ADDRESS: 2104 S. 8th St.  
CITY/STATE/ZIP: Sheboygan, WI 53081-6014

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast Wisconsin Regional Planning Commission to expand highways in southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl and noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Our children and grandchildren will breathe easier if we take steps to improve air quality.

Sincerely,

*Bob Beuttmueller*

*I and both my twin sons are asthma sufferers. Please do your part to reduce pollution by giving us alternatives to highways.*

CHAIRMAN THOMAS BUESTRIN  
SOUTHEASTERN WISCONSIN REGIONAL  
PLANNING COMMISSION  
c/o SIERRA CLUB  
222 S. HAMILTON ST. #1  
MADISON WI 53703-3201

Chairman Buestrin:  
Help Reduce Traffic and Sprawl

NAME: Penny Bernard Schaber  
ADDRESS: 815 E. Washington St.  
CITY/STATE/ZIP: Appleton, WI 54911

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast Wisconsin Regional Planning Commission to expand highways in southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl and noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Sincerely,

*Penny Bernard Schaber*

*we need better transportation choices!  
Cars do not Rule!*

CHAIRMAN THOMAS BUESTRIN  
SOUTHEASTERN WISCONSIN REGIONAL  
PLANNING COMMISSION  
c/o SIERRA CLUB  
222 S. HAMILTON ST. #1  
MADISON WI 53703-3201

Chairman Buestrin:  
Help Reduce Traffic and Sprawl

NAME: Jennifer Fejerherm  
ADDRESS: 1315 E. Mifflin  
CITY/STATE/ZIP: Madison, WI 53703

*We need alternatives, not more highways!*

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast Wisconsin Regional Planning Commission to expand highways in southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl and noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Sincerely,

*Jennifer Fejerherm*

CHAIRMAN THOMAS BUESTRIN  
SOUTHEASTERN WISCONSIN REGIONAL  
PLANNING COMMISSION  
c/o SIERRA CLUB  
222 S. HAMILTON ST. #1  
MADISON WI 53703-3201

Chairman Buestrin:  
Help Reduce Traffic and Sprawl

NAME: Kioselyn McHugh  
ADDRESS: 8321 4th Ave  
CITY/STATE/ZIP: Kenosha, WI 53140

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast Wisconsin Regional Planning Commission to expand highways in southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl and noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Sincerely,

*Kioselyn E. McHugh*

*(Please help us in Pleasant Prairie stop the sprawl and pollution!)*

CHAIRMAN THOMAS BUESTRIN  
SOUTHEASTERN WISCONSIN REGIONAL  
PLANNING COMMISSION  
c/o SIERRA CLUB  
222 S. HAMILTON ST. #1  
MADISON WI 53703-3201

**Chairman Buestrin:  
Help Reduce Traffic and Sprawl**

NAME Shirley Bergman  
ADDRESS 495 S. Lake Ave #13  
CITY/STATE/ZIP Phillips WI 54155

21-CENT STAMP HERE

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast Wisconsin Regional Planning Commission to expand highways in southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl and noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Sincerely,

*Shirley Bergman*

CHAIRMAN THOMAS BUESTRIN  
SOUTHEASTERN WISCONSIN REGIONAL  
PLANNING COMMISSION  
C/O SIERRA CLUB  
222 S. HAMILTON ST. #1  
MADISON WI 53703-3201

*Please do it!!*

**Chairman Buestrin:  
Help Reduce Traffic and Sprawl**

NAME Richard J. Parins  
ADDRESS 16025 City Hwy T  
CITY/STATE/ZIP Townsend WI 54175

21-CENT STAMP HERE

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast Wisconsin Regional Planning Commission to expand highways in southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl and noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Sincerely,

*R Parins*

CHAIRMAN THOMAS BUESTRIN  
SOUTHEASTERN WISCONSIN REGIONAL  
PLANNING COMMISSION  
C/O SIERRA CLUB  
222 S. HAMILTON ST. #1  
MADISON WI 53703-3201

*More Lanes will not reduce congestion only increase pollution!*

**Chairman Buestrin:  
Help Reduce Traffic and Sprawl**

NAME Dave Sheppard  
ADDRESS 174 W 2331 Ridgeview  
CITY/STATE/ZIP Wausau WI 53089

21-CENT STAMP HERE

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast Wisconsin Regional Planning Commission to expand highways in southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl and noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Sincerely,

*Dave Sheppard*

CHAIRMAN THOMAS BUESTRIN  
SOUTHEASTERN WISCONSIN REGIONAL  
PLANNING COMMISSION  
C/O SIERRA CLUB  
222 S. HAMILTON ST. #1  
MADISON WI 53703-3201

*More and more lane roads are not the answer to our problems with air*

*find other forms of mass transit*

**Chairman Buestrin:  
Help Reduce Traffic and Sprawl**

NAME Lee Maddox  
ADDRESS 1106 S. Cambridge Ct.  
CITY/STATE/ZIP Wausau WI 53597

21-CENT STAMP HERE

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast Wisconsin Regional Planning Commission to expand highways in southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl and noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Sincerely,

*Lee Maddox*

CHAIRMAN THOMAS BUESTRIN  
SOUTHEASTERN WISCONSIN REGIONAL  
PLANNING COMMISSION  
C/O SIERRA CLUB  
222 S. HAMILTON ST. #1  
MADISON WI 53703-3201

*and other areas!*

*Promote alternative public transportation its benefits even car drivers!*

**Chairman Buestrin:  
Help Reduce Traffic and Sprawl**

NAME Barbara Meyocks  
ADDRESS 7312 20th Ave  
CITY/STATE/ZIP Kenosha, WI 53143

21-CENT STAMP HERE

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast Wisconsin Regional Planning Commission to expand highways in southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl and noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Sincerely,

*Barbara Meyocks*

CHAIRMAN THOMAS BUESTRIN  
SOUTHEASTERN WISCONSIN REGIONAL  
PLANNING COMMISSION  
C/O SIERRA CLUB  
222 S. HAMILTON ST. #1  
MADISON WI 53703-3201

*save our atmosphere*

**Chairman Buestrin:  
Help Reduce Traffic and Sprawl**

NAME People & Joan Duvick  
ADDRESS 5522 N. 114th  
CITY/STATE/ZIP Wauwatosa, WI 53226

21-CENT STAMP HERE

Dear Chairman Buestrin,

I am concerned about plans being developed by the Southeast Wisconsin Regional Planning Commission to expand highways in southeast Wisconsin. This plan will threaten our quality of life with asthma-inducing air pollution, sprawl and noise, and will cost billions of dollars. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.

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Sincerely,

*Joan Duvick*

CHAIRMAN THOMAS BUESTRIN  
SOUTHEASTERN WISCONSIN REGIONAL  
PLANNING COMMISSION  
C/O SIERRA CLUB  
222 S. HAMILTON ST. #1  
MADISON WI 53703-3201

*We are doing air pollution already.*

*Sincerely, they will on cleaning your roads up our air.*



Appendix C-3

WRITTEN COMMENTS RECEIVED FROM JUNE 15, 2002, THROUGH AUGUST 31, 2002 FOLLOWING THE PRELIMINARY FREEWAY SYSTEM RECONSTRUCTION PLAN FORMAL COMMENT PERIOD

Appendix C-3A

WRITTEN COMMENTS FROM ELECTED OFFICIALS

MICHAEL J. MURPHY
Alderman, 16th District
City Hall, Room 205
200 East Wells Street
Milwaukee, Wisconsin 53202-3520
PHONE (414) 266-2221
FAX (414) 266-3156
e-mail: mmj@city.mil.wi.us



CHIEF
City of Milwaukee
111 North Dearborn Street
Milwaukee, WI 53202
Phone: (414) 272-3000
Fax: (414) 272-3000

June 28, 2002

Philip Evenson
Executive Director
Southeastern Wisconsin Regional Planning Commission
W239 N1812 Reckwood Drive
Waukesha, WI 53187-1607

Dear Mr. Evenson:

I was shocked to learn from Ken Yunker at the Story Hill neighborhood's annual meeting that SEWRPC is considering whether to build a freeway ramp connecting I-94 and Miller Park's parking lot. I strongly oppose this proposal and encourage you to drop it from further study.

SEWRPC did not include a proposed Miller Park ramp in Planning Report No. 47, nor was this idea ever broached in SEWRPC communications with my office about the scope of the study. I was under the assumption that since the Study Advisory Committee voted to approve the draft findings, individual projects would not be capriciously added.

Regardless of the study's scope, another Miller Park ramp would simply be a bad idea. My philosophy has always been that expansion of I-94 marginally accommodates freeway commuters at the expense of the neighborhoods adjacent to it. Constructing a Miller Park ramp would tear into Story Hill, one of Milwaukee's most historic and vibrant neighborhoods. The extra ramp would reduce the quality of life for the remaining neighbors of Story Hill (those whose homes would not be razed) by increasing noise, pollution, and the proximity of an ugly structure.

Lastly, the ramp proposal does not seem to fulfill any traffic necessity, nor would it serve the residents close to it. During the planning and construction of Miller Park and its new freeway stub, no one voiced concern for a westbound on-ramp. Since stadium maximum capacity is constant, and the Wisconsin Department of Transportation opted not to include a westbound ramp from Miller Park, why is SEWRPC bringing this up now? The proposal smacks of arbitrary planning.

Page 2
Mr. Philip Evenson
June 28, 2002

The proposal for a new Miller Park ramp has not gone through the proper channels, reduces quality of life, and reflects poor planning. Therefore, I formally request a statement from SEWRPC that would officially drop this proposal from future study.

Thank you for your consideration, and I look forward to hearing from you.

Sincerely,

Handwritten signature of Michael J. Murphy
MICHAEL J. MURPHY
Alderman, 16th District

Enclosure

Issues

www.wyo.gov/DIRECTORY/ZYZ2.3http://pages.3net.com/storyhill/Issue/Freeway3.htm



The Story Hill News & Issues Page

Story Hill's hill eyed for freeway ramp

June 26-- Cutting into Story Hill to make way for a freeway ramp might be included in preliminary engineering discussions about I-94 reconstruction, according to a regional official.

The ramp would connect the Miller Park parking lot to the freeway.

Kenneth Yunker, assistant director of the Southeastern Wisconsin Regional Planning Commission, disclosed the possibility Monday night during the Story Hill Neighborhood Association's annual meeting.

Yunker was very tight on the details and said later nothing had been decided. He said the idea could be discussed further along in the planning process.

Many of the 50 or so residents who attended the meeting on a hot summer night expressed concern about the increased noise and pollution that would occur if the freeway is double-decked near Story Hill, as SEWRPC has proposed.

Yunker suggested that widening the stretch could be dropped from the plan, and that tunneling should be considered as a possible alternative. The latter option, however, might require cleaning nearby Park, which also would affect the neighborhood.

If the double-decked plan goes forward, said Council Supervisor Lynn DeBruin, "this neighborhood would be devastated. When do we get a neighborhood impact study?"

DeBruin also disputed Yunker's assertion that widening the freeway

1 of 6
Issues

6/28/2002 12:27 PM
www.wyo.gov/DIRECTORY/ZYZ2.3http://pages.3net.com/storyhill/Issue/Freeway3.htm

near Story Hill would be a "last resort."

"It's never been said to me," she said. "Widening always has been in SEWRPC's plans," she said.

DeBruin was one of several elected officials who attended the meeting. Also present were Ald. Michael Murphy, State Rep. Peter Boock, State Rep. David Cullen, and State Sen. Peggy Rosenzweig.

The association also invited new County Executive Scott Walker, but his staff told SHNA President Sandra Rusch Walker that he had other commitments.

During the meeting, neighborhood resident Linda Brazzera said that state and federal officials might be very concerned with the proposed elevated freeway's visual impact on the adjacent historic Wood National Cemetery.

Yunker agreed the issue would have to be discussed in the environmental impact study for the project. Another concern expressed by some, he said, is that some of the deceased would be resting "in eternal shade."

SEWRPC's plans would require the westbound freeway lanes to overlap the eastbound lanes and the cemeteries to the north -- Wood and Beth Hamedresh -- by up to 25 feet.

Yunker also said that methods must be found to protect the graves from damage by salt, snow and freeway debris if the plan moves forward. Cemetery visitors also must be safe from falling debris, he said.

Murphy and Boock both said planning officials have not identified where the state would get the money to pay for the \$6.2 billion freeway project.

"The driving thing, I think, is the money," Boock said.



Freeway issue grows hotter

June 24 -- The Story Hill Neighborhood Association's annual meeting tonight will include a discussion of a proposal to double-deck the freeway immediately south of Story Hill.

The meeting will be held at 6:30 p.m. tonight -- Monday, June 24 -- at the Wisconsin Humana Society. Representatives of the Southeastern Wisconsin Regional Planning Commission will be present to discuss their proposal.

2 of 6

6/28/2002 12:27 PM
C-107



COPY

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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WASHINGTON  
WAUKESHA

July 9, 2002

Mr. Michael J. Murphy  
Alderman, 16<sup>th</sup> District  
City Hall, Room 205  
200 E. Wells Street  
Milwaukee, WI 53202-3570

Dear Alderman Murphy:

Thank you for your letter of June 28, 2002, relative to the potential construction of a freeway ramp that would connect I-94 and the parking lots at Miller Park. You indicate that you strongly oppose that proposal.

Please be advised that no such special freeway ramp has been considered in the Commission's current regional freeway reconstruction study. As a broad system planning effort, the scope of the regional freeway reconstruction study cannot and should not address what are very complex ingress and egress problems attendant to a major trip generator—Miller Park. Rather, those ingress and egress problems can only be properly addressed in a preliminary engineering and environmental study that would look in great depth and detail at the benefits and costs that may be associated with a wide range of alternatives. It is the Commission staff's understanding that such a ramp had been given some consideration attendant to the WisDOT East-West Corridor study and/or the development of Miller Park by the Southeast Wisconsin Professional Baseball Park District. Such a proposal may again surface at such time as WisDOT undertakes a preliminary engineering and environmental study of the Stadium Interchange and its approaches. Whether or not a decision is ultimately made to provide a direct freeway ramp from Miller Park to I-94 would not affect the basic freeway system development recommendations proposed to be made in the regional freeway reconstruction study.

We trust that the foregoing is responsive to your inquiry. Should you have any further questions or comments, please do not hesitate to call or write.

Sincerely,

Philip C. Evenson  
Executive Director

PCE/rj  
#72056 v1 - Murphy 1.r--MillerParkRamp

cc: (w/incoming correspondence):  
William R. Drew, Chairman, Regional Freeway Reconstruction Study  
Leslie J. Fafard, District Director, Wisconsin Department of Transportation  
Michael Duckett, Executive Director, Southeast Wisconsin Professional Baseball Park District

Appendix C-3B

WRITTEN COMMENTS FROM GOVERNMENT AGENCY STAFF



Department of Public Works  
Infrastructure Services Division

August 2, 2002

Mariano A. Schifalacqua  
Commissioner of Public Works  
James P. Purko  
Director of Operations  
Jeffrey S. Polenske  
City Engineer



Mr. Philip C. Evenson  
Executive Director  
Southeastern Wisconsin Regional  
Planning Commission  
916 North East Avenue  
P.O. Box 1607  
Waukesha, WI 53187-1607

Subject: "A Regional Freeway Reconstruction System  
Plan for Southeastern Wisconsin"  
City of Milwaukee Position

Dear Mr. Evenson:

Attached for your consideration is Common Council resolution #011729 setting forth the City of Milwaukee's position on the draft findings of "A Regional Freeway Reconstruction Plan for Southeastern Wisconsin" prepared by Southeastern Wisconsin Regional Planning Commission (SEWRPC).

SEWRPC's preliminary recommendation calls for design and design related safety improvements on the entire regional freeway system and expansion of 127 miles of freeways in the region. The City of Milwaukee is opposed to this alternative. We believe that SEWRPC's recommendations and process used to prepare the freeway plan are largely inconsistent with accepted regional planning principles. It has long been recognized that regional land use planning and transportation planning must be performed in concert to assure compatibility. Furthermore, regional transportation planning must consider all modes of transportation to assure that the plan that is balanced, effective, efficient, responsive to all segments of the community and minimizes impacts. The freeway reconstruction study, however, was performed with only cursory consideration of alternative modes of transportation and underestimates the effects of transportation systems on regional land use development patterns.

As a result, SEWRPC's recommended freeway reconstruction plan, which calls for expansion of 127 miles of freeway in the region, appears inconsistent with the freeway component of the adopted 2020 Regional Transportation System Plan which calls for 22.4 miles of freeway expansion in the region through the plan period. Even though the freeway plan appears to have a 30 year planning horizon compared to a 20 year plan horizon in the 2020 Regional Transportation System Plan, the recommended freeway plan still represents a dramatic departure from the accepted regional plan.

841 N. Broadway, Room 701, Milwaukee, Wisconsin 53202  
Phone (414) 285-2400, Fax (414) 285-5994, TDD (414) 285-2025

Mr. Philip C. Evenson  
August 2, 2002  
Page 2

We believe the recommended plan for expanding 127 miles of freeway in the region would have significant long term adverse impacts to the City of Milwaukee and only provide minor improvements to travel times. Implementation would require fiscally irresponsible funding levels which would be expected to result in an undue tax burden on local property taxpayers to maintain the local transportation systems as well as consume transportation funding available for alternative modes of transportation essential to urban areas. Furthermore, implementation of the recommended freeway plan would be expected to promote decentralized land use patterns detrimental to the City of Milwaukee and the region as well as have dramatic environmental impacts.

The City of Milwaukee is not opposed to freeway safety improvements where reasonable and where impacts are not excessive. However, the City supports a less aggressive freeway expansion plan that provides for expansion of 108 miles of freeways in the region but does not expand I-94 and I-43 in the City of Milwaukee. Furthermore, the City is explicitly opposed to elevating the westbound lanes of I-94 between Miller Park and Hawley Road due to the significant detrimental impacts on the adjacent community.

The decisions made regarding the future of the freeway system in the region will effect the quality of life of the citizens of the City of Milwaukee for years to come. I look forward to continued discussions regarding this critical issue. If you have any questions regarding this information, please contact me.

Very truly yours,

Mariano A. Schifalacqua  
Commissioner of Public Works

MAS:cjt

Enclosure

c: Mayor John Norquist  
Mr. Jeffrey Polenske  
Ms. Julie Penman  
FREEWAY RECONSTRUCTION SYSTEM

City of Milwaukee  
Office of the City Clerk  
200 E. Wells Street  
Milwaukee, Wisconsin 53202  
Certified Copy of Resolution

FILE NO: 011729

Substitute resolution setting forth the City of Milwaukee's position on the draft findings of a study entitled "A Regional Freeway Reconstruction System Plan for Southeastern Wisconsin", a.k.a. SEWRPC Planning Report No. 47, dated March 3, 2002.

Whereas, The Secretary of the Wisconsin Department of Transportation in 2000 requested the Southeastern Wisconsin Regional Planning Commission to lead a study entitled "A Regional Freeway Reconstruction System Plan for Southeastern Wisconsin" to prepare a plan and program for rebuilding the regional freeway system in the 21st Century; and

Whereas, The study was requested due to the age of the 273-mile Southeastern Wisconsin freeway system and the need to reconstruct the entire system within the next 30 years; and

Whereas, The study addressed the relative importance of the freeway system, obsolescence of the freeway system design, traffic congestion on the freeway system, and relative cost of rebuilding the freeway system; and

Whereas, The City of Milwaukee was represented on the Study Advisory Committee and the Study Technical Subcommittee by Mayor John O. Norquist and Commissioner of Public Works, Mariano A. Schifalacqua; and

Whereas, The study alternatives and preliminary study findings are presented in the final draft of SEWRPC Planning Report No. 47 - A Regional Freeway Reconstruction System Plan for Southeastern Wisconsin - Chapter VI - Design, Evaluation, and Consideration of Freeway System Reconstruction Alternatives, dated March 3, 2002; and

Whereas, The Study Advisory Committee met on March 21, 2002, to review the findings; and

Whereas, The Study Advisory Committee voted, with the City of Milwaukee representative and the State of Wisconsin Department of Natural Resources representative voting "no" and the Milwaukee County representative "abstaining", to send three alternatives forward to all towns, villages, cities, and counties in the region for their review and comment back to the Advisory Committee prior to the alternative(s) being formalized and recommended to be included in the regional transportation plan; and

Whereas, The 3 alternatives sent forth included, in all cases, the reconstruction of the freeway system with design and design related safety improvements at a base cost of \$5.5 billion with the taking of 577 acres of land, 166 residences, 23 commercial/industrial buildings and 2

City of Milwaukee Page 1 Printed on 7/31/2002

Certified Copy of Resolution 011729

governmental/institutional buildings, as well as adding additional freeway lanes to:

127 miles of the freeway system at an additional \$ 700 million (\$6.25 billion), and an additional 81 acres of land, 50 residences, 8 commercial/industrial buildings, and 1 governmental/institutional building. This alternative also requires the double decking of the freeway on I-94 between Miller Park and Hawley Road to accommodate the additional lanes.

121 miles of the freeway system (No widening on I-94 between the Zoo Interchange and the Marquette Interchange) at \$90 million less than the 127 mile widening alternative (\$6.16 billion) and 22 less acres, 18 fewer residences, 5 fewer commercial/industrial buildings (all as compared to the 127 mile widening alternative). This alternative also requires the double decking of the freeway on I-94 between Miller Park and Hawley Road to accommodate modern shoulder design standards unless design exceptions are requested and granted by the Federal Highway Administration.

108 miles of the freeway system (No widening on I-94 between the Zoo Interchange and the Marquette Interchange; no widening on I-43/94 between the Mitchell Interchange and the Marquette Interchange; no widening on I-43 between the Marquette Interchange and Silver Spring Drive) at \$260 million less than the 127 mile widening alternative (\$5.99 billion) and 46 fewer acres, 36 fewer residences, 8 fewer commercial/industrial buildings and 1 fewer governmental building (all as compared to the 127 mile widening alternative). This alternative also requires the double decking of the I-94 freeway between Miller Park and Hawley Road to accommodate modern shoulder design standards unless a design exception is requested and granted by the Federal Highway Administration; and

Whereas, Based on the presentation of the analysis it appears that none of the alternatives satisfactorily addresses the needs of the City of Milwaukee; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that the City of Milwaukee supports the following modified alternative for further consideration in the analysis of the reconstruction of the Southeastern Wisconsin Regional Freeway System:

The reconstruction of the freeway system with design and design related safety improvements at a base cost of \$5.5 billion with taking of 577 acres of land, 166 residences, 23 commercial/industrial buildings and 2 governmental/institutional buildings, as well as adding additional freeway lanes to 108 miles of the Freeway System (No widening on I-94 between the Zoo Interchange and the Marquette Interchange; no widening on I-43/94 between the Mitchell Interchange and the Marquette Interchange; no widening on I-43 between the Marquette Interchange and Silver Spring Drive) at an additional \$490 million over the base safety related alternative (\$5.99 billion) and 35 additional acres, 14 additional residences, no additional commercial/industrial buildings and no additional governmental buildings; and, be it

Further Resolved, That the City of Milwaukee does not support adding lanes above design related safety improvements at a cost of \$170 to \$250 million when a minimal reduction in travel time is estimated for the affected areas; and, be it

Further Resolved, Furthermore that while the City of Milwaukee generally sees the benefit from

City of Milwaukee Page 2 Printed on 7/31/2002

upgrading freeway facilities to current standards where it makes sense, is in good judgement and adds value to the City, it does not condone actions simply for the sake of upgrading. As such the City of Milwaukee does not support the double decking of the I-94 Freeway from Miller Park to Hawley Road simply for the purpose of meeting modern freeway shoulder design standards, due to the negative impacts such a double-decking would impose on the Story Hill Neighborhood including but not limited to noise, air quality, and aesthetics.



I, Ronald D. Leonhardt, City Clerk, do hereby certify that the foregoing is a true and correct copy of a(n) Resolution passed by the COMMON COUNCIL of the City of Milwaukee, Wisconsin on April 23, 2002.

*Ronald D. Leonhardt*

Ronald D. Leonhardt  
City Clerk

July 31, 2002

Date Certified

Appendix C-3C

WRITTEN COMMENTS FROM PRIVATE CITIZENS AND ORGANIZATIONS

Freeway Reconstruction Study Comments

**Date submitted** 8/23/02 12:03:10 AM  
**Name** Rosemary Heinz  
**Organization** Resident  
**Address** 4657 South 114th Street  
 Greenfield, Wisconsin 53228  
**Comments** Re:Hale exchange restructure  
 First of all the name Hale exchange is totally erroneous since not one inch of the exchange is in Hales Corners. So why does Hales Corners have any reason to whine about it? Is it just because it erroneously carries it's name?  
 In case anyone hasn't noticed I-894 runs right down the middle of Greenfield! It's our Main Street with 7 sets of on/off ramps. When do we get our say in this matter?  
 We also have the longest on ramp in the state which runs a mile and a half through a residential/school neighborhood(Layton Avenue from Hwy 100 to I-43.Is this right? NO! this ramp should be relocated to Hwy 100, a commercial area.  
 Please keep me informed of meetings concerning these areas.

Freeway Reconstruction Study Comments

**Date submitted** 7/25/02 8:55:00 PM  
**Name** Lee Ann Garrison  
**Organization**  
**Address** 1722 N. 56th Street  
 Milwaukee, WI 53208  
**Comments** I want to go on record as being against the widening of I-94 in Milwaukee. I was very disappointed to read that Gov. McCallum has vetoed the opposition and left Milwaukee with both the quality of life problems and the financial problems of this.  
 All great cities have adequate public transportation that does not include more and more wider and wider freeways for cars. This is shortsighted and a foolish waste of taxpayers' money. It is unconscionable to remove houses and businesses from one of the most livable neighborhoods in the city of Milwaukee.  
 To make matters worse, this will not even solve the problem. Governor McCallum, please think and act as a leader with the future of Milwaukee and Wisconsin as the foremost thought in mind.

Freeway Reconstruction Study Comments

**Date submitted** 7/22/02 12:45:36 PM  
**Name** Robert Tobon  
**Organization**  
**Address** 3145 S. Delaware Ave.  
 Milwaukee, WI 53207  
**Comments** I strongly urge you to reconsider widening highways in Milwaukee County.  
 While the regional system should be upgraded for safety in the coming decade, widening (or, ugh, stacking)interstates in the city further degrades our communities. We do not need 8 or 10 lanes plowing through cemeteries and residential neighborhoods. We need thriving businesses and homes to bolster our tax base.  
 Thank you for your consideration.

Freeway Reconstruction Study Comments

**Date submitted** 8/10/02 9:00:00 PM  
**Name** David A. Kuenmel  
**Organization** Retired Commissioner of Public Works  
 City of Milwaukee  
**Address**  
**Comments** I have been a lifelong resident of the City of Milwaukee, and also a transportation engineer for the last 48 years.  
 Unlike our leaders, and some of those who turned out for the information meetings, I support the freeway widening plan.  
 Had we listened to the public on referendums to complete the freeway, we might be able to avoid the widening today. But unfortunately, people like John Norquist stopped the freeway plan inspite of public support for it at the time.  
 Now, we need to improve capacity on these freeways, as you have recommended. I support this, as does many of my neighbors in the City. Unfortunately, we didn't get to the public meetings, but nevertheless, we support SEWRPC in its efforts over the years to improve transportation.

July 11, 2002

To: Mr. Phil Evensen

Subject: I 94 Lane construction

From: Harold F. Grunewald

It was with disbelief, dismay and anger that I read of the intended increase of lane construction to 8 lanes in the I 94 corridor. It was only today that I discovered 10 lanes are being considered. What ill concealed planning is this? By what mandate do the offices and committee dream up such a really stupid move when the majority of the population is against this program? Is there any doubt the DOT. runs this state with streets of gold for "their pockets".

Have you or anyone of the committee driven in Atlanta during rush hour with the result of the gridlock of one huge parking lot and believe that adding more lanes will solve any traffic problem? Having experienced the debacle of our 1st freeway planning of which the city has never fully recovered from that destruction of COMMUNITIES ~~comm~~ this will be devastating.

Have you ever been to Europe to experience the convenience of fast or lite rail????

Further the State and city can ill afford this poorly conceived idea while our priorities are so askewed with ceilings falling from class in public schools----(that is another subject).

Thank you for taking the time to read another concerned individual

Harold F. Grunewald  
 7013 W. Sandpiper Ct.  
 Milwaukee, WI

CC Mayor John Norquist  
 3099 E. Greenfield Ave  
 Milwaukee, WI 53207

Freeway Reconstruction Study Comments

**Date submitted** 7/29/02 3:24:00 PM  
**Name** Robert and Barbara Elsner  
**Organization**  
**Address** 2420 N. Terrace Ave.  
 Milwaukee, WI 53211  
**Comments** We are against adding lanes to the freeway expansion plan.The widening of the freeways will have a deleterious effect on the city. Thanks for your consideration.

28 JUNE 2002

ROBERT J. BARKER  
2358 SOUTH 13th STREET  
MILWAUKEE WISCONSIN  
53215-3113

SOUTH-EAST REGIONAL PLANNING COMMISSION  
PUBLIC RECORD ON FREEWAY RECONSTRUCTION COMMISSION  
P.O. BOX 1607  
WAUKESHA, WISCONSIN  
53187-1607

TO THOSE WHOM THIS SUBJECT MAY CONCERN:

TO BEGIN WITH, SPENDING 6 BILLION DOLLARS IS JUST ANOTHER EXPENDITURE ON AN ITEM OF CONSTRUCTION THAT WILL AGAIN HAVE TO BE REPEATED IN 25 YEARS. TO START, THE WISCONSIN TURNPIKES SHOULD HAVE BEEN TOLLWAYS AND TO SAY THAT "THE POOR COULD NOT AFFORD THE TOLLS IS SHEER NONSENSE". . . . . THE POOR DRIVE CARS THAT SHOULD NEVER BE ON THE PUBLIC WAY. THERE ARE MOTORCYCLES ON THE PUBLIC WAY THAT HAVE EXTENDED FORKS, NO FENDERS, NO SIGNAL LIGHTS, SO SAY NOTHING OF CARS MOUNTED ON TRUCK FRAMES. THESE VEHICLES ALONE ARE A MENACE AND ON TOLLWAYS COULD BE TAKEN OFF AT THE FIRST TOLL PLAZA.

THE PENNSYLVANIA TURNPIKE IS 357 MILES FOR EAST GATE TO WEST GATE AND THE TOLL EACH WAY FOR A CAR AND BIKE IS SCHEDULED ONE...THE TOLL IS, THE LAST TIME I DROVE IT, WAS \$15.95 EACH WAY. THE WISCONSIN 1-94-1-90 TURNPIKE FOR EXAMPLE, IS ALSO JUST ABOUT 357 MILES FROM THE ILLINDIS LINE TO THE MINNESOTA LINE, AND WISCONSIN LOOSSES ABOUT \$7.00 ON EACH SCHEDULE ONE VEHICLE, OR \$14.00 ON EACH VEHICLE THAT MAKES A ROUND TRIP.

FOR ALL THE MONIES COLLECTED FOR IMPROVEMENT OF THE PUBLIC WAYS IN SOUTH-EASTERN WISCONSIN, WHY IS IT THAT PROPERTY TAXES ARE EVEN USED FOR STREET MAINTENANCE? THERE ARE MORE AXEL BREAKING POT-HOLES IN THE PUBLIC WAYS THAN GRAINS OF SAND ON THE BEACH. WEST ALLIS FOR EXAMPLE, HAS ENORMOUS PROPERTY TAXES, BUT STREETS THAT APPEAR TO HAVE SUFFERED A 7 ON THE RICHTER SCALE.

LETS TAKE A LOOK AT THE CASE FOR LIGHT RAIL...IT IS ELECTRIC AND BESIDES BEING NON POLLUTING, IS VERY FAST, HAS HIGH CAPACITY AND IT'S OWN RIGHT-OF-WAY. HAD THE PLANNERS HAD FORESIGHT, 1-94, & 1-43 WOULD HAVE BEEN LAID OUT TO ACCOMODATE RAPID TRANSIT IN THE MEDIAN, A THING THAT THE CHICAGO AREA PLANED. WE COULD HAVE HAD FAST SERVICE TO MITCHELL AIRPORT FROM ALL OF THE SURROUNDING COUNTIES, BUT WHAT WE DO HAVE IS A HOST OF SMALL AIRPORTS AND IN MILWAUKEE THE ROUTE 80 BUS LINE THAT PROVIDES SERVICE SO INDETERMINATE AND SPOTTY THAT IT IS USELESS. IN CHICAGO, THE ELEVATED TRAINS GO TO OHARE AT, I BELIEVE, AT A FARE SCHEDULE OF \$1.50

LIGHT RAIL SERVING THE 5 COUNTY AREA COULD HAVE PROVIDED FAST FREQUENT SERVICE TO MITCHELL AIRPORT AND NOT HAVE ALLOWED VALUABLE LAND TO BE WASTED ON AIRPORTS SUCH AND TIMMERMAN AND THE WAUKESHA AIRPORTS.

SOUTH-EASTERN WISCONSIN NEEDS ABOUT 1,500 MILES OF LIGHT RAIL TO REPLACE THE NEAR-SIGHTED ABANDONMENT OF THE PREVIOUS SYSTEM WHICH WAS ABOUT 600 MILES OF LIGHT RAIL IN THE 1950's.

IT IS STILL NOT TOO LATE TO CONTRACT WITH METRA AND RUN THE CHICAGO ELEVATED TRAINS THRU KENOSHA & RACINE VIA THE AIRPORT INTO DOWNTOWN MILWAUKEE, AND FROM DOWNTOWN MILWAUKEE OUT TO WAUKESHA AND TO PORT WASHINGTON. . . . THIS WOULD ELIMINATE HEAVY TRAFFIC ON I-94 BETWEEN CHICAGO AND MILWAUKEE. GET RID OF THE HULKING SLOW AMTRACK DIESELS, AND PROVIDE HIGH SPEED CONNECTIONS BETWEEN NOT ONLY MILWAUKEE AND CHICAGO, BUT OHARE AND MITCHELL AS WELL.

IN CLOSING, I WANT TO MAKE IT PLAIN THAT I AM OPPOSED TO SPENDING 6 BILLION DOLLARS ON I-94 THAT WILL HAVE TO BE REPEATED IN 25 YEARS, AT LEAST IF THE ENTIRE WISCONSIN SYSTEM OF TURNPIKES IS NOT CONVERTED FROM FREE TO TOLLWAY.

I SUPPORT THE CONSTRUCTION OF AN EXTENSIVE 5 OR EVEN 6 COUNTY LIGHT RAIL SYSTEM THAT CAN PROVIDE FAST, INEXPENSIVE COMPREHENSIVE SERVICE THROUGHOUT THE ENTIRE SOUTH-EASTERN WISCONSIN REGION CONNECTED TO CHICAGO THRU METRA'S ELECTRIFIED SYSTEM...I AM SURE THAT IN ANY CASE, IN THE NEXT FEW YEARS, THE FEDERAL GOVERNMENT WILL MANDATE THE CONSTRUCTION OF EXPANSIVE LIGHT RAIL SYSTEMS IN MAJOR URBAN AREAS, AND THE LONGER IT IS PUT OFF, THE MORE EXPENSIVE IT WILL BECOME.

YOURS, ROBERT J. BARKER

**For SEWRPC public records**

I am against SEWRPC'S Plan SE Wisconsin plan to expand highways for \$6 billion. This plan threatens our quality of life with asthma-inducing air pollution, sprawl, and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse. The billions of dollars this highway expansion will cost makes it more difficult to pay for clean transportation choices like commuter rail and fast intercity passenger trains, the Milwaukee Connector, and expanding our bus system. We should repair, not expand, our roads. I want a comprehensive, multi-modal plan for this corridor that expands our travel options to congestion and helps provide my children and grandchildren with a future that includes clean air.

Sincerely,  
 From: ROBERT J. BARKER  
 Name: \_\_\_\_\_  
 Address: 2358 SOUTH 13th STREET  
 City/State/Zip: MILWAUKEE WISCONSIN 53215-3113  
 Phone: 414-633-9000  
 E-mail: \_\_\_\_\_

Can off this portion and mail to:  
**SE Wisconsin Regional Planning Commission**  
**Public record on freeway reconstruction study**  
 P.O. Box 1607  
 Waukesha, WI 53187-1607

**Freeway Reconstruction Study Comments**

Date submitted 7/9/02 4:09:00 PM  
Name Dianne L. Dagele  
Organization  
Address  
Comments

I missed the freeway expansion public meetings, but I want to provide my input on the matter. I am against the addition of lanes to Milwaukee County's freeway system. Taking away homes, businesses and green space in Milwaukee in order to accommodate those who left metropolitan Milwaukee for the suburbs is not fair, is not worth it and is detrimental to Milwaukee. I ride the I-94/43 expressway myself from 84th St. to Walnut St. every work day. I cannot see spending billions of dollars and adding noise and pollution and detracting from our tax base in order for me to arrive at work a few minutes earlier. (It will actually increase my travel time to work while construction is going on over a period of years.) Primarily this proposal is meant to help those who left the city for more green space get to work faster at the expense of health, wealth and green space of those remaining in the city.

What I will support is a mass transit system that is reliable, clean, comfortable, convenient and safe. We already have a heavy rail track system in place. Why not use it. It would better serve Milwaukee to spend the same billions on train cars and stations and service that meets my above descriptions than on freeway expansion. It won't cost more. It will inconvenience fewer people over less time as it is developed.

It will serve more people. A train system will also accommodate those who live in the city WITHOUT cars who also pay taxes, but can't take a job in Waukesha where the jobs are because of no reliable transportation system. For those who live in the inner city and accuse the current DOT plan to spend money on more freeways for cars but little or none for buses and trains as racist, I would have to agree with them. I think that this is an issue that you should look at carefully.



**Freeway Reconstruction Study Comments**

Date submitted 7/5/02 11:13:00 AM  
 Name Mark Wilcenski  
 Organization  
 Address Glendale, Wisconsin  
 Comments Phone comment received 7/5/2002:  
 Mark Wilcenski telephoned, he and his wife oppose freeway widening and think there should be more consideration given to transit.

**Freeway Reconstruction Study Comments**

Date submitted 7/4/02 11:13:10 AM  
 Name Douglas Drake  
 Organization  
 Address 3810 W Park Hill Avenue  
 Milwaukee, Wisconsin 53208-3725  
 Comments I am strongly opposed to proposals to expand freeways within the city of Milwaukee, which will only provide marginal benefit to suburban residents.  
 This will serve as a further dis-incentive for investment in the City of Milwaukee. Without a strong and vibrant city, the suburbs cease to have a reason to exist.

June 8, 2002

SEWRPC  
 W239 N1812 Rockford Dr.  
 P.O. Box 1607  
 Waukesha, WI 53187



To Whom It May Concern:

I am writing to express my opposition to SEWRPC's current highway expansion plan. Expanding the number of lanes will not alleviate future traffic congestion. To the contrary, highway expansion of this sort has not solved traffic problems in any region of the United States. Invariably, the additional lanes will fill up with additional cars and congestion will become worse. Examine what has happened in Atlanta and Houston. Massive highways have created dismal transportation systems and increased pollution.

Also, expanding the number of lanes will increase pollution and will result in the demolition of tax producing property and, in the process, the demolition of functioning and viable neighborhoods. The negative economic impact of demolishing homes and businesses is something the City of Milwaukee nor any of the surrounding communities can afford nor should it have to endure.

Your plan will also contribute to suburban sprawl.

I am requesting that SEWRPC propose an upgrade of the current highway system that **will not** include additional lanes in any area. My tax dollars should be used as follows:

- Use the highest quality materials to lengthen the life of the repairs and upgrades to the greatest extent possible. Use cutting edge technologies and environmentally sensitive standards.
- Place mass transit, pedestrian and bicycle requirements at the center of all calculations.
- **Do not** increase the gas tax to pay for your current proposal.
- The highway plan **should not** demolish any property, landmarks, green space, wetlands, cemeteries, nor parks.

As a resident of Milwaukee and Wisconsin and as someone whose taxes will be used for this project, I ask that you keep the public good at the forefront of your financial calculations.

Thank you for your time and consideration.

Sincerely,

*Tom Antkowiak*  
 3615 W. Ohio Ave.  
 Milwaukee 53215

My name is Neil Wienser. The following are my comments on the SEWRPC's Freeway Improvement Study as presented at a public hearing on Thursday, May 31, 2002, at the Good Hope Senior Center. I registered to present oral comments but declined in favor of these written comments.

**It appears that the recommended plan of Freeway reconstruction, modernization, safety improvements, and capacity expansion is essential for southeastern Wisconsin during the next twenty years.**

RECONSTRUCTION

Base pavements are between 20 to 40 years old, have been patched and overlaid numerous times, and with the daily traffic volumes imposed upon them of more than 20,000 vehicles per day per lane for the greater extent of their life are crumbling and badly in need of replacement. There can be no doubt to those with engineering and construction education and experience that the Marquette Interchange with its box girder construction is critically in need of replacement. No serious consideration should be given to comments to the contrary. Economically overlays will no longer do the job for the years ago expectation of 15+ years. With the crumbled base pavements 5 to 8 years will be the limit with 2 to 3 times the disruption to the freeway users during the process. Casual inspection of the structures in and around the Marquette Interchange must result in the conclusion that the replacement must begin soon. Most of the remaining structures serving the freeway system have had deck and/or superstructure replacements since there initial construction. However, many substructures show varying degrees of deterioration and will need attention. Nothing more can be said for reconstruction - it must be a given!

MODERNIZATION

The majority of the freeway system was designed in the '50's and '60's and based upon the experiences of the early constructions in the eastern and western states and criteria of the old BPR. Since that time criteria has changed, such as left-hand-ons & offs, maximum curvatures and grades, shoulders, ramp spacing, etc. Many of the ramp locations, narrow right-of-ways, bridge designs, initial at grade intersections, etc. were dictated by the political system of the times. Some of the problems caused by this have been corrected during subsequent resurfacings and safety contracts. However, many still exist and are the source of the capacity, safety, consistency, and maintenance problems of today's system. For example, the elimination of left-hand ramps and the increasing of service ramp spacing will decrease weaving, there-by increasing safety, capacity, and consistency expectations of the drivers. It seems unconceivable that a final accepted plan of reconstruction would not include modernization of the current freeway system!

SAFETY IMPROVEMENTS

When the initial system was finally connected in December, 1968 with the completion of the Marquette Interchange and motorists became familiar with methods of driving the system, the safety of the general motoring public was increased and accident/death rates of the users decreased or held steady. However, as speeds, passenger traffic, and truck traffic increased beyond capacity the rates have begun to increase. The more serious safety hazards of at-grade intersections (on USH 141) and median cross-over accidents were addressed in the first several years of operation. Others followed such as super-elevations at North Avenue, Plainfield Curve, and Bay Shore curves. Many still exist or are emerging due to increasing speeds, the spread of congestion beyond the traditional one-hour AM and PM directions, the acceptance of shorter head-ways by the daily drivers, and the increased personal distractions of the drivers. Some of

- 1 -

the safety hazards will be corrected if modernization is included in the final freeway plan. However, all hazards identified by the enforcement, operations and maintenance members of the design team need to be included in the final plan. The incremental costs of all safety improvements are more than justified.

CAPACITY EXPANSION

The current freeway system is a combination of many location and design decisions and factors. In the '40's the City of Milwaukee/BPR O&D Study determined that a high capacity system was needed to serve the post-war era and to relieve the anticipated traffic expected to clog existing the major arterials. The City initially proposed some locations for several future high design expressways. As SEWRPC is well aware of this history and subsequent studies this was expanded upon and finally resulted in their 1990 Regional Land Use and Transportation Plan. When the 1990 Plan was published work had already begun on some of the facilities in the plan. Briefly as you know, the 1990 Plan was a system plan with several freeways that served in conjunction with one another and with a connected surface arterial system. It also included a transit component that was later the subject of a more extensive study and report.

During the construction of the system political forces were active to stop the parts of the freeway plan that were not already under construction or open to traffic. Referendum were held in Milwaukee. All unconstructed elements of the freeway plan were approved in this referendum. However, at the state legislative level, several Milwaukee members, despite the referendum results, led an effort to stop any further freeway developments. In Milwaukee County this eliminated the following elements of the freeway plan, the Stadium North and South, the Fond du Lac, Park East and West, Lake, Bay, and Belt, and the Milwaukee River Parkway. These eliminated elements of the freeway plan would have each taken a share of the traffic that is now causing extended congestion on the current system and on many surface arterials. On the north side of the Milwaukee Area for example the elimination of the Stadium North (6) and the Fond du Lac Freeways (6) and cutback of the North-South Freeway from 6 to 4 lanes resulted in a total reduction of 8 freeway lanes across the County. This has caused traffic to exceed the design capacity of not only the North-South and Zoo Freeways but also surface arterials such as N. 92<sup>nd</sup>, 76<sup>th</sup>, and 60th Streets. If SEWRPC reviews traffic simulation networks run in 1969 & 70 with the Bay Freeway out vs also eliminating the Stadium North freeway, and added lanes on the N-S freeway to Mequon Rd., traffic loadings on the east-west arterials of Silver Spring, Good Hope, Brown Deer, and Mequon Rds. also increased. Present traffic counts of 25,000 to over 35,000 ADWY confirm what these network runs showed. Increased congestion in an east-west direction. The system critics of the 1970's offered transit and an emphasis on ridesharing as the alternative. However, the citizens of the area have not responded by an increase in transit system use and ridesharing. In fact both have decreased since the '70's. Alternatives must be realistic and reflect public use not academic/political estimates.

For examples, during the energy crisis in 1974-75, Milwaukee County began a Rideshare Program to increase carpooling. The politicians on the design committee wanted to set a goal of 2.0 persons per vehicle from the existing rate of about 1.15. Some staff argued that this was not attainable even with the gas shortages or/and thereafter. Eventually the goal was set for 1.5. During the height of this initial program, with media ads, company visits, multi-endorsements, and gas shortages surveys showed increases to 1.45 in the immediate CBD area and 1.15 in the outlying areas. In the early '90's again the political system stepped in to locate additional park-ride lots at Timmermann and N 85<sup>th</sup> St. Last year the former had an occupancy of 29% and the later 8%, while the remaining lots were at 41%. Another park-pool lot with a directed location at Good Hope Rd. was at 15% in 2001. None of these examples seem

- 2 -



to show even moderate success. The point being the transportation practitioners need to be the guiding voice in transportation decisions. Too many times emotions and personal agenda enter into these decisions when they are ignored.

Critics of the recommended plan cited decreased air quality as a result. It did not appear that they paid any attention to the introductory remarks of Mr. Yunker that lane expansion will not result in more pollutants as the traffic will flow smoother and industry improvements are in the works to further control vehicle emissions. It appeared that the critics did not consider resultant increasing traffic on the arterial system because of the freeway congestion forcing traffic to divert to that system. This in only resulting in slower moving arterials and stop-and-go travel increasing emissions in the neighborhoods surrounding the arterials.

The critics also mentioned "quality of life" along the freeways. They must also recognize the "quality of life" that the congested arterials create. It is a nightmare for residents and businesses along the above mentioned arterials to enter or exit their driveways safely for many hours each day, and the number of such hours is increasing. It is a nightmare for these residents or businesses bounded by these arterials to even cross the street. Many of these arterials have adjacent schools that must take extraordinary protection for the safety of their families. Consider the "quality of life" along these over loaded arterials as traffic backs-up for 2 to 3 blocks at the controlled intersections and 1/8 to 1/4 mile at freeway entrances because of congestion - emissions are part of these back-ups.

In basic mass transit studies there are guidelines or thresholds based on population density for the economic viability of the various types of transit systems - bus, light rail and hard (commuter) rail. Milwaukee County for the past 40 + years has barely had the population density to support a bus system, much less a light rail system. A reading of the book TM (a history of the Milwaukee system) indicates the struggles of light rail in this area. The Area cannot invest in such a system that at its best will not relieve the current congestion when public transportation monies are inadequate to meet even current needs. (Federal monies are still public dollars. They come from state as well as local citizens!) Mass transit has a place in this area, but as a rubber-tired efficient flexible system that can respond to emerging land developments. The same is true for park-ride and park-pool lots, identified by professional planners familiar with the area and its habits.

Critics of most area transportation plans raise the issue of lands taken off the tax rolls for transportation purposes. Consider successful long established businesses. They invest dollars in infrastructure developments, administration, R&D, and advertising to serve their customers and eventually develop profits. Those that do not are not in business for the long term. Transportation is the same as these business investments, it serves land developments and makes them valuable to generate tax dollars. Without adequate efficient transportation (together with other infrastructure services) land developments will not grow to their full potential thereby leaving the tax burden to the existing residents. Look to the cases cited by other speakers at the May 31 meeting about cities that expanded their freeway systems and are thriving as a result of it. The government, business, and industry vision of Milwaukee in the future will not reach its full potential unless efficient economical access/egress is a top priority.

**The system expansion as proposed in the SEWRPC recommended plan must be approved as it is the results of the cutbacks of years earlier.**

Neil R. Wienser, P.E. M.S.  
Transportation and Urban Planning, (Wis. DOT retired)  
8341 N. 48<sup>th</sup> St., Brown Deer, WI. 53223

#### Freeway Reconstruction Study Comments

Date submitted	6/21/02 1:08:00 PM
Name	Don Sargent
Organization	
Address	2515 N. 52nd Street Milwaukee, WI 53210
Comments	I favor making the safety improvements and oppose adding lanes. If you build it it will become congested. I live in the city and like to breath.

June 16, 2002

SEWRPC  
P. O. Box 1607  
Waukesha, Wisconsin  
53187-1607

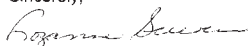
SEWRPC:

At a time when we should be cutting back on our dependence on fossil fuels, especially oil, I do not understand how you can choose to spend hundreds of millions of taxpayer dollars on creating more lanes of auto and truck traffic, but are dismissing the option of improving our public transit facilities. This is not only environmentally irresponsible, but fiscally irresponsible. I do not want my tax dollars to be spent on a system that increases dependence on private automobiles, while continuing to discriminate against people who cannot afford to drive automobiles. I want my tax dollars spent to:

1. Rebuild and make safety upgrades for the current number of lanes.
2. Create a master plan that deals with congestion through the use of mass transit and bicycling options.
3. Create a plan that discourages sprawl and respects the environment.
4. Design a plan that helps people go to work and travel across town and to outlying areas without having to pay huge sums of money for gas and parking.

Please place me on your mailing list so I am aware of future hearings and meetings.

Sincerely,

  
Rozanne Screven  
3357 N. Humboldt Blvd.  
Milwaukee, WI 53212

C-114

David A. Schwengel  
Passenger Rail Specialist  
174 Minz Park Circle #3  
West Bend, WI 53095-5275  
Phone: (262) 334-3862  
Fax: (262) 334-0647  
E-Mail: rrdave@jonwisconsin.com

June 14, 2002

Phil Evenson  
Executive Director  
Southeast Wisconsin Regional Planning Commission  
W239 N1812 Rockwood Drive  
Waukesha, WI 53188

Via Fax

Dear Mr. Evenson:

Here are my public written comments regarding the proposed freeway reconstruction and expansion plans for Southeast Wisconsin.

**Marquette Interchange:** I am in full support of the plan to reconstruct the Marquette Interchange to modern design and safety standards. I believe this part of your plan enjoys near-total support in the region. This proposal makes complete sense for safety reasons.

While I do not support adding additional through capacity as such, or expanding the interchange, I do approve of the plan to make some ramps into two lanes to improve safety and traffic flow.

I am happy to see that the proposed plan reduces the stormwater runoff from the interchange and will release some land to the community for redevelopment.

I am so supportive of the Marquette plan that I would be willing to pay a higher gas tax to help finance it.

**I-94 in Racine and Kenosha Counties:** I support redesigning the road to eliminate the dangerous ramp/frontage road combination. I realize that this will likely require extra land, but as with the Marquette Interchange, I support the project for reasons of safety.

However, I do not support adding extra through lanes. Instead, my tax dollars would be better spent on building additional rail service on both the Hiawatha and Union Pacific Kenosha rail lines.

Phil Evenson, SEWRPC  
June 14, 2002  
Page 2

**Balance of system:** I do not support adding lanes on a wholesale basis. SEWRPC has been too eager to propose more highway lanes without fully evaluating the positive effect that improved rail and bus transit can have on peak congestion.

The proposed expansions would utilize, to a large degree, available space within existing freeway rights-of-way. When the next round of expansion is needed, the easily available space will have been used up and the corridors will have to be expanded at great cost to both the transportation fund and local tax base.

So it is time to learn from other areas that have given up on continuous highway expansion as the only alternative to congestion. Even California admits that reckless highway expansion has not worked, and plans to emphasize alternatives. Closer to home, I do not hear of anyone advocating destruction of real estate in downtown Chicago to add freeway lanes. Instead, they are expanding mass transit.

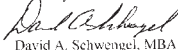
In our area, we have substantial underutilized capacity in rail corridors, especially leading from Milwaukee into Washington and Ozaukee counties. Two of these lines, passing through West Bend and Port Washington, can be developed as intercity passenger routes to Green Bay. These services would ease demand on area freeways from travel originating outside the Milwaukee area. The West Bend line is listed as a commuter rail route in SEWRPC planning documents.

In summary, I am on record as strongly favoring safety improvements to the Marquette Interchange and I-94 in Racine and Kenosha counties without additional through lanes. Elsewhere, as freeways wear out and are rebuilt, modern safety standards should be used in design without wholesale addition of new lanes.

Congestion is a fact of life for those of us who live in urban/suburban areas. There is no economic or other justification to waste land, money or air quality to satisfy a perceived sense of entitlement to a top-speed freeway ride in and out of the city at all hours.

Let's develop transit to its full potential first, then see if additional lanes are needed on a case-by-case basis for spot improvements to ease especially severe bottlenecks.

Sincerely,

  
David A. Schwengel, MBA  
Rail Passenger Specialist

cc: Other interested parties as needed or by request.



13 June 2002

William R. Drew, Chairman  
Freeway System Reconstruction Advisory Committee  
Southeastern Wisconsin Regional Planning Commission  
P.O. Box 1607  
Waukesha, WI 53187-1607



Dear Mr. Drew:

I'm writing to provide you and the members of the Advisory Committee our comments on the Freeway Reconstruction Study and its preliminary plan. I'm writing on behalf of the thousands of ACLU members in Wisconsin.

The ACLU's interest in this matter is premised on the fact that metropolitan Milwaukee is one of the most racially segregated areas in the nation. Affordable and fair housing in many communities in the metropolitan area is at a premium. Without adequate affordable and fair housing in many communities in the region, any plan needs careful scrutiny. Until hyper-segregation is ameliorated in the seven county region, any project will be suspect, if it creates economic development opportunities and jobs in some areas and concentrates adverse effects in other areas. Transportation infrastructure in the region along with other factors has contributed over the years to segregated housing patterns.

We have two major areas of serious concern. First, the ACLU/WI believes the fairness and credibility of the planning process is suspect. Second, it appears that the preliminary plan's recommendations may result in disproportionately high and adverse effects for low-income and minority populations.

The planning process itself is suspect in the ACLU/WI's view on several counts.

The consensus building model employed contains no meaningful mechanism to ensure that the final plan will be an equitable one for low-income and minority populations. Even if there was adequate input from these populations, which hasn't yet occurred, the consensus building process apparently has no parameters. It's like a legislative decision taking place without a constitution. While your Advisory Committee may be viewed as representing various interests and the seven County boards will vote on recommendations, nothing in your planning process protects any population from a consensus that unfairly affects them. The process does not include the kind of environmental impact statement required to comply with the U.S. Department of Transportation's environmental justice rules.

207 E. Buffalo St., Suite 325  
Milwaukee, WI 53202-5774  
(414) 272-4032 • FAX (414) 272-0182  
e-mail: [Libert99@aclu-wi.org](mailto:Libert99@aclu-wi.org)  
<http://www.aclu-wi.org>

William Drew  
June 13, 2002  
Page two.

What's more the information provided to the public during the comment period is not complete or up-to-date. The Commission is developing an evaluation of the distribution of benefits and costs of the preliminary plan across the region, particularly with respect to low-income and minority populations. It is unfortunate that this evaluation was not available during the public comment period. The ACLU of Wisconsin anticipates that community members will be able to review this evaluation in a timely fashion before the Advisory Committee and the SEWRPC make any recommendations. Please let me know, if and how this further community input will be facilitated.

I want to mention a specific concern regarding accessibility to the information the public needs to make informed judgments: apparently none of the descriptions of the plan are in Spanish. Given the fact that over 25% of the residential relocations anticipated under the plan will occur by freeway segment 12 on Milwaukee's south side, the Hispanic community is likely to have a special interest in the plan.

Regardless of the language in which some of the information is provided, its usefulness, its credibility, is suspect. For instance, one concern is the age of the travel habit and pattern data used in SEWRPC's forecasting. The traffic survey data utilized in developing the preliminary plan comes from 1991 and 1992. If newer data has been collected, using it would enhance the plan's credibility significantly. If newer data doesn't exist, then the plan's forecasts, regardless of the simulation model used, need to be qualified.

If advanced as presented as the "reconstruction with additional lanes alternative", would the plan have disproportionately high and adverse effects on low-income and minority populations? Most probably.

SEWRPC maintains that, "the proposed additional lanes are not expected to have a significant impact on land use patterns because the levels of congestion in the year 2020 are expected to be about the same as existing levels, ..." Congestion may or may not be the same on individual segments, but the effects of the freeway don't stop in the right of way. It's ludicrous to say that traffic volumes are not going to increase when there is additional carrying capacity. Resulting increases in noise, vibration, and air and water pollution, to name a few factors, will effect land use decisions.

Also, economic development opportunities will not be enhanced by the reconstruction with additional lanes alternative at nearly the same level in urban communities as in counties away from Milwaukee County. There are apparently few, if any, additions to existing in-fill opportunities. In Milwaukee's suburbs or Racine's suburbs, on the other hand, there is land for new development.

William Drew  
June 13, 2002  
Page three.

SEWRPC should be well aware of the disparity in auto ownership and drivers licensure between residents of Milwaukee's central city and Waukesha County, for example. To the extent that jobs are created outside of Milwaukee, many city residents will not be able to utilize the freeway system to hold down those new jobs. Either the residents will have to move to the jobs, which is difficult given patterns of affordable housing, or they will have to find alternative means to reach these jobs. SEWRPC is silent as to affordable housing.

It claims too much in regard to alternative transit. The Freeway Reconstruction Study assumes that the regional transportation plan's mass transit recommendations will come to fruition. That's wishful thinking.

Sooner or later an environmental impact statement that considers environmental justice issues will need to be done. Why this research hasn't been done prior to making recommendations is a puzzle. The less thorough Environmental Assessment done for the Marquette Interchange is not even a partial substitute. The benefit cost evaluation referred to above is not yet complete, and in any case it doesn't appear to be a substitute for an EIS.

On behalf of ACLU's members and the low-income and minority populations in the region, I urge the Advisory Committee to urge the Commission to get its planning right the first time. In considering a \$6.2 billion plus proposal, the Advisory Committee and SEWRPC should be asking more hard questions and getting answers. More data is or will shortly be available. It should be used for the sake of the plan's credibility and fairness.

One cannot even begin to talk about possible mitigation of adverse effects on low-income and minority communities. A meaningful DBF program, which of course will be implemented, is still not the same as mitigation of adverse effects, such as asthma or exacerbated housing segregation.

The ACLU of Wisconsin hopes to work with SEWRPC and others to ensure equity for low-income and minority populations. Thank you for your consideration.

Sincerely yours,

Christopher Ahmuty  
Executive Director

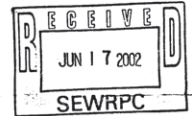
Cc: Kenneth Yunker



CATHOLIC WORKER HOUSE  
OF HOSPITALITY

1131 N. 21st Street P.O. Box 05206  
Milwaukee, WI 53205 Phone: 344-5745

SE Wisconsin Regional Planning Commission  
Public record on freeway reconstruction study  
P.O. Box 1607  
Waukesha, WI 53187-1607



For SEWRPC public record:

*We are against SEWRPC's part SE Wisconsin plan to expand highways for \$6 billion. This plan threatens our quality of life with asthma inducing air pollution, sprawl and noise. If more and wider highways were the solution to congestion, then traffic would be better now, not worse.*

*We demand choices like commuter rail / fast intercity passenger trains, the Milwaukee connector and expanding our bus system.*

*Sincerely,*

*Michael Kombo  
for Casa Maria Catholic Worker*

### Freeway Reconstruction Study Comments

**Date submitted** 6/17/02 8:09:00 AM  
**Name** Bill Nedden  
**Organization**  
**Address** 555 S. Layton Blvd.  
Milwaukee, WI 53125-1258  
**Comments** Phone comment taken by Bob Beglinger 6/17/02 8:09 AM:

1. Consider the Union Pacific Railroad right of way that traverses east to west between Mill Road and Silver Spring Drive for the construction of a northern connector freeway between IH 43 and USH 45 much like was done for the Lake Parkway where the parkway is on former railroad right of way.
2. Consider allowing the bike path between Hampton Avenue and the Downtown Transit Center on the former Chicago & Northwestern Railroad right of way to also be utilized as a rapid bus transit corridor between Bayside Shopping Center and the central business district (CBD) perhaps replacing the freeway flyer. The facility is completely grade separated from Hampton Avenue to the CBD.
3. Consider using the Canadian Pacific Railway corridor paralleling the East-West Freeway for the eastbound lanes. Also consider the north-south Canadian Pacific Railway corridor between 27th Street and 35th Street for additional highway capacity.
4. Expand IH 894 between the Hale Interchange and the Zoo Interchange to the east to use WE Energies right of way thereby avoiding residential and commercial displacement.
5. Consider the provision of light rail in any of the existing or abandoned railroad or interurban corridors.

### Freeway Reconstruction Study Comments

**Date submitted** 6/16/02 9:40:00 PM  
**Name** Andy L. Andrijasevic  
**Organization**  
**Address** 5633 N. Crestwood Blvd.  
Glendale, WI 53209  
**Comments** Dear Mr. Yunker, Members of SEWRPC  
6/13/02

On Tuesday, 6/4/02, I attended your informational meeting and hearing on Southeastern Wisconsin Regional Freeway System Reconstruction Study where I finally learned important details of the plan. It was an excellent presentation, but a shock for me, I must admit.

At first, the proposal looks great, if all that matters is how to move a lot of traffic, especially trucks, through the County. Of course, 10 or 12 lanes would be even better. On the other hand, the traffic can still be snarled by a few "clever" drivers driving abreast, having a cup of coffee, a smoke, and a phone chat while making sure that everyone stays well below the speed limit, no matter how many lanes there are!

When we get stuck in the rush hour traffic, the first thing that we all think of is "why don't they build a wider road?" Later on, the thought of taking alternate road, or even alternate transportation might come to mind. In rare cases we might even think of working closer to home.

It is easy to appreciate the Interstate System while flying down the freeway on our way to West Coast, with nothing but miles of potato or corn fields on both sides, and very few negative effects of the road come to mind. It is entirely different situation when we must destroy nice homes, prosperous businesses, or even the "insignificant" chunks of green spaces that struggle to purify the unhealthy air we've created while holding back the rainwater from flooding our homes! In our selfish desire to "get there right away", we easily forget the "big picture". And when resulting side effects of our "prosperity" hit us directly, we readily blame others for poor community planning, or expect that "Government" solves our problems, using someone else's tax money, of course! If everything else fails, we move West, or North, or wherever we can find unspoiled areas, only to repeat the process in few years!

The difficulty of traveling along the 76th street, or along North Avenue, from one end of Milwaukee County to the other, frustrates most of us as we have to drive through Wauwatosa, so much so that we look for a more convenient way. 'Tosa city planners have wanted it that way, and for a good although selfish reason. In my own selfish moments, I have wished that those two, vital thoroughfares, be expanded to 6 lane boulevards, but I am also sensible enough to understand how devastating that would be for Wauwatosa! Would wider roads be more convenient for local residents as well? Certainly! But the net results would destroy the community. So why is it that we, who have been

### Freeway Reconstruction Study Comments

already adversely affected by the freeways, have to suffer even more, for the convenience of those who simply want to zip through?

It is clear that our freeway system needs a good deal of work, and that some improvements should be done at the same time. Expanding it to 8 lanes would be the wrong thing to do. It is not only for all of those negative side effects, but in the long run, it will not even solve the congestion problems. A road with the fast moving traffic simply promotes its own use. It soon becomes the preferred route for many drivers who previously used other routes or mode of transportation, even when it is not the shortest path. Very soon, the road becomes obsolete again and rebuilding and expanding become "necessity". As long as driving is convenient and relatively inexpensive, we will not try other alternatives.

We are learning now that unnecessary freeways, which were very costly to build, are also very costly to remove. With roads, more is not always better! It appears absurd that while the population of Wisconsin, and especially Greater Milwaukee area, has been decreasing, more freeways need to be built!

The estimated cost of \$6,200,000,000.00 is mind numbing, and is a lot of money regardless of how it gets paid. We are all complaining about high taxes, yet projects like this end up getting rammed down our throats, usually by those who complain about high taxes the most! It would also be safe to assume that the estimates will be low, by the time the project is completed, as has been the case with almost every other major project in the past.

It would also be unwise to build any elevated roadways, unless there simply is no other way. Harbor Bridge is a very expensive decoration for Milwaukee's skyline, especially when repair costs are added, and when low use is considered. We can only be glad that nobody got hurt there. Luckily, there are not going to be any barges to hit them either. In any case, elevated roads generate much more noise, can be very difficult to access in case of major accident, and are very adversely affected by our freezing weather. Proposed Marquette interchange with 6 or 7 levels of roadway spaghetti is an overkill solution to a minor problem. There are many places in USA where major freeways get "branched off" by left lane "splits". Having freeway exit/entrance ramps connecting to a stop and go street is a different situation, and right side ramps should be used. In Marquette interchange area, some of the ramps could be eliminated and the whole interchange made simpler, less confusing and a lot less expensive.

In conclusion, expansion to 8 lanes would definitely NOT be wise. There are many other things that can and must be done in addition to relatively modest improvements of the freeways, including educating all of us how to better use the roads which we already have, roads that many in the world can only dream about. And then there are other means of transportation, better urban and suburban planning...

Sincerely,

L. Andy Andrijasevic

### Freeway Reconstruction Study Comments

**Date submitted** 6/16/02 5:48:00 PM  
**Name** Michael Brady  
**Organization**  
**Address** 4718 West Blue Mound Road  
Milwaukee, WI 53208  
**Comments** I want to urge SEWRPC and the 21 commissioners to reconsider the \$6.2B plan that includes widening freeway lanes in Milwaukee County to 4 lanes in each direction. The safety aspects need to be done at reduced costs, while the widening is totally unnecessary. Thank you.

**Appendix D**

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

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

## **EXECUTIVE SUMMARY**

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

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

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

- More than 82 percent of Southeastern Wisconsin residents (including 83 percent of Milwaukee County residents and 81 percent of City of Milwaukee residents) believe freeway traffic congestion is a severe and growing problem during morning and afternoon peak traffic periods. Nearly one-half of these respondents also believe that freeway traffic congestion is a growing problem during other times of the day as well.
- More than 72 percent of Southeastern Wisconsin residents (including 72 percent of Milwaukee County residents and 71 percent of City of Milwaukee residents) consider a forecast doubling of freeway traffic congestion in Southeastern Wisconsin to be unacceptable. This doubling of freeway traffic congestion is projected even if public transit is significantly expanded, “smart growth” in land use occurs, and surface streets are improved and expanded, but the freeway system is rebuilt without additional lanes.
- More than 89 percent of Southeastern Wisconsin residents (including 88 percent of Milwaukee County residents and 86 percent of City of Milwaukee residents) agree that a modern and efficient freeway system is essential to the economic future of Southeastern Wisconsin.
- More than 87 percent of Southeastern Wisconsin residents (including 87 percent of Milwaukee County residents and 86 percent of City of Milwaukee residents) agree that the freeway system in Southeastern Wisconsin should be reconstructed to meet modern design standards, including relocating left-hand on-and off-ramps to the right-hand side of the freeway, eliminating lane drops at major interchanges, improving driver sight lines and freeway curves, and providing full inside and outside shoulders.
- More than 75 percent of Southeastern Wisconsin residents (including 78 percent of Milwaukee County residents and 76 percent of City of Milwaukee residents) agree that additional lanes should be added to the freeway system in their county as part of the reconstruction of the Southeastern Wisconsin freeway system.
- More than 76 percent of Southeastern Wisconsin residents (including 74 percent of Milwaukee County residents and 72 percent of City of Milwaukee residents) agree that additional lanes should be provided on IH 94 between the Zoo and Marquette Interchanges and IH 43 between the Mitchell Interchange and Brown Deer Road in Milwaukee County, widening these freeways to eight lanes as part of the reconstruction of the freeway system.

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

## **EXISTING FREEWAY TRAFFIC CONGESTION**

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

Only about 2 percent of Southeastern Wisconsin residents and, as well, Milwaukee County and City residents, indicated that current freeway traffic congestion was not a problem. Approximately 15 percent of Southeastern Wisconsin and Milwaukee County and City residents indicated that they considered freeway traffic congestion to only be a minor problem during peak traffic periods.

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

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



## **PROJECTED FUTURE FREEWAY TRAFFIC CONGESTION**

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

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

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

## **MODERN AND EFFICIENT FREEWAY SYSTEM**

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

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

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

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

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

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

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

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

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

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

## **USE OF FREEWAY SYSTEM**

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

## **CHARACTERISTICS OF SURVEY RESPONDENTS**

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

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

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

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

## **SURVEY PROCEDURES**

The survey was conducted during the months of July and August of 2002 by the Southeastern Wisconsin Regional Planning Commission using a mailing list of all resident households within the Southeastern Wisconsin Region which is typically used for direct mail purposes. A sample of 55,000 households was randomly selected to receive the survey. The survey was a mail-out/mail-back survey with a postage paid return envelope. The survey included a cover letter from each survey household's County Executive or County Board Chair. Over 27 percent of the surveys mailed out were returned with fully completed responses. The response rate among the counties ranged from 23 to 34 percent, with the Milwaukee County response rate being approximately 25 percent. This response rate is excellent for a mail-out/mail-back survey. Of the 15,241 responses received, 13,543, or 89 percent, were fully complete responses; 1,538, or 10 percent, did not answer one of the 11 survey questions (primarily the question regarding support for widening freeways in counties other than the county of residence of the survey respondent); and 160, or 1 percent, did not answer two of the 11 survey questions. The substantial response to the survey means that the survey findings for the Region, with over 15,000 responses, are accurate to +/- 1 percent at a 99 percent level of confidence; for Milwaukee County, with over 7,000 responses, to +/- 1.5 percent at a 99 percent level of confidence; and for the City of Milwaukee, with over 3,000 responses, to +/- 2 percent at a 99 percent level of confidence.

Table 1

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

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

Source: SEWRPC.

Table 2

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

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

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

Source: SEWRPC.

**Table 3**

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

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

Source: SEWRPC.



Table 4

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

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

Source: SEWRPC.

**Table 5**

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

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

Source: SEWRPC.

Table 6

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

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

Source: SEWRPC.

Table 7

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

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

Source: SEWRPC.

**Table 8**

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

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

Source: SEWRPC.

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

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

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

Source: SEWRPC



**Table 10**

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

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

Source: SEWRPC.



**WISCONSIN  
TRANSPORTATION SURVEY**

July 29, 2002

**DEAR RACINE COUNTY RESIDENT:\***

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

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

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

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

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

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

Sincerely,



Jean M. Jacobson  
Racine County Executive

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

# Survey

## USE OF FREEWAY SYSTEM

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

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

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

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

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

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

Do you consider the traffic congestion growth to be:

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

---

## FREEWAY SYSTEM RECONSTRUCTION

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

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

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

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

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

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

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

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

In my county

In other counties

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

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

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

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

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

**INFORMATION ABOUT YOURSELF AND YOUR HOUSEHOLD**

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

**8.** Please indicate your age:

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

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

- 0
- 1
- 2 or more

---

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

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

**Comments:**

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

**Attachment B**

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

**Table B-1**

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

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

**Table B-2**

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

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

Source: SEWRPC.

**Table B-3**

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

**Table B-4**

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

Source: SEWRPC.



**Table B-5**

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

**Table B-6**

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

Source: SEWRPC.

**Table B-7**

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

**Table B-8**

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

Source: SEWRPC.

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

**Table B-9**

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

**Table B-10**

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

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

Source: SEWRPC.

Table B-11

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

Table B-12

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

Source: SEWRPC.

**Table B-13**

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

**Table B-14**

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

Source: SEWRPC.

Table B-15

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

Table B-16

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

Source: SEWRPC.

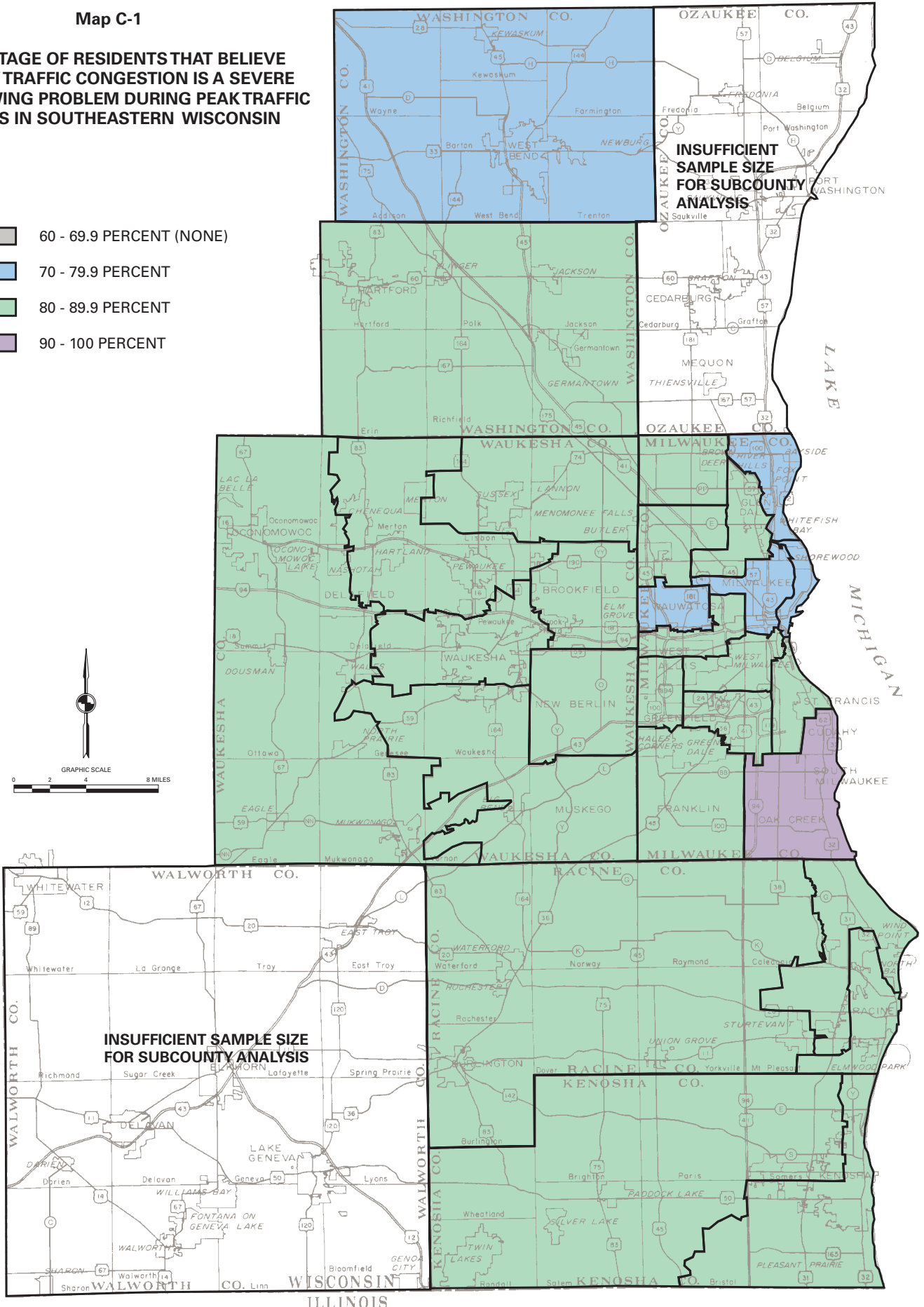


Attachment C

Map C-1

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

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



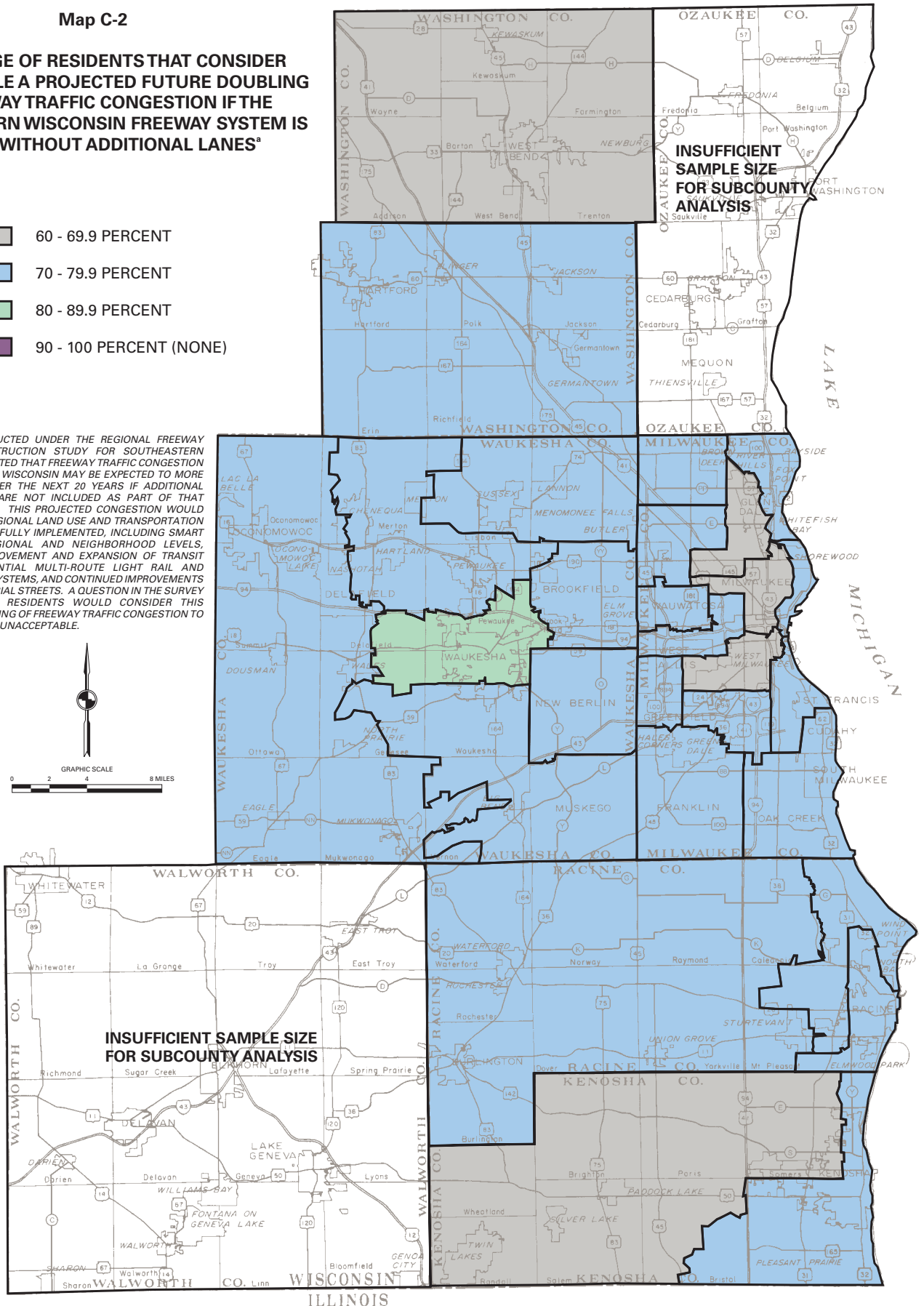
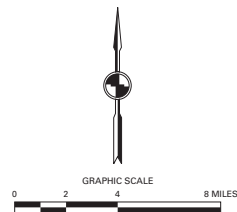
Source: SEWRPC.

Map C-2

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

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

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

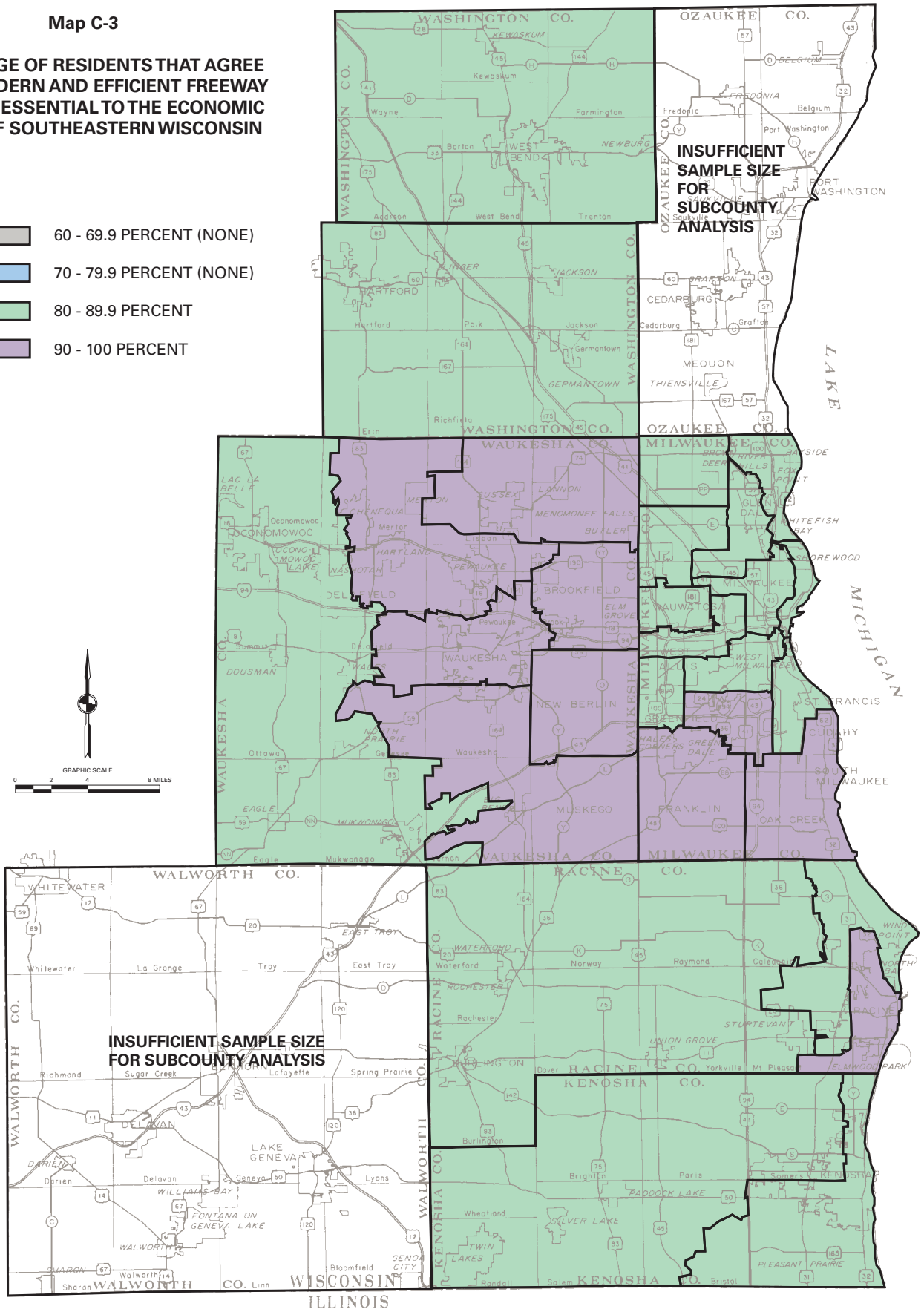


Source: SEWRPC.

**Map C-3**

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

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

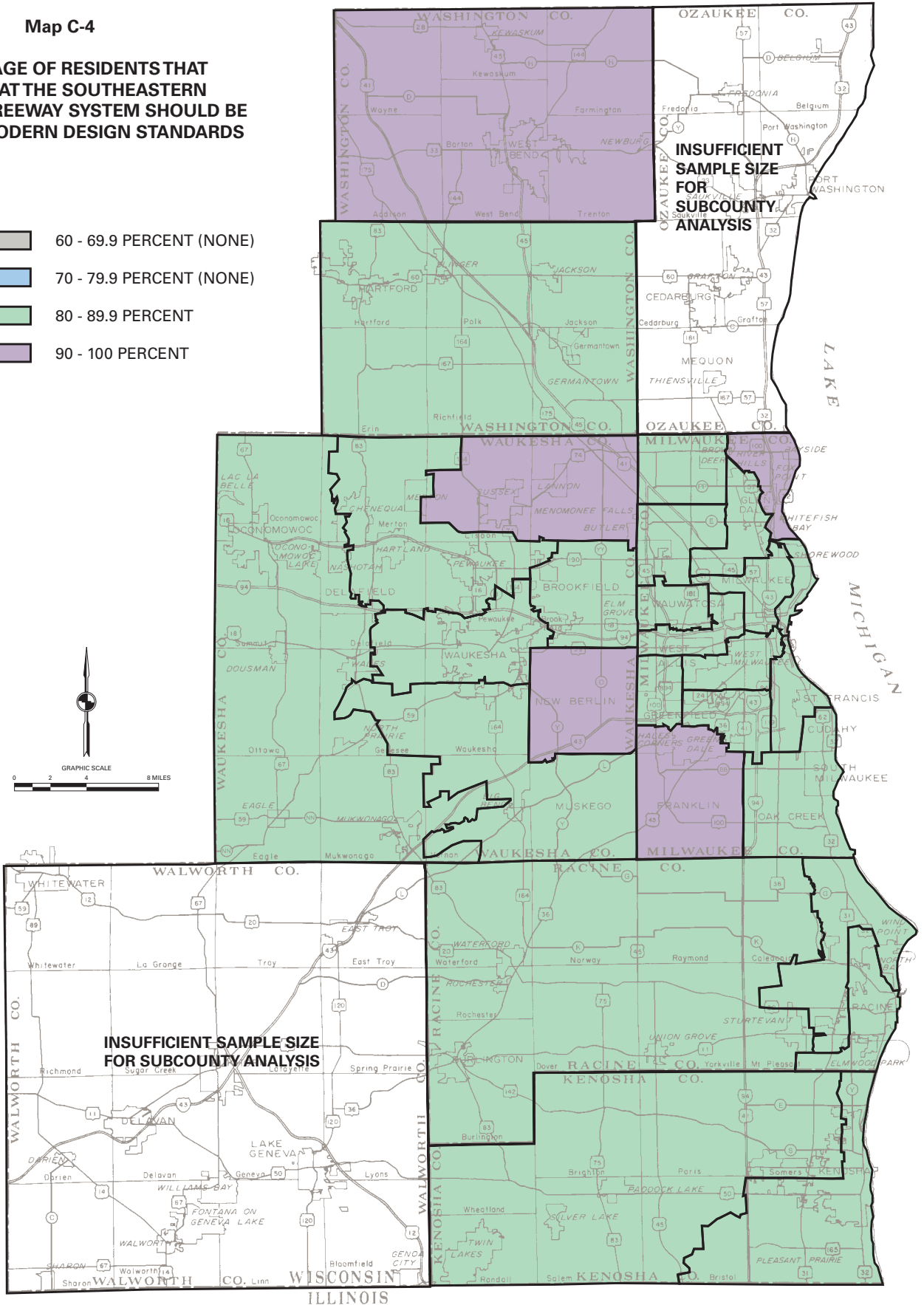


Source: SEWRPC.

Map C-4

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

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



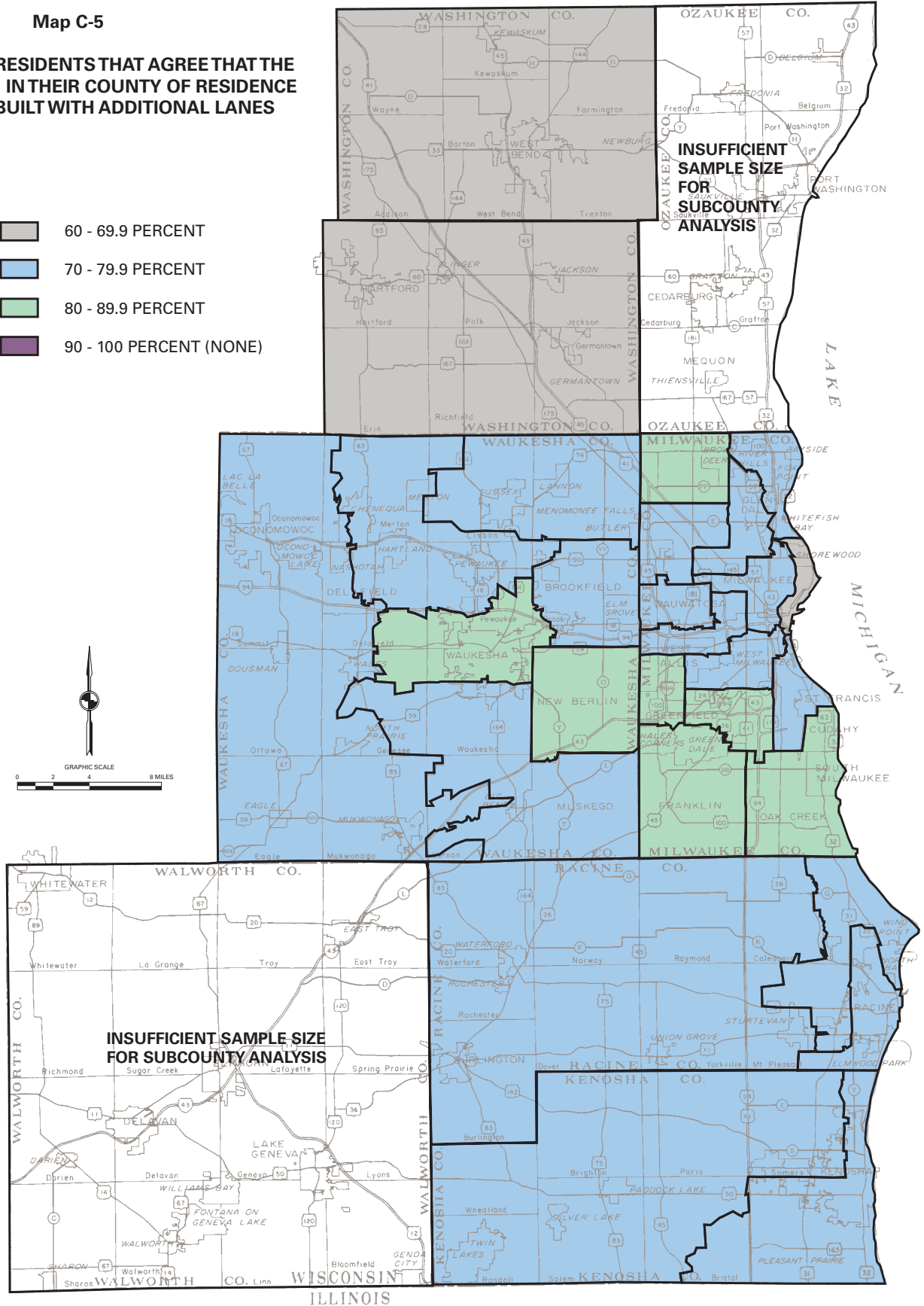
Source: SEWRPC.



Map C-5

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

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

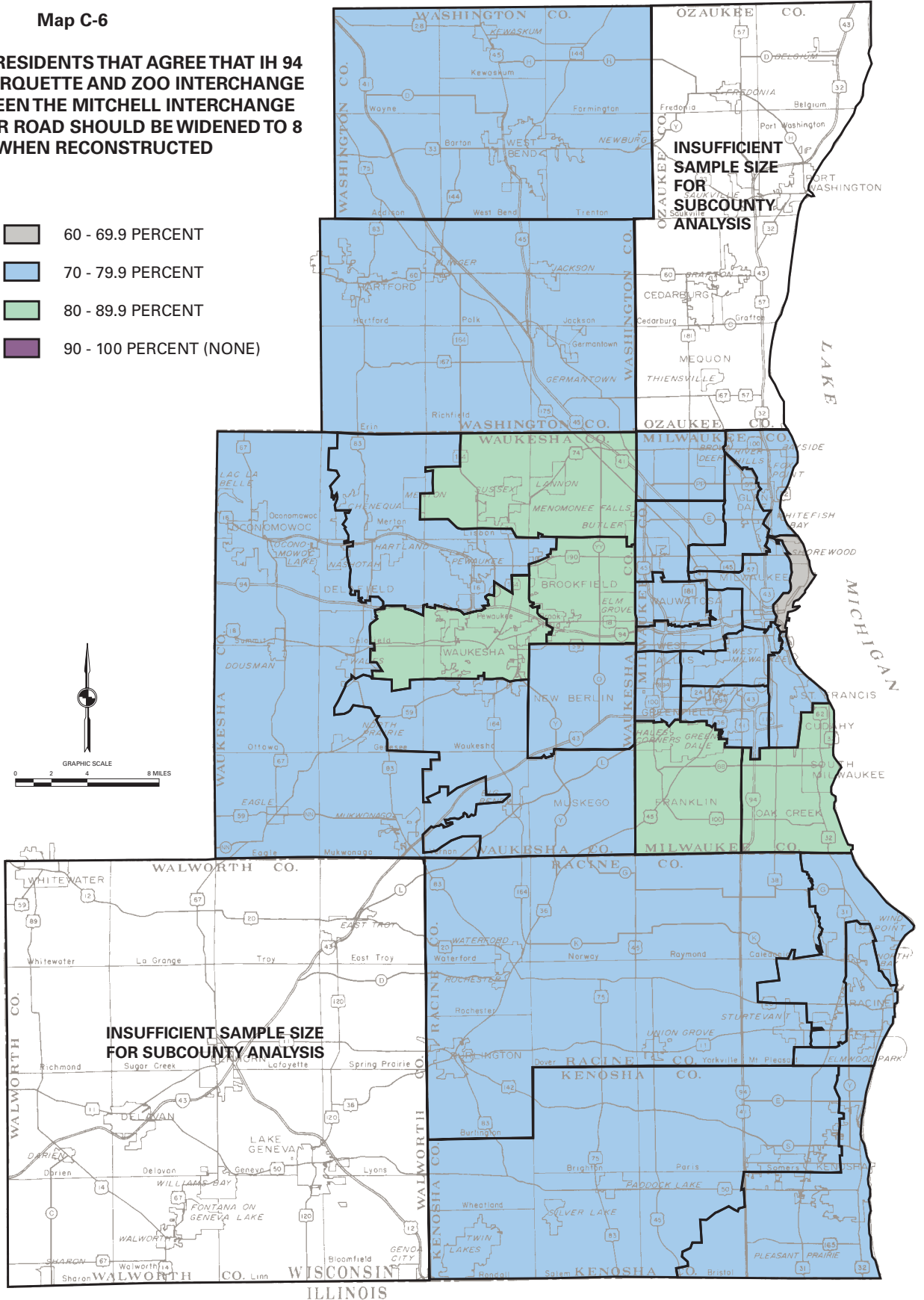


Source: SEWRPC.

Map C-6

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

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



Source: SEWRPC.



Table C-1

SURVEY SUMMARY DATA BY SUBAREAS OF SOUTHEASTERN WISCONSIN COUNTIES

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

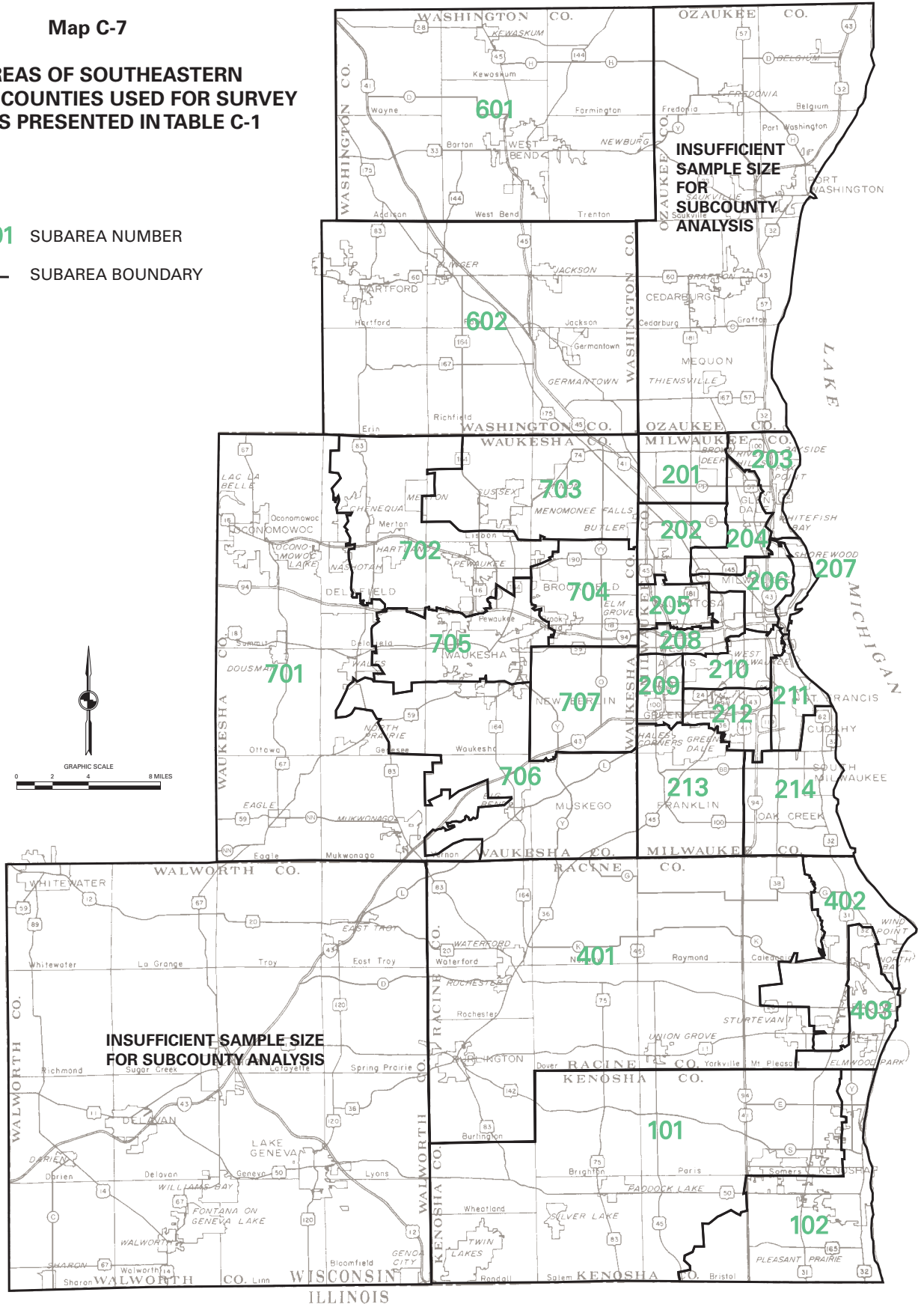
<sup>a</sup>Insufficient sample size for subarea analysis.

Source: SEWRPC.

Map C-7

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

- 201** SUBAREA NUMBER
- SUBAREA BOUNDARY



Source: SEWRPC.

**Appendix E**

**OPINION/EDITORIAL PIECES AND NEWS ARTICLES  
CONCERNING THE REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY  
INCLUDING THE PRELIMINARY FREEWAY SYSTEM RECONSTRUCTION PLAN**

# County OKs preliminary freeway plan

Ozaukee News Graphics  
Monday, August 12, 2002

By Liz Greenawalt  
News Graphic Staff

**Ozaukee County** — The Ozaukee County Board voted 24-3 Wednesday to approve a preliminary plan for freeway improvements presented by the Southeastern Wisconsin Regional Planning Commission.

SEWRPC has been working on a study to determine what kinds of improvements on the southeastern Wisconsin freeway system should be made. The seven counties involved in this study are Ozaukee, Milwaukee, Washington, Waukesha, Racine, Kenosha and Walworth. So far, Ozaukee, Waukesha and Washington counties have approved the preliminary plan.

Assistant Director of SEWRPC Ken Yunker said, "Our intent is to try and find out whether each of the seven county boards will endorse the preliminary plan and as well to find out what they agree with and what they disagree with. That information (will be used) along with the comments we've received from public informational meetings and hearings, so then with the advisory committee we can shape a final plan which responds to what each county would endorse."

Yunker said, "We're going to try to not only get the comments from each of the seven county boards, but as well work with the advisory

committee to then come up with a final plan by the end of the year. Then we will bring that final plan back to the Ozaukee County board again, focusing particularly with how it differs from the preliminary plan, which it very well may."

The preliminary plan looks at the best way to improve and expand the system. Yunker said, "The preliminary plan basically recommends, in a nutshell, that the freeway system, when it is rebuilt segment by segment, ought to be built to meet modern design standards, and that 127 miles of the 270 mile system should be rebuilt with additional lanes."

Much debate about the project has focused on the addition of lanes. Sections of I-43 through Ozaukee County would be expanded from four to six lanes under the proposal, and the road would grow to eight lanes through part of Milwaukee County. Yunker said, "The addition of lanes has been under much controversy but they only count for a small portion of the cost." He said that it would cost \$3.4 billion to rebuild as is and \$6.25 billion to rebuild with 127 miles of additional lanes.

Two subalternatives included reducing the number of additional lanes to cover either 121 or 108 miles. If the 121-mile alternative were to be implemented, the final

cost would be \$6.16 billion, or a 1 percent reduction. Using the plan that adds additional lanes to 108 miles would cost \$5.99 billion, which reduces the total by 4 percent.

With all of the proposed construction, many wonder if expanding lanes in certain areas will alleviate congestion, or just help the system maintain current congestion into the future. Yunker said, "That will really vary by segment of the freeway system, but I think the message from the study is that if you rebuild the freeway system without adding lanes, and this is even if you control urban sprawl and greatly expand public transit, you can expect substantial increases in congestion, more than a doubling of congestion. If we add lanes, we can't say we're going to eliminate congestion, but we will have a modest decrease from existing levels."

The reconstruction would require removing all of the pavement, the stone and the current bridges and redoing the system.

County Administrator Tom Meaux said, "This is a 10- to 20-year issue, this is not a next year issue or anything. It's really a work in progress." He also said that most of the money will come from user fees at the state level, such as gasoline tax.



WHITNEY GOULD

*"I don't know why we have to sacrifice a part to save a few minutes in commuting time."*

Joseph Pellegrin, 17-year resident of Story Hill neighborhood

Milwaukee Journal Sentinel  
Monday, August 12, 2002

## I-94 expansion plan could turn into a tragic west side story for quaint neighborhood

If you were to compile a list of Milwaukee's loveliest neighborhoods, Story Hill would be right up there. The leafy little enclave, north of I-94 across from Miller Park, has just about everything you'd want from city living: gently curving, tree-lined streets; charming older homes in styles ranging from Tudor Revival and Arts and Crafts to Dutch Colonial and '50s ranch; beautifully landscaped yards; a feisty neighborhood organization; proximity to the downtown.

Yes, there is the noise of the freeway. "But most of the year you can put up with it," says Bill Weissert, a 15-year resident. "It's worse in the winter, when the leaves are off the trees."

It could get much worse year-round if state transportation officials adopt a preliminary recommendation by regional planners to expand I-94. Under the plan, which calls for reconstructing 270 miles of area freeways at a cost of \$6.2 billion, the half-mile section of I-94 between Mitchell Blvd. and Hawley Road, just west of Story Hill, would be double-decked.

"It would change the whole character of our neighborhood, which has been a bulwark of stability for the entire west side," says Weissert, a real-estate agent who serves on the board of the Story Hill Neighborhood Association. "If you elevate a freeway, you see and hear it all the time."

Stroll the streets of Story Hill, its front yards dotted with anti-double-decker signs, and you understand what a distasteful prospect the expansion is.

"Some of our friends have talked about leaving the area if this thing goes ahead," 17-year resident Joseph Pellegrin told me. Pellegrin, a retired Milwaukee Area Technical College dean, was refinishing antique furniture in his driveway when I stopped by the other day. It was clear that he cherished his neighborhood, built between 1915 and 1955, as much as he did his well-burnished chairs. And he was mystified that others apparently consider such treasures expendable.

"I don't know why we have to sacrifice a part of the city to make it easier for people in the suburbs to save a few minutes in commuting time," he

said disgustedly.

Phil Dosmann, another resident, agreed. "People make the choice to live in the suburbs," said Dosmann, a Milwaukee Public Schools principal. "Sometimes that choice means a long commute. But one of the reasons we chose to live here is that we can get anywhere in the city in 15 minutes. What's right for the city and what's right for the suburbs in this case are two different things."

The freeway expansion is about as stark an illustration of that polarity as anything I can think of. Maybe it's some small consolation that highway planners aren't talking about simply bulldozing their way through Story Hill, as their predecessors did through north and south side neighborhoods in the '60s (although at least 216 homes and 31 businesses would be lost elsewhere along the widened freeway system). But there is more than one way to kill a neighborhood. You can leave it intact physically and still ruin the quality of life with air and noise pollution.

So what are the options? The planners have floated the idea of running a tunnel past Story Hill, instead of layering the road. Phil Evenson, executive director of the Southeastern Wisconsin Regional Planning Commission, said that idea will be part of preliminary engineering studies by the state Department of Transportation.

But Donna Brown, urban modal manager for the DOT's southeastern district, told me it's too early to say what exactly will be studied. "We're not even sure a tunnel is on the table," she said. "Tunnels are always costly. Look at the Big Dig in Boston." And at this point, the freeway expansion advocates haven't a clue how they'll pay for all these new ribbons of concrete.

There are, of course, sound barriers. "It's a topic that's going to get a lot of attention," Evenson promised. But these giant walls are generally hideous. And

even if they can be made to look a tad less forbidding, they inevitably block out a sense of place along with some of the noise.

Another possibility: expanding along the present corridor. But that would involve moving graves from one or more of the four cemeteries on either side of the road — and this at a time when Wood National Cemetery on the southern edge, a historic shrine to veterans dating back to the Civil War, is undertaking a \$700,000 restoration project. "People don't like it; I don't like it. But it will have to be serious-

Continued on Page E-3, Gould

### NEIGHBORHOOD STORY HILL



BOB VEIERSTÄHLER/Journal Sentinel

ly studied," Evenson said of grave-moving.

So there will be no peace, it seems, for the living or the dead.

Isn't it time we gave up on the fantasy that bigger freeways are an answer to congestion? From L.A. to Long Island, more pavement has never solved anything.



# Freeway expansion plan pits the city vs. the suburbs

GOULD,



GARY PORTER / STAFF PHOTOGRAPHER

**Signs along** Story Parkway in the Story Hill neighborhood protest the expansion proposal for nearby I-94.

The new lanes are filled up as fast as they're built.

If we can move beyond this blinkered mind-set, there are ways that city dwellers and suburbanites alike can have both reasonable mobility and a high quality of life. For example, we could adopt regional transportation approaches that incorporate commuter rail and better bus connections. We could embrace smarter land use, to place jobs closer to housing and discourage the sprawl that reinforces dependence on the automobile. We could make improvements to local roads, which are better suited for short trips than freeways ever were. We could step

up reform of the public schools, a big reason middle-class families with kids move to the suburbs.

Yes, there will still be congestion, given the land-use practices already in place. But there's a difference between congestion and gridlock. Hanging in the balance is the future of Story Hill, a jewel worth preserving.

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Milwaukee Journal Sentinel  
Monday, August 12, 2002



Commissioner's letter  
blasts SEWRPC plan

The Daily Reporter  
Tuesday, August 9, 2002

By **Jeremy Harrell**  
Daily Reporter Staff

August 9, 2002

Highway planners have taken exception to an Aug. 2 letter from Milwaukee's commissioner of public works criticizing the \$6.2 billion freeway plan for southeast Wisconsin and calling the highway expansion program "detrimental" to the city.

"It has long been recognized that regional land-use planning and transportation planning must be performed in concert to assure compatibility," Mariano A. Schifalacqua wrote in a letter to the Southeast Wisconsin Regional Planning Commission, which is carrying out the freeway study. "We believe that SEWRPC's recommendations and process used to prepare the freeway plan are largely inconsistent with accepted regional planning principles."

The commissioner's letter reinforces a March Milwaukee City Council resolution opposing the \$6.2 billion plan, which would add lanes to 127 miles of freeway. In its resolution, the City Council favored SEWRPC's \$5.5 billion plan to make safety and design upgrades as well as lane additions to 108 miles of freeway, sparing Interstate 94 and I-43 in Milwaukee from expansion.

But Schifalacqua adds to the City Council resolution by asserting that SEWRPC, in its study, made only nominal gestures toward developing other modes of transportation on a par with freeways - a point echoing other critics of the \$6.2 billion plan. The SEWRPC plan focuses almost solely on freeways and neglects buses, trains and other systems, he wrote.

In a recent report, SEWRPC officials noted that the freeway plan assumes a dramatic investment increase in public transit and implementation of the state-approved Smart Growth land-use law to curb sprawl. Still, Schifalacqua said expanding the freeways would "promote land-use patterns detrimental to the city of Milwaukee" while making only minor improvements to drive times.

"The freeway reconstruction study was performed with only cursory consideration of alternative modes of transportation and underestimates the effects of transportation systems on regional land use development patterns," he wrote.

### Changing lanes

Ken Yunker, SEWRPC's assistant director, said Schifalacqua's letter expresses one of many opinions the planning commission would consider when modifying its freeway plan this summer. But he said he objected to Schifalacqua's contention that SEWRPC conducted a study with a limited scope.

Even after beefing up local transit options, which SEWRPC assumes will happen, segments of the region's freeways will suffer from extreme congestion, Yunker said. And with congestion comes a greater likelihood of accidents, primarily rear-end collisions, he said.

"Alternative modes are not going to appreciably reduce congestion," Yunker said. "They're just another method of traveling. We think we have looked at all methods of transportation."

He also said Schifalacqua is "inconsistent" by arguing that adding lanes will minimally affect drive times while at the same time stating that freeway expansion will contribute to sprawl.

Aside from disagreements over the study's scope, Schifalacqua said the freeway plan costs too much and could potentially drain state and local money from transit initiatives.

"Implementation would require fiscally irresponsible funding levels," he wrote, "which would be expected to result in an undue tax burden on local property taxpayers to maintain the local transportation systems as well as consume transportation funding available for alternative modes of transportation."

In response, Yunker pointed out that the City Council resolution and Schifalacqua's letter support the \$5.5 billion plan plus 108 miles of freeway expansion outside Milwaukee. The city's preferred plan would come to \$6 billion, or 4 percent less than the \$6.2 billion alternative, Yunker said.

"I can't see how it would be terribly fiscally irresponsible to go from \$6 billion to \$6.2 billion," he said. "It's a real similar expenditure whether you add lanes or not."

SEWRPC's advisory committee is expected to meet this fall to vote on a final plan to send to the state Department of Transportation. WisDOT officials said their preliminary engineering and environmental studies could result in a freeway project different from the vision of the SEWRPC plan.



*"Implementation would require fiscally irresponsible funding levels."*

Mariano A. Schifalacqua  
Commissioner of Public  
Works  
Milwaukee

# A wider road will get us to the traffic jam faster



**Steve  
Lund**

A County Board committee discussed this week a plan to add lanes to I-94 in Kenosha and Racine counties.

The Freeway System Advisory Committee of the Southeastern Wisconsin Regional Planning Commission has recommended that the entire 272 miles of freeway in the seven southeastern counties should be rebuilt to modern design standards. It has also recommended putting additional lanes on 127 miles of freeway, including through Kenosha and Racine counties.

If it happens, it will be years off, but not too many. The last resurfacing of the interstate highway through Kenosha and Racine isn't expected to last more than eight to 12 years.

"That means that somewhere around 2010, the Department of Transportation will face the need to reconstruct those segments," said Kenneth Yunker, assistant director of SEWRPC.

It might be a good idea to add lanes, but maybe the DOT should just take this project south as far as Highway 50 and no farther. If we make it easier to get from Highway 50 to the Illinois border, all we'll be doing is giving people a faster trip to the traffic jam at the Waukegan

toll booth.

This is a particular sore point with me since I got caught in that traffic jam Sunday night.

I made the mistake of going to see "The Road to Perdition" in Gurnee, Ill. The movie wasn't playing in Kenosha, so really the only mistake was not allowing extra time to get through the toll booth.

Traffic was backed up a mile and a half. By the time I paid the toll, the movie had already started. So I turned around and headed north, and of course I had to pay the 75 cents toll again.

To make a long, sad story shorter, I ended up in Racine at "My Big Fat Greek Wedding" and it was funny, so the evening was rescued.

■ If you're one of the people who are concerned about Lake Michigan beaches being closed because of water pollution (both Kenosha beaches were closed again Wednesday), there are a couple of organizations that you may be interested in.

One of them, Keep Our Beaches Open, is based in Racine at the River Bend Nature Center, 3600 North Green Bay Road. The phone is 639-0930.

The organization meets at 7 p.m. on the first Wednesday of the month. The meetings are open, and new people are welcome. It doesn't cost anything to join, but a subscription to the newsletter is \$5.

Another group that works on beach pollution issues is Citizens for a Better Environment, based in Milwaukee.

Jeffery Foran, a toxicologist who is president of the organization, said he thinks the beach closing issue shouldn't be isolated from all the other issues concerning Lake Michigan.

"There are a variety of other problems besides beach closings," he said in a telephone interview. "There are problems with algae. There is the perch decline. I will argue that these are not separate problems. They are part of the structure and function of Lake Michigan."

If you want to be included in CBE's database so you are notified of issues concerning the beaches, e-mail [cbewi@cbemw.org](mailto:cbewi@cbemw.org) or connect to the Web site [www.cbemw.org](http://www.cbemw.org).

■ Perch fishing has been pretty good recently, especially when the weather was hot and the wind, if there was any, was out of the west. When the northeast wind picked up Monday night, it brought delightful weather, but it ruined the fishing. Northeast winds stir up the bottom of the lake and make the water cloudy.

Will that be the end of another good summer of shoreline fishing? Perhaps. Here's what happened last year, according to my notes:

The last day of good fishing was Aug. 12. The next day, nothing. On Aug. 14 I caught one nice perch, and that was it for the summer. The fish had moved on. Those of us who had been lining Kenosha's piers and breakwaters at dawn for six weeks could go back to sleeping through the sunrise.

**Steve Lund** is editorial page editor of the Kenosha News.

Kenosha News

Thursday, August 8, 2002

## Highway panel officials wonder what's next

Last Updated: Aug. 3, 2002

[JSOnline Milwaukee Journal Sentinel](#)

Friday, August 3, 2002



**Amy Rinard**

[E-MAIL](#) | [ARCHIVE](#)

Now that a state budget provision requiring the expansion of I-94 has been signed into law, what's left for local officials who serve on an advisory commission created to make that recommendation?

"That's a good question," said Waukesha County Executive Dan Finley, a member of the commission, adding that other members are asking the same thing.

"The commission's role was to ultimately endorse a plan to the Department of Transportation and, frankly, that's largely been done now by the Legislature."

Finley serves on the commission along with representatives from Milwaukee, Ozaukee, Washington, Racine and Kenosha counties.

The commission operates under the auspices of the Southeastern Wisconsin Regional Planning Commission, which received state funding for the work.

Commission members have been working for nearly a year on recommendations for the reconstruction of I-94 and much of the rest of the state highway system in southeastern Wisconsin.

Last week, over the objections of Finley and Mayor John Norquist, Gov. Scott McCallum signed into law a provision of the state budget repair bill that orders the state DOT to plan to rebuild I-94 in Milwaukee and Waukesha counties to meet traffic demand for 25 years following completion of the project.

Finley and Norquist had opposed the provision for different reasons.

Norquist and members of the Milwaukee Common Council have gone on record opposing the expansion of I-94 to eight lanes in the city. They strongly believe that will require the destruction of too many homes and ruin neighborhoods near the wider freeway.

Finley endorses the advisory committee's recommendation to expand I-94 to eight lanes and the Waukesha County Board approved it.

But he had urged McCallum to veto the budget provision because he believed it amounted to the Legislature usurping local authority to recommend the parameters of the project.

"I believe eight lanes are essential for the future economic growth of the area," said Finley. "But I believe the process should have been given a chance."

Some authorities believe the budget provision means the reconstructed I-94 will need at least eight lanes - and possibly 10 - to meet traffic needs for 25 years after it is built.

Assembly Speaker Scott Jensen (R-Town of Brookfield), one of several suburban Republican legislators who pushed for inclusion of the provision in the budget repair bill, said he does not believe 10 lanes will be needed.

"We didn't list a number of lanes," he said. "We're pretty confident it won't be 10 lanes. I would be pretty surprised if that was the conclusion of the analysis."

Jensen said the budget provision does not override the recommendations of the local advisory commission.

He said the provision reinforces the preliminary recommendation of the commission, which endorsed widening the freeway to eight lanes.

"What we're really trying to do is reinforce the recommendations of SEWRPC," he said.

The recommendations have been agreed upon by the advisory commission and are in the process of being considered by local governments.

Ultimately, the DOT makes a recommendation on how the project will look. That recommendation is then forwarded to the Transportation Projects Commission which, in turn, makes a recommendation to the Legislature.

For a highway project to proceed, the Legislature must approve the recommendation of the Transportation Projects Commission and allocate funds to pay for the project.

The I-94 reconstruction project is a long way from that point.

But Jensen said he and other Assembly Republicans believed it was important to put into law that the project must meet future demand so there would be no question - and no lobbying by local officials opposed to expansion - about whether or not the freeway should have additional lanes.

"This sets the state's position in statute and sets the tone for how the state will rebuild the southeastern Wisconsin freeway system," said Rep. Marc Duff (R-New Berlin), one of the primary advocates of the budget provision.

"This is the opportunity of a generation. It would be silly to spend \$6 billion and not do it right."

Despite the budget provision, SEWRPC Executive Director Phil Evenson said the advisory commission still has much work to do.

"We're looking at 270 miles of freeway in the entire (Milwaukee metropolitan) system, not just the miles in Milwaukee and Waukesha counties," he said.

"The Legislature put its two cents worth in with respect to one piece of the network. We've got the rest of the system to deal with."

But Finley is not so sure the commission still has a role to play.

"I'm happy to participate if it's meaningful," he said. "But in the end, if they don't care in Madison, why waste my time?"



# Jensen urges waiver for I-94 widening

But others say exception to lane widths, shoulder standards not easy to get

Milwaukee Journal Sentinel  
Saturday, August 3, 2002

By **LARRY SANDLER**  
of the Journal Sentinel staff

Widening I-94 to eight lanes doesn't have to mean double-decking the freeway, building a tunnel or moving graves on Milwaukee's west side, according to Assembly Speaker Scott Jensen.

All it takes, the Town of Brookfield Republican says, is a waiver from federal standards for lane width and shoulders.

But obtaining such waivers is not as easy as Jensen makes it sound, transportation officials say.

And state, federal and local officials say a waiver would contradict a major reason for rebuilding I-94 — to bring it up to modern design and safety standards.

The mile-long stretch of I-94 between Mitchell Blvd. and Hawley Road has been a flash point in the larger debate over how to rebuild all area freeways as they wear out over the next 20 to 30 years. The freeway there is tightly wedged between three cemeteries, just west of the Story Hill neighborhood near Miller Park.

That right of way isn't wide enough to accommodate either an upgrade to current standards or an expansion to eight lanes, say staffers at the Southeastern Wisconsin Regional Planning Commission, which is studying freeway reconstruction.

To avoid moving graves, the commission staff has recommended double-decking that stretch, elevating the westbound lanes 25 feet over the eastbound lanes. When Story Hill residents and elected officials protested, planners said they would study building a tunnel to carry the eastbound lanes under the westbound lanes.

## **Jensen: Seek waivers**

Jensen said none of that would be needed if the state Depart-

ment of Transportation could persuade the Federal Highway Administration to waive its standards for that stretch. The speaker said highway engineers told him such a waiver would allow eight lanes in the current space.

That stretch of I-94 now has six lanes, each 12 feet wide, and outside shoulders about 10 feet wide with no shoulders on the median, said Donna Brown, who handles urban transportation issues in the state DOT's southeastern district office in Waukesha. Without median distress lanes, it's already below federal standards.

Squeezing eight lanes into the same space would mean each traffic lane could be no more than 11½ feet wide — 6 inches less than the federal standard — with no shoulders. That idea was coldly received by Richard Madrzak, field operations engineer for the federal agency's Wisconsin division office in Madison.

"Accommodating an eight-lane section within the existing right of way of I-94 at the cemeteries using 11.5-foot lanes and no shoulders is clearly not within the intent of (federal and state highway officials) to provide a safe interstate facility," Madrzak wrote in an e-mail.

"It does sound questionable," Brown agreed.

Upgrading design standards to improve safety is a top goal of the freeway study, said Brown, DOT District Director Leslie Fafard and Ken Yunker, the planning commission's assistant director.

## **Waiver option**

Yunker and Fafard said the waiver option could be considered in preliminary engineering. But Fafard said the state would be reluctant to build a substandard freeway stretch when "the cost we're going to incur will be so enormous," and "you're going

to have to live with whatever you do" for 50 years.

Rebuilding all area freeways to current standards and adding 127 miles of new lanes would cost \$6.25 billion, according to preliminary recommendations. City officials are trying to block widening of I-94 and I-43 from six to eight lanes within Milwaukee.

Jensen said other freeway projects had been granted waivers. But Brown, Fafard and Madrzak said such waivers are neither common nor easily obtained.

Because the narrow lanes and lack of shoulders "would have significant traffic operations and safety implications," state officials would have to prove other options weren't feasible, Madrzak wrote. "The request would be reviewed critically, as traffic operation and safety are of major importance on the interstate system."

Mayor John O. Norquist, who opposes adding freeway lanes anywhere in the area, said he would oppose the increase to eight lanes — even if the federal standards were waived.

"I don't want it built," Norquist said. "I don't think they need the eight lanes."

In a related matter, Norquist lashed out at Jensen for suggesting that the cost of freeway reconstruction could be covered by shifting auto-related sales tax revenue from the state's general fund to its transportation fund.

With the state likely to face another \$1 billion-plus deficit in its general fund in the next budget, "that could only be characterized as a blatantly irresponsible proposal," Norquist said. "Where's the money going to come from?"

## Roadwork ahead: A long and winding road

By Jeremy Harrell  
Daily Reporter Staff

Part three in a three-part series

August 1, 2002

This fall, the Southeast Wisconsin Regional Planning Commission will hand the Wisconsin Department of Transportation a document laying out the scope of a revamped freeway system for the region.

Only then, many said, will the freeway debate really begin. What SEWRPC recommends in its final package and what WisDOT actually builds will likely not be the same thing.

Tom Carlsen, interim WisDOT secretary, said the department will take the SEWRPC proposal and basically slice it up into a series of smaller segments. Each of those segments will undergo preliminary engineering, in which WisDOT engineers will look at the agency's traffic statistics and figure out how to meet the goals of the plan in a way the state can afford, he said.

This will be a 20-year effort, and each segment will get an environmental analysis, fiscal scrutiny and rounds of public hearings, Carlsen said. WisDOT will prioritize the segments based on the age of the pavement, the seriousness of the congestion problem and a host of other factors, he said.

"It's a multiyear program that we're going to have to develop," he said. "The (SEWRPC) plan will tell us. This is what is needed."

This study is the precursor to the environmental work that comes later."

It's possible that in a place where SEWRPC recommended, say, widening a freeway to eight lanes to meet traffic congestion projections, state engineers will decide six lanes with design upgrades will accomplish the same goal. Or WisDOT could discover it simply doesn't make fiscal sense to bring certain aspects of the plan to life, especially if there's large public opposition to a segment proposal, Carlsen said.

"The most important thing to think about is that the cost could be so much to get to a certain level of capacity that it's impossible," he said.

What SEWRPC is drafting is a plan. Turning that plan into reality is where the nuts and bolts of the transportation debate will play out, said Pete Beitzel, vice president of the Milwaukee Area Chamber of Commerce, an organization with a representative on the SEWRPC advisory committee that will adopt a plan this fall.

Roadwork ahead: A long and winding road

"(The SEWRPC plan) merely lays out the possibilities of what we could do," he said. "As each segment comes up, that's when we figure out what the economic benefits and costs are. Some people say you've got to have the money first. But you really need to have a plan. That's when you have to figure out how to pay for it."

### Funding discussion

When the scope becomes more clear, the public will again have its say, and, perhaps more important, the state Legislature will have to determine how to finance what many see as a deteriorating state transportation system.

"We're right on the edge of a mobility crisis," said Tom Walker, executive director of the Wisconsin Transportation Builders Association. "We're going to have to invest in a whole variety of transportation needs."

WisDOT's own calculations project a \$5 billion budget deficit by 2020, in part because of the anticipated expense of the southeast Wisconsin freeway project. In the coming years, state lawmakers will have to figure out how to pump more money into the transportation budget, all while dealing with the current state budget deficit that could reach more than \$1 billion next year.

In the last budget debate, legislators created a separate account for southeast freeway reconstruction. Alice Morehouse, WisDOT's budget director, said a fully funded reconstruction project -- including the estimated long-term, \$1 billion cost for the Marquette Interchange project -- would need to pull \$180 million a year from that account.

Each year, the account starts with \$45 million, so the state needs to come up with an estimated \$135 million in additional funds, she said. This year, the account shows a balance of \$108.3 million.

"Even if we used that (initial \$45 million) to bond, it's not enough to fund the Marquette Interchange," Morehouse said. "If we use a funding stream that's long term, we could build a long-term base for the southeast."

Wisconsin is the only state not to use some form of general-purpose revenue - such as income or sales taxes - to fund its transportation program. WisDOT relies solely on the automotive fuel tax and car registration fees.

Those revenue sources will not be enough to carry out the southeast freeway plan, to say nothing of financing the hundreds of other projects WisDOT builds around the state, Walker said. But because the southeast freeway project will actually be dozens of smaller projects, the Legislature does have time to come up with the money, he said.

"The good news is that you don't have to build Rome in one day," Walker said. "It can be done in steps. The (financing) methods are endless. Wisconsin has been stuck on two mechanisms. There's a general conclusion that we've maxed out the fuel tax."



## Laying the groundwork

One idea, presented by state Rep. Jeff Stone, R-Greenfield, would divert sales taxes paid on car rentals to the transportation fund. That could generate as much as \$75 million per year -- and bring the yearly base account to \$120 million. But it also takes that money away from the general fund, which is facing a billion-dollar structural deficit.

"That's a legitimate concern," said Stone, who heads the Assembly Transportation Committee. "It really comes down to what commitment the state of Wisconsin will make for transportation. The state needs to come to grips with its transportation needs."

We're going to have to become very creative. We can't afford to fall behind schedule."

State Rep. Jon Richards, D-Milwaukee, sits on the state's Transportation Projects Commission, which gives the green light to WisDOT's largest projects. Under a recently approved state law, the southeast Wisconsin freeway reconstruction won't fall under the TPC's scrutiny, and that could allow the Legislature to funnel money into southeastern Wisconsin at the expense of other projects statewide.

"If you're going to have a massive freeway expansion plan, it will take money away from projects all around the state," Richards said. "It's shortsighted to put all your money into freeway expansion in southeast Wisconsin, especially when the local community doesn't want it."

Richards said that he foresees a tax increase to pay for the freeway reconstruction around Milwaukee. Whether it's an increase in the gas tax or a regional tax for the seven-county area, the public should brace itself for the inevitable, he said.

To head off such a possibility, Richards said he will introduce next year a bill forcing a Milwaukee County referendum on the freeway project.

"There's no way to do lane expansions in Milwaukee without a tax increase," he said. "If the public wants it, then so be it. But it's dishonest to the public to imply the funding is there."

WisDOT officials said the likelihood of a special tax is slim. The department has never imposed such a tax.

And Walker pointed out that the Legislature created the separate fund for the southeast Wisconsin freeway projects to protect out-state road jobs.

"The Legislature is still in charge of the process," he said. "Finally, we have a southeast Wisconsin appropriation that can do the entire project from soup to nuts."

### Missing the mark

A recent report in the *Journal of the American Planning Association* concluded that nine out of 10 transportation projects end up coming in over the initial cost estimate. A Danish professor of planning, looking at major public-works projects around the world, reported that the road projects in the study's sample overshot cost estimates by 20 percent.

The poster child for cost overruns on transportation projects is Roadwork ahead: A long and winding road

Boston's Big Dig, a massive tunnel and freeway job whose cost escalated by billions over its decades-long life. In an effort to avoid similar calamities, the federal DOT has established a "mega project" designation for jobs costing more than \$1 billion.

The Marquette Interchange is one such project, the first in the state, Morehouse said. The mega-project status means federal auditors and engineers will inspect the state's books, evaluate bridge designs and generally look over WisDOT's shoulder throughout the project development and construction, she said.

Even without federal supervision, however, she said the department is pursuing an aggressive course to stave off cost overruns, Morehouse said.

"(WisDOT engineers) are trying so hard on this -- because it's so visible -- to cover their bases," she said. "It's one of our goals to stay within constraints, but the problem with construction is that often you don't know what you have until you're out there. Cost overruns are just part of the business sometimes."

Bob Cook, executive director of the Transportation Development Association of Wisconsin, said the possibility of cost overruns is minimal. He attributed his belief both to WisDOT's financial management and to the state's road-building industry.

"The DOT is pretty good about costing things out," Cook said. "There's no history of drastic cost overruns. It's a credit to the industry as well."

And the industry will have plenty of opportunities to ply its trade in the coming decades, WisDOT's Carlsen said. The southeast Wisconsin freeway reconstruction will be parceled out in dozens of projects, and all of them will be substantial, he said.

"Even the small projects won't be what we've called small projects before," Carlsen said. "There will be bigger lettings with bigger, more complex projects."



"It's shortsighted to put all your money into freeway expansion in southeast Wisconsin, especially when the local community doesn't want it."

State Rep. Jon Richards, D-Milwaukee



"The state needs to come to grips with its transportation needs. We're going to have to become very creative."

State Rep. Jeff Stone, R-Greenfield



## Roadblock: Opponents fight for road less traveled

By Jeremy Harrell  
Daily Reporter Staff

Part two in a three-part series

July 31, 2002

Milwaukee Mayor John Norquist brings up plenty of examples of good and bad freeways when stating his dislike for the \$6.2 billion plan to overhaul the highway system in southeast Wisconsin.

There's Detroit, where he claims city leaders have built "every freeway imaginable" to the detriment of the downtown, where there's only one first-run movie theater within the city limits. On the other hand, there's Portland, Ore., where planners have minimized freeway expansion in favor of rail systems that Norquist said have kept the city vibrant and economically attractive.

"In Europe, no freeways run through the cities," he said. "There's no mingling of freeways with the street grid. When you run a freeway through a city, you're draining the vitality out of the city."

If the Southeast Wisconsin Regional Planning Commission continues on its current path and approves its \$6.2 billion plan - which adds 127 lanes to the freeway system, primarily in Milwaukee - the economic and social life of the city will be sucked dry, Norquist said. And while some proponents hail the plan as a boon to a region that needs transportation upgrades, a lifeless Milwaukee will only harm the surrounding counties and cities, he said.

"The idea that this is somehow good for the suburbs is wrong," Norquist said. "It's bad for everybody."

Norquist is the most vocal opponent of the freeway plan, but he's not alone. Critics range from those who have attacked the plan's recommendations for the highway system to those who have blasted the planners for not explaining how the state is going to pay for the project.

### A case of bad planning

Still others, such as Edward Beimborn, director of the Center for Urban Transportation Studies at the University of Wisconsin-Milwaukee, questioned SEWRPC's method of generating the study. In a June report, SEWRPC officials said they structured the blueprint so that adding lanes would be a measure of last resort.

Beimborn disagreed and said that many of SEWRPC's assumptions - such as a 70 percent increase in funding for local transit - were footnotes and not focal points.

### Roadblock: Opponents fight for road less traveled

"This is not being planned in a comprehensive way," he said. "It's a freeway plan. To only do a freeway plan is disappointing. It's in isolation compared to other things. The plan that they're proposing might make the rest more difficult to do."

A main contention in the SEWRPC report was that communities in the seven-county region would implement Smart Growth land-use plans in accordance with a recently approved state law. At the same time, the planning agency report asserted that residential developments and commuter patterns are independent of transportation systems, Beimborn said.

"Smart Growth is growth in transportation and looking at everything comprehensively," he said. "At one point (SEWRPC) says transportation has nothing to do with land use. And then they want to implement Smart Growth, and those two are opposed. There's no mention of how all these things are going to happen."

Michael J. Maierle, the city of Milwaukee's long-range planning manager, shared Beimborn's disappointment with the planning process. Before taking a job with the city, Maierle worked for the state Department of Transportation, where he helped write the initial freeway planning scope before the state handed the process over to SEWRPC.

Under the terms of WisDOT's plan, freeway capacity considerations would have run alongside development of intercity train routes, light-rail plans, local transit and bike paths, Maierle said.

"SEWRPC chose to go with a much more freeway-oriented plan," he said. "SEWRPC could have offered a mix of transportation options. They wasted an opportunity to educate local officials on a host of transportation strategies. They buried those other strategies to focus just on freeway expansion."

Within a few decades, it should become clear that the freeway-only planning process will do little to stem the increasing traffic congestion, Maierle said. Instead, economic activity will be pushed out to the fringe, leading to a more stratified region, he said.

"People locate their businesses and residences in response to travel times," Maierle said. "If you put in more freeways, people will use them. I think that issue is not considered. Increasing freeway capacity has never reduced congestion. Development that goes on at the fringe is a function of how easily you can access resources."



"When you run a freeway through a city, you're draining the vitality out of the city."  
John Norquist  
Milwaukee Mayor

### Raising flags

Maierle and Beimborn's disagreements center on the effect the freeways will have on the region's economy and transportation network. The state chapter of the American Civil Liberties Union, however, is more concerned with the effects on downtown Milwaukee residents, said Chris Ahmuty, executive director of the ACLU of Wisconsin.

The ACLU is pondering legal action because it claims that SEWRPC, in its planning process, never seemed to account for how the freeway reconstruction would harm low-income and minority residents in Milwaukee's central city. A federal DOT requirement stipulates that planning agencies consider what's known as environmental justice - the insurance that road projects won't adversely affect one group of people more than another and that the entire public will share in a project's benefits.

### Roadblock: Opponents fight for road less traveled

SEWRPC hasn't done that, Ahmuty said. For instance, the planning agency lists the number of residences that will be demolished or relocated to make way for the reconstructed freeways, but it never gives details of that list because it requires preliminary engineering, which won't be carried out for years.

"If you can't say whose houses are coming down, there won't be any protest," Ahmuty said. "The Mitchell (Interchange) to Marquette (Interchange) expansion affects communities that are the most sensitive to environmental justice issues. (The plan) is really right on the edge of being credible."

He also faulted SEWRPC for not bringing this summer's public hearings to low-income and minority neighborhoods. And Ahmuty said that SEWRPC's vision of the project's detrimental aspects didn't include possible increases in asthma rates and disruption from noise and vibration.

"Their perspective is limited to the right-of-way," he said. "What SEWRPC is doing is what WisDOT asked them to do, which is arrive at a political consensus."

### Environmental damage

Gloria McCutcheon, director of the southeast region of the state Department of Natural Resources, voted against the \$6.2 billion plan when SEWRPC's advisory committee met in March. Unlike Ahmuty's concerns over environmental justice, she said the DNR is concerned about the environment.

The DNR supports the \$5.5 billion plan - which makes design upgrades and adds no lanes - but expanding the highways could adversely affect air quality, water quality, natural habitats and scenic values, McCutcheon said.

"Scattered development, which could be an impact of the whole 127-mile expansion, would have a negative impact," she said. "Some expansion could be warranted. But there's no congestion where some of the expansion is proposed. There's little difference in expanding to eight lanes over six lanes in congestion and drive times."

### Funding problems

Aside from disputing economic benefits of the freeway plan, Norquist said project proponents are dangling low-hanging fruit before the public. Planners and lawmakers are making a promise to the public without the wherewithal to back up the commitment, he said.

WisDOT officials have said the agency faces a \$5 billion budget deficit by 2020, and there's no indication that the state has the financial resources to put the SEWRPC plan into action. The Legislature still hasn't identified how it will pay for the reconstruction of the Marquette Interchange, the first leg of the overall rehabilitation of the region's freeway system, Norquist said.

"It's a hole within a hole because they don't have the money to build the least expensive plan," Norquist said. "Expansion must,

### Roadblock: Opponents fight for road less traveled

in effect, be mandated with no honest way of paying for it. When they get to the highway program, (legislators) assume it's going to be free. They're pushing a highway agenda without saying how they're going to pay for it."

Milwaukee Alderman Michael Murphy said the \$6.2 billion estimate is bound to go up over the 20-year life of the project as inflation rises and WisDOT encounters what he considered to be inevitable cost overruns.

"It's \$6.2 billion today," he said. "You tell me when a project's gone under budget with these guys. It would be a comedy if it wasn't so serious."

Despite support on the SEWRPC advisory committee that overwhelmingly endorsed the \$6.2 billion plan in March, Norquist said there's still room for the opposition to grow power. In recent years, community groups in Waukesha and Ozaukee counties have successfully blocked attempts to widen lanes in their communities, he said.

"Those are all things that give us hope in the city of Milwaukee," Norquist said. "I think we'll win, and we'll win in the long run because they won't have the money to pay for this."



"You tell me when a project's gone under budget with these guys. It would be a comedy if it wasn't so serious."

Michael Murphy  
Milwaukee Alderman



# Norquist calls freeway expansion 'stupid' plan

## Sierra Club pushes for mass transit

Waukesha Freeman

Wednesday, July 31, 2002

By DENNIS A. SHOOK  
Senior Staff Writer

MILWAUKEE - Milwaukee Mayor John Norquist shifted his criticism of a plan to rebuild Interstate 94 into high gear Tuesday.

Appearing at an event sponsored by the Sierra Club at the downtown Milwaukee Amtrak station, Norquist said he would continue to oppose the plan as mayor and as a member of the Southeast Wisconsin Freeway Advisory Committee.

"This is a breathtakingly stupid use of tax dollars," Norquist said.

The event was held to promote an alternative to the \$6.2 billion project to rebuild 127 miles of freeway in the seven-county area covered by the Southeast Wisconsin Regional Planning Commission.

### Norquist, Sierra Club outline opposition

Nearly a week earlier at the same station, Gov. Scott McCallum signed language in the state budget repair bill that ensured the freeway will be rebuilt to accommodate traffic growth in the next 25 years.

Norquist has already voted against the plan once, when it was sent to the local governments for review last spring.

He is particularly opposed to expanding the so-called east-west corridor of Interstate 94, between the zoo and the Marquette interchanges. The plan calls for expanding the six lanes to eight and some critics believe it could be as wide as 10 lanes.

But Rosemary Wehnes, Sierra Club executive director, pointed out that a program they sponsor called Smart Choices, Less Traffic said more transportation alternatives to freeways are needed.

"This (freeway) plan provides 1960s-style access to the freeways," Wehnes said. "The new reality calls for new solutions. We need sensible systems to get to work."

Wehnes said the Sierra Club endorses rail solutions like extending the Metra system from Kenosha to Milwaukee to connect Milwaukee to Chicago and supply service to all commuters on stops in between.

Wehnes also pointed to the elimination of the Park East freeway spur just north of the Milwaukee County Courthouse as a positive step taken by Norquist.

The group said the Smart Choices initiative would help reduce pollu-

tion, retain the urban business centers and prevent the loss of many acres of existing housing and business.

"It is only SEWRPC that is stuck in the 1950s," Norquist said. "This (freeway rebuild) is a low IQ solution and leads to less value for the state and city," he said.

Norquist said Detroit is an example of a city that followed the SEWRPC-style freeway building plan and ended up with a dead city and metropolitan area.

Norquist said the same thing happened in Houston, Atlanta and Los Angeles. He pointed to San Francisco, Boston, and New York as examples of cities that gained in property value when they added alternative transportation systems.

### SEWRPC reacts

SEWRPC Director Phil Evenson said, after hearing Norquist's comments, "As I recall, Milwaukee has been holding out Atlanta as a great place for (racial) diversity recently.

"And in Toronto, which is often held out as a model, they have an eight-lane freeway"

He said SEWRPC also supports the idea of more rail traffic and the study of extending Metra north from Kenosha to Milwaukee.

When asked if he thought a lawsuit might be filed against the proposed freeway plan, Norquist said, "I don't think it will be necessary. There's no money for it so you would have to raise taxes. And the governor has said he never wants to raise taxes."

Evenson countered that the project would be built over 30 years and would be funded up to 60 percent by the federal government.

"It will cost \$250 million more of the \$6.25 billion" to add the lane miles, Evenson said. The rest of the funds are going to simply rebuilding the system with certain safety improvements.

So trains may end up being the alternative anyway, he said.

The Milwaukee mayor then said maybe support for freeway expansion isn't as high in Waukesha County as many observers believe.

"Ask the people who live in the Kettle Moraine area what they think about this," said Norquist, who frequently spends leisure time on Golden Lake.

# McCallum's plan paves a road to perdition

They're baaack. Just when you thought it was safe to put flowers on your grandmother's grave, Gov. Scott McCallum and his road-building campaign contributors proudly present "The Return of the Monster Freeways: The Final Paving."

Like terrified Japanese citizens fleeing Godzilla, Milwaukeeans could soon be running for their lives from graveyards, homes and businesses that are unfortunate enough to lie in the path of the sequel to the ever expanding freeways of the '70s.

Afficionados of old monster movies know how difficult it is to kill giant, carnivorous ants, tarantulas and lady bugs that have supped on toxic radiation. Apparently, gigantic freeways have the same invulnerability once voracious politicians have been stuffed with enough toxic hors d'oeuvres at campaign fund raisers.

We foolishly thought we'd already won this battle decades ago. We couldn't stop the original urban freeway system from devastating neighborhoods. But when it became apparent the road builders wouldn't stop on their own until they'd paved over everything that moved, citizens called a halt.

We managed to stop some of the worst excesses including a plan — really — to transform our beautiful lakefront into a barren, concrete freeway. (No, no, you idiots! We said, "Save the Lake," not "Pave the lake.")

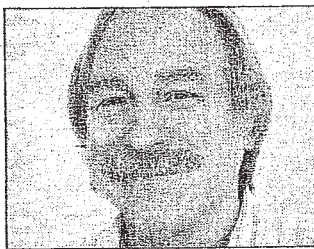
Recently, we even began tearing down some of our more pointless freeway segments to open up vast acres of land to productive urban development. But we were just kidding ourselves if we thought the threat was over.

To show how relentless and hypocritical paving politicians can be, they actually included plans to spend hundreds of billions of dollars to expand I-94 in the state budget repair bill that was intended to close a \$1.1 billion state deficit.

They didn't include any of those untold billions in the bill to actually fund their enormous freeway expansion, mind you. They didn't include a cent.

They just committed the state to begin drawing up the plans. It's up to future leaders to figure out how to pay the bill.

## JOEL MCNALLY



That's what created our state budget deficit in the first place. It's also what guarantees that the next governor will face an even bigger deficit.

McCallum abdicated responsibility for correcting the state's budget problems. He blew 30 years worth of health care funds to temporarily patch the hole while leaving a huge deficit for the next governor. He knows that's unlikely to be him.

But, at least, McCallum can count on millions of dollars in campaign contributions from road builders. The freeway planning provision, approved by McCallum, directs the state to plan the rebuilding of I-94 to meet the demands of traffic to the farthest reaches of civilization a quarter of a century after construction is completed.

Never mind that expansion to eight or 10 lanes would wreck even more Milwaukee neighborhoods, wipe out job-providing businesses and uproot two historic city cemeteries. It is estimated such expansion could cut several valuable minutes off the travel time of people who live outside the city.

After desecrating our burial grounds to gain a couple of minutes, the least folks in Waukesha County and beyond ought to do is take a couple of bodies home with them and replant them in their spacious back yards.

But so far, all the sacrifice related to urban transportation falls on the city. Even though public hearings held by the Southeastern Wisconsin Regional Planning Commission have been packed with angry residents who don't want to see their homes, communities and final resting places destroyed, McCallum and Assembly Republicans have decided to ignore the cries of people affected.

The JournalTimes  
Tuesday, July 31, 2002

Compare that to the deference McCallum and the Republicans give to the public opinion of those living in the suburbs and exurbs who oppose transportation spending on any form of rail transportation between city and suburbs that could reduce or even eliminate any need to expand freeways.

Rail lines in other urban areas provide leisurely comfort for suburban commuters. Shortsighted, hypersegregated suburbs west of Milwaukee oppose modern transportation that would benefit them enormously because they're afraid people of color from the city might ride the other way on the system and invade their sterile communities.

The freeway-building era may be long past everywhere else. But around here, we still prefer freeways over mass transit. Mass transit can be used by any kind of riffraff. Freeways are limited to those who can afford working automobiles.

Like most monsters, if enormous freeway systems are allowed to feed upon us, they will multiply. Ten-lane freeways would attract many more automobiles and encourage more commuters to move even farther out. The next thing we know we need a 20-lane freeway.

What could save us are those graveyards. If McCallum unleashes the fury of long-dead spirits, swirling demons could rise up and snatch him around the ankles. It would be ironic if the road to Hell were newly paved with political favors to highway contractors.

*Joel McNally is former editor of the Milwaukee alternative weekly Shepherd Express and appears weekly on the WMVS-TV public television show "Interchange."*

## TIME TO FOCUS FREEWAY DEBATE BACK ON ISSUES, NOT RHETORIC

A statewide group that assisted in the development of preliminary plans for reconstruction of Southeastern Wisconsin freeways today urged officials in the region to return to a reasoned debate over the future of the system.

"There needs to be a lot less rhetoric and a little more reality," said Bob Cook, executive director of the Transportation Development Association of Wisconsin (TDA), which served as a member of the advisory committee to the regional planning commission.

Cook was reacting to charges surrounding a provision in the state budget repair bill regarding capacity expansion on Interstate 94 in Milwaukee and Waukesha counties. The provision requires the state Department of Transportation to design that stretch of roadway to meet the projected capacity needs of the 25 years following its reconstruction.

"This single provision has been called everything from a \$6.25 billion plan to widen all freeways in the region to an automatic tax increase for years to come," Cook said. "That's simply incorrect, irresponsible and inflammatory."

Of the options being considered by the Southeastern Wisconsin Regional Planning Commission (SEWRPC), Cook said, \$5.5 billion would be spent rebuilding freeways in their current form with design improvements that enhance safety. A separate option would provide capacity improvements to 127 miles of the system at an additional cost of \$700 million.

"According to SEWRPC, this 11% increase in investment upfront to address capacity on key segments of the system can reduce projected 2020 congestion by 52%," Cook said. "This is the kind of substantive debate we should be having on policy issues, not inflammatory statements that mislead and distort."

Cook said it was alarmist to suggest the freeway plan is setting up a massive increase in the state motor fuel tax right after the Nov. 5 election. Any additional revenues would likely come from a variety of state and federal sources and be phased in slowly over a number of years.

"If Southeastern Wisconsin is going to have a transportation system that creates jobs and assures mobility, we'll have to resort to reasoned debate that focuses on issues, not rhetoric," Cook said. "Expanding highways is one piece of the mobility solution and must be part of that debate, along with improved transit."

He also challenged environmental statements that new freeway capacity would only increase traffic and worsen air quality, saying that it would eliminate chokepoints in the system that cause spikes in vehicle emissions.

"Using that logic, Southeastern Wisconsin shouldn't have experienced the huge increases in travel that it did over the past decade because there was no new capacity added to the system," Cook said. "Growth in travel occurs because of economic growth ... and I don't think that's something we want to shut down. And even with increased travel, cleaner-burning vehicles and fuels will result in total emissions from cars and trucks that are about 90% less than they were in 1990."

TDA is a non-partisan, multi-modal association that represents approximately 500 transportation and economic development interests throughout Wisconsin.

[WisPolitics.com](http://WisPolitics.com)  
Tuesday, July 30, 2002



## Budget bill retains freeway capacity proposal

By Jeremy Harrell  
Daily Reporter Staff

**The Daily Reporter**  
Friday, July 26, 2002

July 26, 2002

Veto pen in hand, Gov. Scott McCallum Friday spared a provision expanding the planning scope for freeway reconstruction around Milwaukee, but he killed a prevailing-wage measure opposed by contractor groups.

The governor's veto announcement closes the book on a six-month-long process to correct a \$1.1 billion state budget shortfall. Although McCallum slashed many items from the spending package, he preserved a budget item directing the state Department of Transportation to consider traffic capacity 25 years after construction is finished on Interstate 94 in Milwaukee and Waukesha counties.

"There are many good reasons for my decision, but the overriding factor is that this provision is a common-sense approach to planning for our future," McCallum said.

"Milwaukee and the state of Wisconsin continue to grow, and we must provide reliable and predictable transportation infrastructure to support that growth."

State Reps. Jeff Stone, R-Greenfield, and Marc Duff, R-New Berlin, said they inserted the budget item because the state is going to spend billions of dollars reconstructing the area's freeways, and it makes sense to rebuild the roads to meet real traffic demand. The Southeast Wisconsin Regional Planning Commission has given preliminary endorsement to a \$6.2 billion plan that overhauls the highways in seven counties and adds lanes to 127 miles of freeway.

"You have only one chance to fix this system," Duff said. "The hope is that we basically rebuild the system and make a functioning system after spending \$6.2 billion. It would be absolutely irresponsible to spend \$6 billion and not meet the traffic needs."

Milwaukee elected officials and others decried the governor's decision, saying that it undermines SEWRPC's planning process. The commission is finishing up its freeway reconstruction plan after fielding comments from the public, and opponents of the budget item said the provision circumvents public input by placing expansion decisions in the hands of legislators.

"What a disappointment," said Rep. Jon Richards, D-Milwaukee, who said he would introduce a bill requiring a Milwaukee County referendum for freeway expansion.

"It's a big mistake, and it's going to come back to haunt us. It's the worst example of top-down management."

Duff and Stone said they wrote the budget item after discussing the measure with SEWRPC and other planning officials.

### Budget bill retains freeway capacity proposal

"I don't think that this language precludes the public-hearing process," Stone said. "This is something we should be doing as a matter of course for major public projects."

### Contractor of records

In all, McCallum made 72 vetoes to the Legislature's budget-repair bill, and one veto slashed a proposal that would have allowed anyone seeking prevailing-wage data to go directly to contractors for the information.

Under current law, which McCallum kept intact, contractors send their prevailing-wage records to the Department of Workforce Development when someone requests to see the data.

"Requiring contractors to directly make these records available to the public would create an unnecessary and duplicative burden on private employers," McCallum wrote in his veto message. "If individuals wish to obtain these documents, they need only file a request with the appropriate department."

The governor's message echoed the sentiments of two general contractor associations that sought the veto. Officials with the Associated General Contractors of Wisconsin and the Associated Builders and Contractors of Wisconsin both said the measure would pile on administrative paperwork for construction firms without enhancing enforcement of prevailing-wage violations.

The state AFL-CIO, along with several building trade unions, backed the proposed change to the prevailing-wage law. Labor officials said it would reduce the administrative burden at the DWD, which is now swamped with prevailing-wage cases.

Aside from the freeway and prevailing-wage decisions, McCallum made a few other modifications that affect the construction industry:

- McCallum left intact a measure to speed up the bonding and construction time line for the Biostar Initiative on the University of Wisconsin-Madison campus. Instead of extending the \$158 million bonding over 10 years, the measure condenses the project's funding into eight years.
- The governor killed a proposal backed by state Rep. Dan Schooff, D-Beloit, that would have required the state's building administrators to look into installing distributed-generation units at state buildings. Schooff said the measure would save state money while giving contractors more work.
- McCallum preserved the utility shared-revenue payments state government sends to local governments that site power plants. The only revenue source for hosting plants and other power facilities, these shared-revenue payments are considered essential for building power-generation projects.

# Governor won't veto freeway item

## Budget bill provision could mandate 8 or 10 lanes for I-94

Milwaukee Journal Sentinel

Friday, July 26, 2002

By LARRY SANDLER  
of the Journal Sentinel staff

Gov. Scott McCallum said Thursday that he won't veto a legislative provision that some authorities say could require widening I-94 to eight or 10 lanes over the objections of Milwaukee residents and public officials.

The language, part of the budget-repair bill that McCallum is to sign today, orders the state Department of Transportation to plan to rebuild I-94 in Milwaukee and Waukesha counties to meet traffic demand for 25 years after completion of construction.

McCallum said that language doesn't require a 10-lane freeway and doesn't override a study of how to rebuild all area freeways as they wear out over the next 20 or 30 years.

Instead, McCallum said the provision would aid the process of seeking public opinion and send the message that "it's time to build Wisconsin and to build Milwaukee" and its economy.

Milwaukee officials and community leaders sharply disagreed, accusing the governor of ignoring the views of voters who will decide whether to keep him in office this fall.

"It would tear down over 200 homes and 31 businesses," said Mayor John O. Norquist, referring to the areawide toll from the study's \$6.25 billion preliminary recommendation to rebuild all freeways with 127 miles of new lanes. "I don't see how that's building Milwaukee. I think what he's trying to do is build up his campaign war chest from the road-builders."

Ald. Mike Murphy, whose west side district borders the freeway, added: "He supports building Wisconsin on the backs of Milwaukee, with his foot on their throats. . . . We need to work very hard to make sure he's not brought back to office. My neighbors are very angry with the governor for caving in to the road-builders."

U.S. Rep. Tom Barrett (D-Wis.), a candidate in the Democratic gubernatorial primary, called the Republican governor's decision "a big mistake. It ignores the public process. It ignores the people in that area."

Support for McCallum came from Assembly Speaker Scott Jensen (R-Town of Brookfield), who pushed for the provision. Jensen hailed McCallum's action as a "smart decision" and "a brave thing" that defies "the environmental anti-car crowd."

"The governor has stood up for the silent majority of commuters in southeastern Wisconsin who know how important it is for traffic on I-94 to flow," Jensen said.

Norquist voted against the preliminary recommendation of the Southeastern Wisconsin Regional Planning Commission's freeway study. He and the Common Council have called for keeping I-94 and I-43 at six lanes through the city, widening freeways mainly in the suburbs.

Planners were in the process of reviewing comments from public hearings — where most city residents who spoke opposed wider freeways — when Assembly Republicans added the freeway provision to legislation designed to plug the state's \$1.1 billion deficit.

Because the study's traffic projections run only to 2020, not to 25 years after construction, Phil Evenson, the commission's executive director, has said the legislative language could require more than the eight lanes under study.

But McCallum said it was "a jump in logic" to suggest the language requires 10 lanes. He said the provision doesn't dictate a specific number of lanes, a detail that must be worked out in preliminary engineering.

To get the project to that stage, state officials must follow federal rules for seeking public opinion and building consensus, McCallum said. He and Jensen said the legislative provision supports the study process.

"The freeway system must provide the capacity for growth" in order to meet the needs of businesses, McCallum said.

Jensen added, "It's nonsensical to build a highway that's supposed to last 25 years and can't handle the traffic expected for that time."

McCallum and state Transportation Secretary Tom Carlsen also said it was possible that the

freeway traffic projections would underline the need to expand public transit.

But Caryl Terrell, Wisconsin director of the Sierra Club, said the decision ignores the wishes of residents who want more transit choices, such as expanded bus service, light rail or commuter trains, and instead pumps more money into freeways.

"We'd be much better off investing in an improved mass transit system" than wrecking neighborhoods to expand freeways, said Steve Brachman, past president of the Story Hill Neighborhood Association.

Story Hill residents have been particularly vocal opponents of adding lanes to I-94 because planning commission staffers have said that could require double-decking the freeway west of their neighborhood to avoid disturbing graves in nearby cemeteries. A tunnel is also under study.

Even a fellow Republican, state Sen. Peggy Rosenzweig (R-Wauwatosa), whose district has been redrawn to include Story Hill, said she was disappointed that McCallum gave the impression he was overriding the study process. She had urged a veto.

Norquist and Terrell also hammered at the cost of the project, and at the lack of state funds to pay for it. Terrell said the state would have to raise gas taxes to expand the freeways, echoing long-standing claims by Norquist.

Asked how he would pay for the project, McCallum said only that the state would have to set its spending priorities.

Jensen said a gas tax increase would not be needed. Instead, the speaker said, the state could shift sales taxes on automobiles and auto-related purchases into the transportation fund and "tighten our belts in other places."

That idea has been stymied in the past by claims that it would worsen the "structural deficit" caused by the state's commitment to more programs than it has money to pay for. Jensen brushed off those concerns, saying the state's future depends on building its infrastructure.

# Planning for I-94's future becomes expanded battle

By

JSOnline Milwaukee Journal Sentinel

Thursday, July 26, 2002

*Last Updated: July 26, 2002*

Both Waukesha County Executive Dan Finley and Milwaukee Mayor John O. Norquist have asked Gov. Scott McCallum to veto a provision in the state budget repair bill that deals with rebuilding I-94 in southeastern Wisconsin.

The prospects for such a veto, however, seem dim.

McCallum's office didn't return a phone call by deadline, and Finley said the governor gave him little hope that a veto was forthcoming.

"He said he thought it would be unlikely," said Finley. "I received no optimism."

If it becomes law, the budget measure would override the recommendations of a committee of representatives of Milwaukee, Waukesha, Ozaukee, Washington, Racine and Kenosha counties that has been working more than a year on recommendations for the freeway redesign.

The committee, on which Finley and Norquist serve, is trying to balance divergent local interests and build consensus on plans for a rebuilt and modernized freeway system.

That delicate process is continuing.

"My principal point is that we have an inclusive process under way right now trying mightily to find consensus, and to interfere in that process is a slap in the face to all local officials," Finley said.

The budget provision, pushed by Assembly Republicans, looks innocuous enough.

It directs the state Department of Transportation to design the reconstruction of I-94 in Milwaukee and Waukesha counties to meet projected traffic capacity needs for 25 years.

But the measure ignores the fact that the committee of local officials has been trying to reach agreement on how much additional capacity should be built into the redesigned freeway, Finley said.

The key question is how many lanes should a reconstructed I-94 have and where it should have them.

Phil Evenson, executive director of the Southeastern Wisconsin Regional Planning Commission, has said meeting the budget provision's mandate could mean building a 10-lane freeway system.

Milwaukee has gone on record opposing the study committee's recommendation for eight lanes.

In interviews, Norquist has called the budget provision a "victory for road builders," referring to an industry well known in Madison for its generous campaign contributions to legislators.

In a letter to McCallum requesting a veto of the provision, Norquist called the budget provision "a recipe for disaster."

"The language regarding capacity and additional freeway lanes undermines the public hearing process, ignores the detrimental impacts homeowners and businesses will face and provides no financing plan," Norquist said in the letter.

"Eight to 10 lanes of interstate will not reasonably reduce travel times, but will reduce the value of Milwaukee's neighborhoods. As a basic principle of good public policy, this provision must be vetoed."

Continued on page E-16



Continued from page E-15

## Planning for I-94's future becomes expanded battle

Page 2 of 2

The study's committee's preliminary recommendation is for the reconstructed I-94 and most other major freeways to have eight lanes.

Waukesha County supervisors approved it last week.

Milwaukee officials have called on planners to keep I-94 and I-43 at six lanes through the city and widen freeways mainly in the suburbs.

Finley said he does not oppose widening the freeway to eight lanes - or possibly even 10 lanes - in Waukesha County.

But he asked McCallum to veto the budget measure because it short-circuits the local consensus-building process.

Finley noted in his letter to McCallum that the provision was added to the budget repair bill without consultation of local officials.

"I do support the widening of I-94 in Waukesha County, but this is the wrong way to go about it," he said in the letter.

Finley's letter to McCallum prompted an immediate and testy response from Assembly Speaker Scott Jensen (R-Town of Brookfield), who seems to question why a nice Republican county executive would go over to the dark side on this issue.

"I am perplexed that Waukesha County's executive would join hands with Mayor Norquist and environmental activists to oppose the greatest transportation victory for southeastern Wisconsin residents and businesses in a generation," said Jensen in his letter to Finley.

Implying that the SEWRPC committee might not be willing to take the long view of the huge highway project, Jensen argues that the budget measure simply requires that, when it is redesigned, the I-94 corridor between Milwaukee and Waukesha counties be adequate to meet the needs of the future.

Finley said his letter to McCallum clearly states that he is not opposed to the highway widening project but objects to the Legislature "usurping local control."

He also noted that the state Department of Transportation is paying for the SEWRPC study that would be made irrelevant if the budget bill's provision on the I-94 redesign becomes law.

Of that irony, Finley said: "It's another example of state government shooting itself in the foot."

JSOnline Milwaukee Journal Sentinel

Thursday, July 26, 2002

## Milwaukee aldermen oppose freeway budget item

By Jeremy Harrell  
*Daily Reporter Staff*

The Daily Reporter  
Friday, July 12, 2002

July 12, 2002

Milwaukee City Council members added their names Thursday to a growing list of parties requesting a veto of a budget provision expanding the planning scope of freeway reconstruction in southeast Wisconsin.

"The city of Milwaukee has gone on record opposing freeway expansion, yet the state's budget committee arrogantly decided to ignore Milwaukee opposition," according to a letter Milwaukee Alderman Michael Murphy delivered to Gov. Scott McCallum on Thursday. "The public wants transportation policy that is comprehensive, open and sensitive to city living."

Every member of the City Council signed the letter, which objected to a provision in the bill to correct a \$1.1-billion state budget shortfall. The provision requires planners in southeast Wisconsin to consider additional traffic capacity on Interstate 94 in Milwaukee and Waukesha counties, and it could lead to widening lanes, which the aldermen oppose.

The City Council's veto request joined others made by Sen. Peggy Rosenzweig, R-Wauwatosa, Waukesha County Executive Dan Finley and Democratic Milwaukee Reps. Antonio Riley, Jon Richards, Peter Bock and David Cullen. In his veto request, Riley said the provision has the effect of adding lanes to I-94 by state mandate and cutting off the public debate now going on in the planning process.

"(It) undermines the careful consensus-building that (the state Department of Transportation) realizes is a necessary first step in any construction project of this magnitude," according to Riley's request.

Rosenzweig, echoing Riley's comments, said the budget item would be a "poison pill" for the planning process.

### **In process**

The Southeast Wisconsin Regional Planning Commission recently took three freeway reconstruction plans to community public hearings in the seven-county region. All three plans call for safety and engineering upgrades on freeways throughout the area, and one, which SEWRPC has preliminarily endorsed, would add lanes to 127 miles of freeway at a cost of \$6.2 billion.

SEWRPC will send its final planning recommendations to WisDOT this fall.

Backers of the budget item, which extends the project's planning outlook, said the measure would ensure that the freeway reconstruction would not ignore growing traffic congestion on I-94.

McCallum, through a spokesperson, said he has not yet decided which items to gut from the spending package now on his desk. The governor has until Aug. 1 to announce his vetoes, although he will likely issue them sooner, his spokesperson said.

# Aldermen seek veto of I-94 widening

By **LARRY SANDLER**  
of the Journal Sentinel staff

Milwaukee aldermen unanimously called on Gov. Scott McCallum on Thursday to veto a legislative provision that would force the state to widen I-94 to at least eight and possibly 10 lanes.

Ald. Mike Murphy said he drove to Madison with a letter signed by all 17 aldermen asking McCallum to use his line-item veto on the freeway provision in the state budget-repair bill. The letter calls the Legislature "arrogant" for ignoring Milwaukee officials and residents who oppose widening the freeway.

The provision would require the state Department of Transportation to rebuild I-94 in Milwaukee and Waukesha counties to handle projected traffic capacity for 25 years after work is done.

While the Southeastern Wisconsin Regional Planning Commission is studying whether to expand I-94 to eight lanes when it wears out, the legislative language could require 10 lanes, according to Phil Evenson, the commission's executive director.

Earlier this year, the Common Council voted 16-1 to urge that both I-94 and I-43

remain at six lanes through the city. Ald. Paul Henningsen, the lone dissenter on that vote, signed the letter seeking a veto, Murphy said.

State Sen. Peggy Rosenzweig (R-Wauwatosa), Rep. Jon Richards (D-Milwaukee) and the Sierra Club also have joined in seeking a veto. Mayor John O. Norquist, Waukesha County Executive Dan Finley, Rep. Peter Bock (D-Milwaukee), Supervisor Lynne DeBruin and the American Civil Liberties Union previously called for a veto.

Milwaukee County Executive Scott Walker said he is remaining neutral on the provision. Walker said he also does not have a position on the larger issue of whether the freeways should be widened, although he's concerned about capacity.

Evenson has said he also would remain neutral on the provision.

But Evenson noted that freeway supporters were borrowing from the tactics of freeway opponents. In earlier years, he said, the Legislature blocked widening I-43 from four to six lanes in the north shore suburbs, and ruled out building the once-planned Bay Freeway through Milwaukee and Waukesha counties.

Milwaukee Journal Sentinel  
Friday, July 12, 2002

## Budget item complicates freeway proposal

By Jeremy Harrell  
Daily Reporter Staff

July 10, 2002

Lawmakers are divided over a provision in the state budget-repair bill mandating an extended planning timeline for the freeway reconstruction project in southeast Wisconsin.

Those same lawmakers are divided over whether that provision would increase a \$6.2 billion, two-lane reconstruction and expansion proposal to a \$7.2 billion, four-lane project.

According to the provision, which is part of a package the Legislature approved Monday to correct a \$1.1 billion budget imbalance, the state Department of Transportation would have to take into account traffic volumes for 25 years -- rather than the 20 years now considered -- when rebuilding freeways in southeast Wisconsin. In championing the provision, Rep. Marc Duff, R-New Berlin, said the additional time ensures that the massive project would keep pace with expanded car and truck traffic.

"I just felt it would be lunacy to spend five or six billion dollars and not address the capacity needs for the system," he said. "I think it's a major victory because when the taxpayers are investing this much money, it should be spent right. To me, building it right means you don't ignore the traffic problem."

The measure deals only with Interstate 94 in Milwaukee and Waukesha counties, which are two parts of a seven-county reconstruction plan now being drafted by the Southeast Wisconsin Regional Planning Commission. Rep. Jeff Stone, R-Greenfield, who also backs the measure, said he would like to have seen the provision expanded to cover the entire planning area, but he noted that traffic congestion on that corridor of I-94 is the most severe.

SEWRPC gave an early endorsement to the most expensive and comprehensive of three competing reconstruction plans. That \$6.2 billion blueprint calls for adding two lanes to I-94 in Milwaukee and Waukesha counties to contend with projected traffic for 20 years into the future.

By adding five years to the planning outlook, the project cost could jump by as much as \$1 billion and add four lanes to the freeway, said Rep. Jon Richards, D-Milwaukee, citing a Legislative Fiscal Bureau analysis. He said that issuing a legislative mandate for the project scope circumvents the local nature of the project.

"This is totally the wrong way of doing a major public project," Richards said. "This is top-down management from Madison. It deserves a lot of public debate. We were on the right track with the long process SEWRPC was conducting. This just pulls the plug on the whole thing."

### To add or not to add

When drafting the budget provision, Duff said he didn't intend for the measure to entail adding four lanes to the freeway. Although that's a possibility, Duff said he imagined that a single lane or a high-occupancy vehicle lane would be the likely outcome of the extra five years.

"We'll see what (WisDOT) works out," he said. "In the meantime, this will set the tone that we have to build to capacity."

Kenneth Yunker, SEWRPC assistant director, agreed in part with Duff that there's not a one-to-one correlation between the planning document and what WisDOT ultimately builds. Once it approves a plan this fall, SEWRPC will hand over the recommendations to WisDOT, which will then submit it to rounds of engineering and environmental impact analyses before deciding what to build, he said.

In any case, adding five years to the scope of the plan will little affect the final recommendations, Yunker said.

"It wouldn't significantly change the project impacts, benefits and cost of the plan," he said.

What's important, Yunker said, is that the budget measure endorses the idea of freeway expansion, as opposed to killing the notion, which the Legislature has done in the past. It also further signals SEWRPC's need to generate consensus on the plan before giving it a final stamp of approval.



"I just felt it would be lunacy to spend five or six billion dollars and not address the capacity needs for the system."

State Rep. Marc Duff, R-New Berlin



"Suddenly mandating very specific aspects of future expansion would be a poison pill for (planning) talks."

State Sen. Peggy Rosenzweig, R-Wauwatosa

The Daily Reporter  
Saturday, July 10, 2002

"There have been things in the past that have prohibited the widening of freeways," Yunker said. "What it indicates is that we need to continue to work on the study ... and continue to build consensus."

Agreement on any form of the project is not coming from Milwaukee Mayor John Norquist, who sits on the SEWRPC advisory committee. He's flatly opposed to the plan, regardless of the planning timeline, since no one has identified how to pay for it and because it would contribute to urban sprawl, said Jim Rowen, the mayor's policy director.

"The plan has no financing," he said. "It's a completely insane way of doing business. If you can't borrow for the whole thing because you'd be pouring the debt into the state budget, you have to increase the gas tax. So all those legislators running around saying this budget doesn't increase taxes aren't telling the truth. There's no way the city of Milwaukee can absorb a 10-lane expansion."

### To veto or not to veto

Sen. Peggy Rosenzweig, R-Wauwatosa, wrote a letter Monday to Gov. Scott McCallum asking him to veto Duff's budget item.

She noted that McCallum vetoed a similar measure from the budget bill he signed last summer, and the reasons he cited for his decision are still valid.

"The governor was correct then, and he'd be correct now to veto this language once again," Rosenzweig said. "We need to ensure that people living in the affected neighborhoods can continue to let their voices be heard. Suddenly mandating very specific aspects of future expansion would be a poison pill for (planning) talks."

Richards has said he would introduce a bill next year letting the public in Milwaukee County vote on whether they approve of the reconstruction project. Duff's provision and the projected cost increase cements the need for the referendum, and Richards said the public must have direct input since so much money is at stake.

"Here we are in a massive budget deficit, and they're sticking us with a \$1 billion project we don't know how to pay for," Richards said.

But Stone said a Milwaukee County referendum on the project would be ill-advised because it places a statewide decision in the hands of one local group. Funding for transportation projects comes from statewide revenue sources such as the fuel tax, and the entire state benefits from an effective transportation system, he said.

"I don't think we should do highway planning by referendum," Stone said. "It's a state system that serves everybody. If one community has the right to veto one portion of the system, you don't have a system."

Duff said he thinks he's "ironed out the kinks" in the provision since McCallum last vetoed the proposal, and he said he's optimistic the governor will let it ride this time around. But even if it's approved, the biggest challenge is finding a way to fund it and the rest of the freeway project.

"The Legislature over the next several years will have to figure out how to pay for it," Duff said. "It will take some additional revenue. But it's more cost-effective to build it right when you're reconstructing it rather than ignore the problem."



# Budget fix approved by Assembly

## Repair bill called less than ideal

### Budget bill could require 10 lanes for I-94

By LARRY SANDLER  
of the Journal-Sentinel staff

A provision in the state budget-repair bill could force the Department of Transportation to widen I-94 to 10 lanes through Milwaukee and Waukesha counties, not the eight under study, the region's top planner says.

And state taxpayers could wind up paying the full cost of at least two and possibly all four of the new freeway lanes, with no help from the federal government, said Phil Evenson, executive director of the Southeastern Wisconsin Regional Planning Commission.

"This would throw the transportation fund into mega-bankruptcy," Mayor John O. Norquist said. "They don't have the money to rebuild to six lanes, let alone the unnecessary eight or the ridiculous 10."

Separately, Waukesha County Executive Dan Finley said Monday he has asked Gov. Scott McCallum to veto the freeway-widening mandate. Finley said he generally supports an eight-lane I-94, but he doesn't believe the Legislature should interfere in the planning commission's work.

Finley was not aware of the pos-

By DENNIS CHAPMAN  
of the Journal-Sentinel staff

Madison — Wisconsin's state budget fix took a politically tortured route but wound up on Gov. Scott McCallum's desk Monday after the state Assembly voted by a slender margin to fill the \$1.1 billion deficit hole.

Assembly Republicans — who hold a 55-43 majority — ended a tense, four-day search for enough votes to pass the package, as lawmakers voted 50-47 in favor of the plan.

Democrats complained that the budget bill is a quick fix that does little to avert future budget deficits. But GOP leaders defended the plan as being a workable compromise in a split Legislature.

"Get in line, and let's cut spending," Rep. John Gard (R-Peshigo), the Assembly's chief budget negotiator, told Democrats. "But you don't. Democrats are addicted to spending and refuse to enter rehab."

Assembly Minority Leader Spencer Black (D-Madison) said the remedy is a "back-room deal that is bad for the state of Wisconsin," and one that will contribute to bigger deficits in the future.

"It all but guarantees we will have a budget crisis of greater proportion next year," Black said.

Gard acknowledged that the budget is not a perfect solution but would allow lawmakers to

■ **Cities:** Budget could cost largest ones \$30 million. **1B**

## Budget bill could require wider I-94

FREEWAY, From 1A

sibility that the legislative language could require a 10-lane freeway through his county, he said. He called that prospect "all the more reason" for McCallum to kill the provision.

Assembly Republican leaders who pushed the freeway provision were in closed-door discussions on the entire package and were not available for comment Monday, their aides said.

Widening I-94 and most other major freeways to eight lanes is the preliminary recommendation of the planning commission's study committee that is examining how to rebuild all of the region's aging freeways as they wear out over the next 20 to 30 years. Rebuilding the freeways with 127 miles of new lanes would cost \$6.25 billion and would take out 216 homes, 31 businesses and three county buildings.

Milwaukee city officials responded by calling on planners to keep I-94 and I-43 at six lanes through their city and widen freeways mainly in the suburbs, saving \$250 million, 36 homes and eight businesses.

But with the study still under way, a legislative conference committee added a measure to the budget-repair bill that would require the DOT to rebuild I-94 in Milwaukee and Waukesha counties to meet projected traffic demand for 25 years after completion of construction.

Told of that language, Evenson said: "That could be more than eight lanes. That's problematic."

### Work to take years

The planning commission envisions reconstruction of the north-south stretch of I-94, between the

southern Milwaukee County line and I-894, from 2001 to 2005; the east-west stretch, from downtown to Waukesha, between 2006 and 2010; and the stretches from I-894 to downtown and from Waukesha west to the Waukesha County line between 2011 and 2015.

That schedule could slip, because reconstruction of the Marquette Interchange, linking I-94, I-43 and I-794 downtown, will not be finished until 2007.

However, even with the added lanes, the preliminary plan projects that traffic congestion would grow 18% by 2020, which would be 10 years or less after the completion of construction. If the legislative language is interpreted to require zero growth in congestion — or a cut in congestion — by 2035 or 2040, eight lanes would not meet the requirement.

Also, Evenson said, federal law forbids spending federal money to add lanes that are not recommended by the planning commission. With opposition building to eight-lane freeways in Milwaukee, it's not clear whether the study's final recommendation will support eight lanes, and 10 lanes aren't even under review.

Expanding I-94 to eight lanes for just six miles, from the Zoo Interchange to the Marquette Interchange, would cost \$88 million, take 18 houses and five businesses, and require some lanes to be double-decked or tunneled underground between Mitchell Blvd. and Hawley Road, planners have said. The cost of expanding to 10 lanes — in money, land and buildings — has not been calculated.

However, Evenson said the commission will not ask McCallum to veto the provision, because planners don't believe it's their place to do so.

Milwaukee County Executive Scott Walker is concerned about

freeway capacity, but he wants to hear more public input before taking a stand, said Jim Villa, Walker's chief of staff.

In what Evenson called an attempt to boost input, the commission is mailing out a survey seeking the opinions of freeway backers who didn't show up at public hearings.

That survey and a cover letter describe traffic congestion and freeway safety problems, then ask recipients how serious they think those problems are and whether they support expanding freeways to solve them.

The costs of freeway expansion in dollars and property are not mentioned in the mailing, Evenson said people knew those costs from newspaper reports.

Evenson said the commission is sending out the survey because "the record at public hearings tends to be one-sided. With any major public works project, those who are against the project tend to be very passionate, and those who support it are not as vocal."

Norquist said that amounted to "loading up the survey because you don't like the results of the public hearings. They should withdraw the survey and apologize to the people who attended the hearings."

As for Evenson, Norquist said: "He should go back to planning school. . . . You're supposed to work with the people, not try to trick them."

The survey is going out to 40,000 to 50,000 randomly selected houses in the seven-county area, with the cover letter signed by each recipient's county executive or county board chairman, Evenson said. Walker and Finley gave their names,

and Finley said. The cover letter also says McCallum is seeking input.

Milwaukee Journal Sentinel  
Tuesday, July 9, 2002

# Panel backs sale of old courthouse, plus funding

Waukesha County should put it on market, some say

By MIKE JOHNSON  
of the Journal Sentinel staff

**Waukesha** — A divided County Board Executive Committee on Monday approved a resolution supporting the sale of the old courthouse to the Waukesha County Historical Society for \$1 and providing slightly more than \$5 million in funding to the society over 10 years to improve the historic building.

The resolution, approved 4-3, instructs county administrators to develop a 10-year agreement on the funding and the sale with the society, which operates a historical museum at the old courthouse.

However, any sale and funding agreement must be approved by the full County Board. The full board is scheduled to review the resolution at its July 23 meeting.

Like the Executive Committee, the full board likely is to have some reservations about the sale and continued funding of the museum, which the historical society took over from the county in 1999. The county intended at the time to get out of the museum business and had eliminated 4.5 full-time positions at the museum.

County Board Chairman James Dwyer, Executive Committee chair, and supervisors Ken Herro and Walter Kolb voted against the resolution. They maintained the old courthouse should first be put on the market to see if anyone else is interested in buying the building.

But supervisors Pat Haukohl, Richard Manke, Duane Paulson and Duane Stamsta, who voted in favor of the resolution, said the historical society is in the best position to preserve the building and the county's history.

Haukohl said supporting the museum is "equally as important" as providing funding for the county's airport and other facilities.

While agreeing the society has done a good job, Dwyer, Herro and Kolb, nonetheless, said, it would be wise for the county to entertain more than just the historical society's proposal for the building.

"I don't think we've looked at all the options," Herro said. "Right now, I see Waukesha County as being the wallet for this."

"The biggest thing is, can we really afford this?" Kolb said. He and several officials noted that the county is moving to cut its 2002 budget by \$485,000 to make up for losses in revenue because of state budget woes. "I'm very concerned that this is going to be a real money pit ... that this is going to be extremely expensive."

"We're in a very tough position trying to pick our priorities," Dwyer said.

Manke said he supported the resolution because he wanted to see the county's history preserved after it becomes mostly developed and "blacktop instead of black and white cows."

He voted to approve the resolution even though his brother Curt Manke, a former County Board chairman and supervisor, is president of the historical society.

Manke said he saw no conflict of interest in the vote. The supervisor noted his brother's role on historical society board is a volunteer post. "Why should I bow out?" Manke said during a break in the meeting. "I don't control his life."

Curt Manke said during the meeting that if the county doesn't agree to continue funding the museum, it will have to close its doors and lay off staff members.

Currently, the historical society uses about half the old courthouse, at 101 W. Main St. in Waukesha. If the county approves the sale and funding, the society would expand museum operations. The society is working with Waukesha native Les Paul, who invented the electric guitar, on an exhibit honoring him.

The society also would lease a wing of the building to the new Waukesha County Art Museum, said Sue Baker, historical society executive director.

The agreement between the county and society would cost the county about \$5.3 million over 10 years beginning in 2003. That includes \$1.35 million to renovate the old courthouse and up to \$225,000 a year for building operations.

The renovation funds would come from \$435,000 in county money and a \$900,000 loan issued by the City of Waukesha and repaid by the county.

The county also would fund \$215,000 a year for the society's staff and programs, according to the agreement. When the society took over the museum in 1999, the County Board approved \$215,000 in annual funding, but that funding is scheduled to expire at the end of this year.

Baker said county funds would be used for infrastructure improvements, including electrical and cooling system improvements.

In 1893, county government moved into the old courthouse. In 1959, county operations moved to 515 W. Moreland Blvd.

The Southeastern Wisconsin Regional Planning Commission moved into vacant space in the old courthouse after county offices moved out. But after about 40 years of leasing space there, the commission moved out earlier this year.

Norman Cummings, the county's director of administration, said the society would be required to meet performance measures, such as having a minimum number of visitors per year. If it does not meet the performance standards or ceases to operate the museum, the county would stop paying the grants and loan payments.

In other action, the Executive Committee unanimously approved a resolution supporting the proposed \$6.2 billion reconstruction and expansion of freeways in the Milwaukee metropolitan area.

Although some communities, including Milwaukee, have balked at adding additional freeway lanes on I-94 and I-43, Executive Committee members said those lanes should be added to help reduce congestion.

I-94 would be widened from six to eight lanes and from four to six lanes in portions of Waukesha County, according to preliminary planning commission plans. If additional lanes are not added on 127 miles of freeways, congestion could double by 2020.

Kenneth Yunker, commission assistant director, said there would be a modest decline in congestion if additional lanes are added.

Adding additional lanes on the freeways is only about \$730 million of the \$6.2 billion cost. Most of the cost is for rebuilding the existing freeways and improving them to meet modern design standards, Yunker said.

Milwaukee Journal Sentinel  
Tuesday, July 9, 2002



# County committee votes for freeway, museum funds

Board will consider matters July 23

By DENNIS A. SHOOK  
Senior Staff Writer

WAUKESHA - The county will take the road to the future while also preserving its past if the Waukesha County Board follows two recommendations made by a key committee Monday.

The Waukesha County Executive Committee voted unanimously in favor of a \$6.2 billion plan to rebuild the interstate highway system in southeastern Wisconsin.

It was a much closer call on a plan to make a decadelong commitment to the Waukesha County Museum. The recommendation to spend \$5.3 million to operate and rehabilitate the museum at the Old County Courthouse, 101 W. Main St., passed by a 4-3 vote.

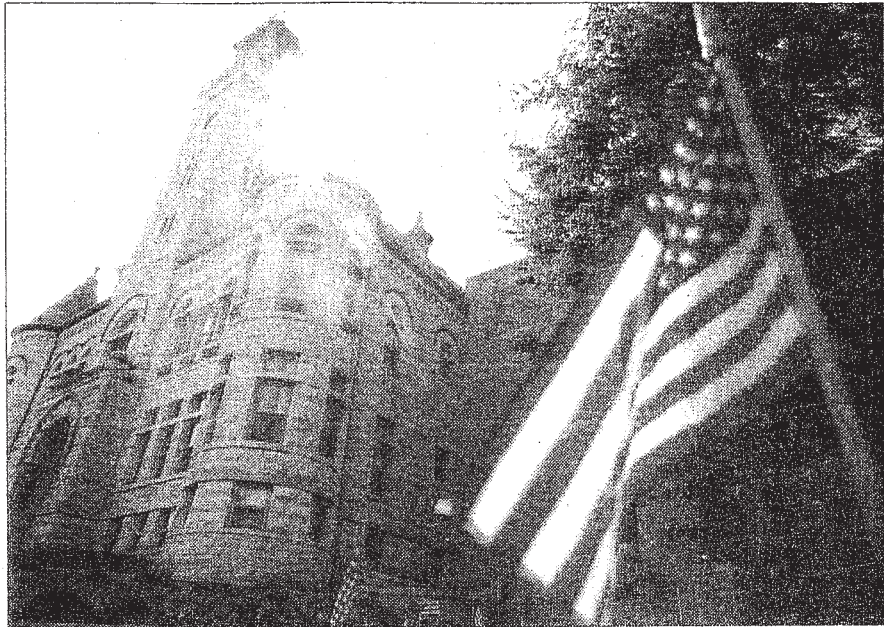
Both matters will be considered for final approval at the board's 9 a.m. July 23 session.

Ken Yunker, assistant director of the Southeastern Wisconsin Regional Planning Commission, said the board will have another chance to vote on the freeway plan in late fall, once SEWRPC has heard input from people and governments in the seven-county southeastern region that will be affected. Each county will be asked to formally approve the plan.

"This will be a 50- to 75-year decision on how the freeway will be rebuilt," Yunker said. A committee made up of leaders from each county voted recently for a 30-year, \$6.25 billion plan. It would spend \$3.37 billion for basic freeway reconstruction, \$2.15 billion for improvements to meet modern design and safety standards and \$730 million for additional lanes on 127 miles of the most congested parts of the freeway.

Most of the money will come from federal transportation funds. But a state funding source also will have to be identified.

The museum plan drew fire from Supervisors Ken Herro and Walter Kolb, as well as Waukesha County



Kevin Harnack/Freeman Staff

Sunlight breaks from behind the Old County Courthouse, 101 W. Main St., while a small American flag waves in the breeze Monday. In a 4-3 vote Monday, the Waukesha County Executive Committee recommended a 10-year \$5.3 million commitment to operate and rehabilitate the museum at the courthouse.

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**"This will be a  
50- to 75-year decision  
on how the freeway  
will be rebuilt."**

**- Ken Yunker,**  
assistant director of the Southeastern  
Wisconsin Regional Planning Commission

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Board Chairman Jim Dwyer. All three voted against the plan.

There are three main parts to Finley's proposal. A 10-year annual grant of \$215,000 would fund staff and program operations. A decadelong agreement would fund up to \$225,000 per year to fund building operations. And a 10-year capital

improvement grant would fund building infrastructure equipment and remodeling improvements of \$1.35 million, through direct cash grants from the county of \$435,000 and a loan of \$900,000, guaranteed by the city of Waukesha.

The total commitment for the next decade is about \$5.3 million. But that total is \$1.28 million more than the stipend the county would be giving during that period anyway, based on the current \$405,000 total in building and museum operations grants.

The Waukesha County Historical Society would like to use the part of the museum recently vacated by SEWRPC to create an exhibit to Waukesha native Les Paul, who invented the electric guitar.

*(Dennis A. Shook can be reached at [dshook@conley.net](mailto:dshook@conley.net))*

Waukesha Freeman  
Tuesday, July 9, 2002

## ACLU wants I-94 provision vetoed

By Jessica Gosz  
*Special to the Daily Reporter*

The Daily Reporter  
Friday, July 5, 2002

July 5, 2002

The American Civil Liberties Union of Wisconsin wants Gov. Scott McCallum to veto a budget-repair bill provision that adds lanes to Interstate 94.

A compromise budget-repair bill approved by the state Senate Wednesday night requires the state Department of Transportation to design I-94 in Milwaukee and Waukesha counties to meet projected traffic needs for 25 years. If approved by the Assembly, the proposal will go to McCallum for signing.

But the ACLU, in a letter to the governor, said it objects to the provision because it threatens to cut off debate about freeway expansion in the two counties and disproportionately impacts low-income and minority residents.

"The committee's precipitous and arrogant action ignores unresolved questions concerning the expansion's adverse effects on low-income and minority populations," said Chris Ahmuty, executive director of the ACLU of Wisconsin, in a press release. "Its action dismisses and disenfranchises hundreds of thousands."

Ahmuty also said the decision is premature because it short-circuits the Southeastern Wisconsin Regional Planning Commission's and WisDOT's planning processes.

SEWRPC is just now developing an evaluation of the plan's benefits and costs for consideration by the Freeway Reconstruction Advisory Committee, according to the letter. The commission staff anticipates holding an additional public hearing, which will include discussion of environmental-justice impacts.

Planners who want to see the reconstruction project done correctly and move forward without delays should know that the environmental-justice aspect of the plans, including meaningful community involvement, cannot be done by legislative fiat, the letter said. Ahmuty continued to say in his letter that the budget conferees do not seem to know that this is a legal issue, especially if federal funds are sought.

### **Project wouldn't be stopped**

Ahmuty said McCallum's veto would not stop the project since there is a general agreement that reconstruction needs to take place. Ahmuty said the veto will mean that SEWRPC and WisDOT will have the opportunity to get it done right, without the unintended consequences of legislative interference.

"Legislators say they want to get this project done right the first time -- how can that be if they haven't listened to citizens most effected by expansion, like those in Milwaukee's Story Hill neighborhood or near south side?" Ahmuty said.

Residents of Story Hill, a neighborhood near Miller Park and the freeway, have raised objections to the \$6.25 million plan because they say it will increase noise and air pollution in the area.

State Rep. David Cullen, D-Milwaukee, said the expansion plan would affect more than 200 homes and 31 businesses, and he said an alternative to the plan would be to add lanes via a double-deck freeway, because I-94 is wedged between three cemeteries, making it difficult to add surface lanes.



# 40 urge rejecting freeway expansion

## Mayor, other politicians join Story Hill protest

By **TANIA RUIZDELIZURIAGA**  
of the Journal Sentinel staff

Residents of Milwaukee's Story Hill began their Fourth of July holiday speaking out against a state Legislature they say doesn't listen to its citizens and a highway expansion plan they believe will destroy their neighborhood.

Roughly 40 people gathered at a grassy area between Mitchell Boulevard Park and the freeway Thursday morning to back Mayor John O. Norquist, Ald. Michael J. Murphy and state Rep. David A. Cullen (D-Milwaukee) as they urged state lawmakers to vote against a bill that would expand a stretch of I-94 near this park-like neighborhood.

With the din of traffic from I-94 in the background, Norquist criticized legislators for ignoring citizens' concerns and adding to the state's already enormous financial troubles.

"They don't even have penny No. 1 to begin this project," he said. "And when you ask where the money's going to come from, they say, 'We'll worry about that later.' Isn't that the kind of attitude that got us into this (budget) deficit?"

The mayor asserted that the

state would have to raise taxes to pay for the freeway expansion — a project, he says, that would benefit only highway construction companies who contribute heavily to lawmakers' campaign funds.

"This won't help the City of Milwaukee or the State of Wisconsin," Norquist said. "They want to wreck this neighborhood so they can line their pockets with cash."

The freeway-widening measure was included in a deal to erase the state's \$1.1 billion budget deficit. The deal was narrowly approved Wednesday by the state Senate. Cullen said the Assembly likely will endorse the plan today.

That would leave only a veto by Gov. Scott McCallum as a way to kill the expansion project.

Cullen and Norquist urged Story Hill residents to pressure the governor through phone calls and letters.

"This is supposed to be a government of the people, by the people and for the people," Cullen said as residents cheered. "Not a government of the road builders, by the road builders and for the road builders."

More than 200 homes and 31 businesses would be affected by the project, which would include adding lanes to I-94 west of Miller Park, Cullen said. Because the

freeway is wedged between three cemeteries, the lanes would be added — under one option — by building a double-deck freeway over a one-mile stretch.

Asked about the possibility of expanding the freeway past Story Hill by building a tunnel, a plan revealed Thursday, Norquist replied: "At present, that isn't even a viable option. The state has no money at present. It's that worry-about-funds-later attitude that got this state into a deficit."

While the expansion is supposed to ease highway congestion, Story Hill residents say the project would increase noise and air pollution, and would destroy their neighborhood.

"We can already hear the highway from the upstairs of our house," said Lynn Froh, who has lived in Story Hill for eight years. "If they top it off, the noise will be awful."

The increased noise and the \$6.25 billion price tag of the overall freeway project are not worth saving a commuter five minutes of driving, Froh said.

Some Story Hill residents suggested that suburbanites move to the city to reduce their commutes. And Norquist noted that commuters could travel along Blue Mound Road and Highland Blvd. to avoid the freeway.

"The highway is not the only way," he said.

## Perfect target for veto pen

Republican members of the Legislature's conference committee and their Democratic colleagues barely had the self-discipline to complete a budget repair bill this week. But the GOP lawmakers somehow found time to continue their practice of meddling in local affairs when it suits their agenda.

The same Republican legislators who usually talk in reverent terms about the virtues of local control put a provision in the budget repair bill that would force the state Department of Transportation to add lanes to I-94 in Milwaukee and Waukesha counties over the objections of Milwaukee residents and city officials.

Mayor John Norquist and others have argued convincingly that widening freeways in Milwaukee County would further uproot city neighborhoods, stifle downtown devel-

opment, harm the tax base and intensify racial segregation. The only benefit would be to shave a couple of minutes off the commute for motorists. And even that's dubious because some studies show that widening roads simply begets more traffic. The better alternative, we believe, is to rebuild the freeway system and redesign it to improve safety.

Some legislators apparently think local prerogative and rational arguments shouldn't stand in the way of road graders. They put a similar provision in last year's budget, but Gov. Scott McCallum, following the sound advice of the state Transportation Department, had the good sense to line-veto it. Let's hope he takes the same route this year.

Milwaukee Journal Sentinel

Friday, July 5, 2002

## I-94 tunnel near ballpark pondered

### Veto of mandate for wider freeway sought

By LARRY SANDLER  
of the Journal Sentinel staff

*Last Updated: July 3, 2002*

Planners will study building a tunnel to carry some I-94 lanes underground on Milwaukee's west side instead of double-decking the freeway, a regional planning official says.

But word of the tunnel option did little to blunt criticism Wednesday of a legislative deal that would force the state Department of Transportation to add lanes to I-94 over local objections.

A majority of Milwaukee aldermen have signed a letter asking Gov. Scott McCallum to veto the budget provision when it reaches his desk. And Mayor John O. Norquist, U.S. Rep. Tom Barrett (D-Wis.) and west side officials have called a Fourth of July news conference this morning to continue their attack on the freeway-widening mandate.

The mile-long stretch of I-94 west of Miller Park has been a flash point in the debate over whether the region's aging freeways should be widened when they are rebuilt over the next 20 to 30 years. The freeway is wedged between three cemeteries and can't be expanded without moving graves.

To complicate matters further, the Southeastern Wisconsin Regional Planning Commission staff has said the freeway might need to be widened just to accommodate safety upgrades, even if no lanes are added.

Planners have suggested double-decking I-94 by elevating the westbound lanes 25 feet over the eastbound lanes between Mitchell Blvd. and Hawley Road to avoid disturbing the dead. But that would anger residents by moving the freeway closer to the Story Hill neighborhood, overlooking the ballpark.

At a recent Story Hill Neighborhood Association meeting and in an interview, Ken Yunker, the commission's assistant director, said planners would examine the possibility of tunneling the eastbound lanes under the westbound lanes. It's too early to say how much that would cost, he said.

Such a tunnel might require building an overpass to carry Hawley Road over the freeway, or eliminating the Hawley Road ramps on I-94, Yunker added.

Howard Karsh, administrator of Beth Hamedrosh Hagodel Cemetery, said he would remain neutral on whether the freeway should be double-decked or tunneled. But he vowed to fight with every possible resource if authorities tried to bulldoze through his cemetery "for the sake of people getting home a little quicker."

Ald. Michael Murphy and Milwaukee County Supervisor Lynne DeBruin were cautiously optimistic about the tunnel's prospects. Murphy and DeBruin, whose districts include Story Hill, said they wanted more details on the tunnel's costs and impact.

But Murphy, DeBruin and west side state Rep. Peter Bock (D-Milwaukee) were more focused on persuading McCallum to veto the freeway-widening mandate that's part of a conference committee deal on filling the state's \$1.1 billion budget hole. The Senate approved the deal Wednesday, sending it to the Assembly.

Murphy has gathered signatures from nine of 17 aldermen on a letter to McCallum urging a veto of that item, and he's still seeking more signers, an aide said. Murphy himself said he would organize a citizens' letter-writing campaign as well.

Adding lanes to 127 miles of freeways, at a cost of \$6.25 billion, was the preliminary recommendation of a planning commission study committee. But the Common Council has voted 16-1 to urge that I-94 and I-43 stay at six lanes in the city, sparing 36 homes and eight businesses.

Elected officials and the American Civil Liberties Union were furious that lawmakers bypassed both the council vote and the planning commission's public hearings, where most Milwaukee speakers opposed widening freeways in the city.

Murphy called the deal an "abuse of power" by the suburban and outstate Republicans who control the Assembly, while DeBruin said it was "disgusting" and Bock labeled it "arrogant." Chris Ahmuty, the ACLU's Wisconsin chief, said the action "dismisses and disenfranchises hundreds of thousands."

Referring to suburban Republicans, DeBruin said: "I just don't think they would be willing to destroy their neighborhoods to do this. . . . It would not be acceptable out in Mequon, and I don't understand why it would be acceptable in Story Hill or the city of Milwaukee."

Milwaukee Journal Sentinel  
Thursday, July 4, 2002

# Plan could force state to add lanes to freeways in metro Milwaukee area

By LARRY SANDLER  
of the Journal Sentinel staff

A new state budget deal could force the Department of Transportation to add lanes to I-94 in Milwaukee and Waukesha counties, over the objections of Milwaukee residents and city officials, authorities said Tuesday.

"The vast majority of the people want that road rebuilt with the needs of the traveling public in mind," said Rep. John Gard (R-Peshtigo), chief GOP negotiator on the deal.

But Milwaukee Mayor John O. Norquist immediately voiced outrage at the move, which would override public hearings and a planning process still under way. He said it would mean "massive loss of property, business, jobs and tax base in the city" and would force the state to raise gas taxes three to six cents a gallon.

The agreement first must survive the veto pen of Gov. Scott McCallum, who killed a similar provision less than a year ago at the department's request. Deputy Transportation Secretary Pat Goss said it was too early to say whether the department would seek another line-item veto.

As I-94 and the rest of the Milwaukee area's freeways reach the end of their useful lives, a Southeastern Wisconsin Regional Planning Commission panel is studying how they should be rebuilt over the next 20 to 30 years. With traffic jams projected to double by 2020, the study committee's preliminary recommendation was to add 127 miles of new lanes, pushing the reconstruction price to \$6.25 billion.

**"The mayor has stood in the way of capacity for years, and he's just never going to like it. The public is in a different place than the mayor."**

**Rep. John Gard (R-Peshtigo)**

However, Norquist and the Common Council have urged planners to leave I-94 and I-43 at six lanes through the city and to widen only suburban freeways, trimming the cost to \$6 billion. Most of the city residents who spoke at public hearings this summer opposed widening freeways through their neighborhoods, while suburbanites were more favorable to expansion.

But the massive budget repair bill endorsed by a legislative conference committee Tuesday includes a provision that would require transportation officials to design the rebuilt I-94 with the capacity to meet projected traffic demand for the next 25 years. The full Senate and Assembly still must vote on the deal, although they can't change any part of it.

Assembly Republicans won approval of a similar provision in the regular 2001-'03 budget, only to see it sliced out by McCallum. Gard said they would lobby McCallum to avoid a second veto.

"If you're going to build this and spend hundreds of millions of dollars, you ought to do it right the first time," Gard said.

In a prepared statement read by policy chief James Rowen, Norquist lambasted the deal as

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Wednesday, July 3, 2002

"special-interest politics at its worst — billions for road builders at a time of strained budgets." Rep. Jon Richards (D-Milwaukee) called it a "huge mistake" to bypass public opinion on an "outrageously expensive" project.

But Gard said Assembly Speaker Scott Jensen (R-Town of Brookfield) and other GOP lawmakers were responding to the demands of their suburban constituents. He added, "The mayor has stood in the way of capacity for years, and he's just never going to like it. The public is in a different place than the mayor."

As for Norquist's claim that freeway expansion would boost gas taxes, Gard said that was not necessarily true, but if it is, "we'll have to cross that bridge when we come to it."

One difference between the provision vetoed last year and the new provision is that the previous language included expansion of the Marquette Interchange. Gard said GOP lawmakers agreed to leave that out because planning is already under way on replacing the downtown crossroads of I-94, I-43 and I-794, and they didn't want to hold up reconstruction, starting in late 2003.



# What way on the highway?

While debate continues — as it should — on whether to widen freeways in the Milwaukee metropolitan area, work is moving closer to the more critical goal: rebuilding the dilapidated Marquette Interchange.

The interchange is the hub of the area's transportation network, carrying 300,000 cars and trucks a day. State transportation officials recently provided welcome reassurances that they will do everything possible to keep traffic moving throughout the four-year project.

The state promises that two lanes in each direction will be open during reconstruction as well as the three busiest freeway-to-freeway ramps. What's more, officials and business leaders are working on ways to handle traffic, including setting up detours, expanding bus service and providing the public with up-to-date information.

Another bit of good news: Work on the interchange will start in late 2003 — a couple months earlier than planned.

Proposals to widen the freeways are another matter, and they need much more public discussion.

Although we support upgrading and redesigning the freeway system to improve safety (at a cost of \$5.5 billion), we do not agree with a recommendation by an advisory committee of the Southeastern Wisconsin Regional Planning Commission to widen the freeways (at a cost of \$6.25 billion). Nor are we surprised that those plans are running into increasing opposition at public hearings. Even advocates of freeway widening concede that the extra lanes will reduce commuting time by only a few minutes.

Opponents of widening accurately point out that adding freeway lanes would take a big toll on the city of Milwaukee, further

disrupting neighborhoods and displacing businesses. James Rowen, Mayor John Norquist's policy director, argues that freeway expansion would accelerate segregation trends, and he claims that the proposed expansion is being rigged primarily to benefit upper-income white taxpayers.

Walter Kulash, a Florida traffic engineer and nationally known freeway critic, told Milwaukee community leaders recently that widening freeways here would put the downtown, which is in the midst of a renaissance, at a "competitive disadvantage" because it would encourage people and businesses to move to the suburbs. He also said his calculations show that when interest and maintenance are factored in, the yearly cost of widening freeways comes to \$750 million while the benefits in travel time and safety amount to only 30 cents on the dollar. Kulash called that a "strikingly bad investment."

Other critics of freeway widening, including the Sierra Club and 1,000 Friends of Wisconsin, compellingly point to recent national studies showing that building or widening roads simply creates more traffic by encouraging additional driving. Shortly after new roads open, traffic increases by 10% to 50%, the studies show. After three years or more, traffic can increase by as much as 100%.

The critics argue that officials need to balance their freeway plans by factoring in other transportation alternatives such as commuter rail and major improvements to arterial streets.

All of these arguments not only make sense, but they also strongly suggest that it's time to go back to those proverbial drafting boards and rethink freeway expansion.

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Wednesday, July 3, 2002



# Integrated approach could free us from monster freeways

## SPACES

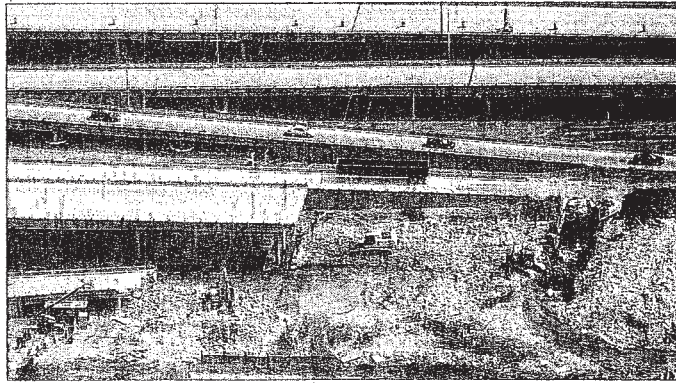


WHITNEY GOULD

**P**icture this: A freeway along Ogden Ave., where the East Pointe Commons townhouses now bloom. A freeway along the lakefront, where the Calatrava addition to the Milwaukee Art Museum unfolds. A freeway through Bay View. A freeway south of Jackson Park. Freeways intersecting I-94 every few miles.

It was not a fantasy. In 1971, that's what the map of proposed freeways slicing through Milwaukee looked like. Until citizens and politicians rose up and beat back the state's pavement-happy transportation planners, our future as a city was going to be all concrete, all the time. Amazingly, some people to this day think it was a mistake *not* to have completed that ill-considered freeway system, which devastated neighborhoods and left a trail of blight.

Please see **GOULD, 3B**



JEFFREY PHELPS / STAFF PHOTOGRAPHER

The Park East Freeway spur, shown in this aerial photo taken Friday from WTMJ-TV Chopper 4, is being demolished. Removal will open up 26 acres for redevelopment worth around \$250 million.

## Three cheers for end of Park East Freeway

GOULD, From 1B

And now, a relic of the bad old days — the Park East Freeway spur — is slowly being reduced to rubble. Three cheers.

Between now and 2004, removal of the elevated spur between N. 6th and N. Jefferson streets, which debuted in 1962 as part of the aborted freeway to the lake, will open up some 26 acres for redevelopment — perhaps \$250 million or more. Investors already are eyeing the space for housing, hotels and entertainment.

Thus, as an ugly barrier between the central business district and the near north side is replaced with new construction, this tattered swath of the urban fabric can be knit back together. More jobs, more property value, more activity. What's not to like about this?

Freeway die-hards grouse that the loss of a mere mile of freeway will mean more congestion and will choke off growth. Not likely. The spur, essentially a road to nowhere, carried relatively little traffic to begin with. Moreover, the freeway will be replaced with an at-grade boulevard; a new bridge over the Milwaukee River, between W. McKinley Ave. and E. Knapp St., also is in the works. Studies by city traffic



JEFFREY PHELPS / STAFF PHOTOGRAPHER

The Park East Freeway spur is a tangled mess over 6th St. as the demolition work gets under way.

engineers and the generally pro-freeway Southeastern Wisconsin Regional Planning Commission show that the downtown streets can easily handle the displaced vehicles.

"We're going back to traditional traffic engineering as practiced around the world," says Mayor John O. Norquist.

who pushed for the Park East's demise. "You don't have freeways running through great cities like London, Paris or Amsterdam, yet people get around just fine."

San Francisco and Portland already have removed obsolete freeways; Cincinnati, Seattle, Fort Worth, Hartford, Chattanooga and Buffalo are among the other cities following suit. They all know something that an older, blinkered generation of traffic engineers failed to grasp: While freeways can make sense for longer distance travel, they're death to cities.

The weird part of this story is that, with the Park East's removal hinting at a more balanced transportation approach, the regional planners are pushing to widen 127 miles of freeway in the metro area; they say the expansion is made necessary by increasing congestion and suburban growth. But the \$6.25 billion widening scheme would remove hundreds of homes and businesses, destroy 650 acres, degrade urban neighborhoods along the route and generate even more sprawl, with all of its social and environmental ills. We made this Faustian bargain before and still are trying to recover from it.

Mike Maierle, the City of Milwaukee's brainy new long-range planning manager, points out that truck and automobile trips passing through the region amount to only 20,000 trips a day, for which three lanes of

freeway in each direction are more than adequate; most freeway traffic comes from local commuters, who could be accommodated in other ways.

Maierle, who until recently was a transportation planner for the state, notes that even with expansion, we'd be back to the present levels of congestion in 20 years. (Much sooner, if I had to guess.) "Then what — 10 lanes?" he asks. "Are we going to have this same fight all over again?"

Yes, let's reconstruct our aging roads and make cost-effective safety improvements. But that doesn't have to mean turning these thoroughfares into Detroit-style freeways that hollow out the city and ruin our quality of life. Let's pursue a more integrated approach. Commuter rail and other forms of mass transit are part of the answer, along with expanded use of demand-management schemes to regulate traffic flow. Smarter land-use planning, to bring jobs and services closer to housing, is essential.

Where new growth occurs, an improved hierarchy of traffic circulation also is needed. Here's an intriguing alternative from Peter Calthorpe, a Berkeley, Calif.-based planner known for his innovative, compact developments: He recommends spacing walkable neighborhoods between arterials (similar to the existing street grid) and transit boulevards that combine semi-local trips with light rail, rapid

buses or other forms of transit. Limited-access thruways would accommodate truck traffic and long-distance auto trips. Roundabouts (traffic circles) would separate vehicles every one mile or so. Freeways would be reserved mostly for long trips — hence, less congestion.

Calthorpe's sensible approach, which a private group of planners is recommending for the Chicago area, would invite political battles of its own; in these parts, even building roundabouts is controversial, to say nothing about density and light rail.

But remember this: Freeways are not free; we all pay, in higher gas taxes and other fees, along with the hidden costs of sprawl. Nor are freeways a way out of congestion; a 10% increase in road capacity translates to a 9% increase in vehicle miles traveled, according to one study.

What's certain is that the freeway-building era is over. Get used to it. Let's have an honest debate about what comes next.

Call Whitney Gould at (414) 224-2358, write her at *The Milwaukee Journal Sentinel*, P.O. Box 371, Milwaukee, WI 53201, or e-mail her at [wgould@journalssentinel.com](mailto:wgould@journalssentinel.com).

Milwaukee Journal Sentinel

Monday, July 1, 2002

# Readers have a lot to say about tearing down freeways, local attitudes



AVRUM D. LANK

The of' electronic mailbag overflowed with responses to my last two Sunday columns.

Predictably, reaction was mixed — to say the least — to my writing last week that the area is being short-sighted by tearing down freeways.

Surprisingly, however, all correspondents agreed with the column of two weeks ago. That drew on my experience to posit that, socially, Milwaukee is a difficult place for those who did not grow up here, handicapping the area in attracting and retaining professionals.

Of that column, a reader who moved here in 1998 wrote: "Thank you for insightful, accurate observation about Milwaukee. The natives are not bad people, but they have no idea of what you accurately call being 'clannish.' I was surprised last week when my wife announced that I should not necessarily turn down a promotion offer that required a move."

Wrote another: "Although I am a native of the Milwaukee area, I also am the owner of a business with venues in both Milwaukee and Silicon Valley. My work in California has underscored many of the idiosyncratic traits to which you referred.

As you noted, some of these characteristics are among the reasons why Wisconsin lags so far behind many other areas of the country and faces problems in economic development, especially in technology endeavors."

A third reader wrote: "I just wanted to let you know that I have had similar experiences. Making friends in this region only occurs with those not from here! It really was a truthful article, and one which I had read when I was lonely. Thank you."

## Free ride for suburbs

On freeways, however, the responses varied from "You're an idiot!" to "You could not be any more correct."

In addition to decrying the destruction of the Park East Freeway, I said that shopping at a Wal-Mart off an expressway was as correct as buying imported cheese from a neighborhood store. I also said that for the good of the entire state, a Milwaukee bypass should be built from Racine through Waukesha County to Port Washington.

"Many suburbanites want the ease of access to Milwaukee without

having to bear the burdens that freeways bring to cities," wrote one correspondent, neatly summing up an argument common to many of the letters. "In economic terms that's called, appropriately, free riding. If a highway is vital, build one that goes around Milwaukee. Blast it through Walworth, Oconomowoc, Thiensville and link it with I-43. Let the fine citizens of Waukesha and Ozaukee Counties bear the brunt of the costs for a change."

That seems reasonable to me. It is the height of hypocrisy to be able to live in the suburbs because of the efficiency of freeways but then say no more freeways should be built.

"Do you really want the city to turn into a barren, poverty stricken wasteland that's used only as a freeway hub so suburban drivers in their useless, gas guzzling SUVs can inch them along in packed traffic to their newly built, gated cornfield community?" asked another reader. "In your world, I wouldn't have the choice of a mom and pop cheese shop. We'd all eat Velveeta. It

doesn't matter if 90% of America is happy with these bland choices, the other 10% of us still count."

## Economic suicide

Absolutely you count. And, for the record, I like imported cheese, live and work in the 414 area code and often walk to one of the two shopping districts near my home. But most people have other tastes, and it is economically suicidal to ignore them.

"To put it in a nutshell: people live where they want to live — period," is how another reader summed it up. "So, if the transportation infrastructure won't support a reasonable commute to downtown Milwaukee, why surprise, surprise — offices spring up elsewhere — near where people live! We used to use the Park East freeway to get from the suburbs to our downtown office. No more, of course. And, I suspect: that one of these years we'll pull the plug on our nice, white-collar office and move somewhere more convenient."

Milwaukee Journal Sentinel

Sunday, June 30, 2002

## SEWRPC freeway plan seen as segregation

By JAMES ROWEN

I am responding to the Southeastern Wisconsin Regional Planning Commission's call for comments on its Freeway System Reconstruction Study.

My current position is policy director for Milwaukee Mayor John O. Norquist. From 1999 until last month, I was the deputy director of the city of Milwaukee's Department of Administration, managed the city's 2000 census awareness activities and served as liaison with the Census Bureau.

I have looked at census data for the seven counties making up SEWRPC, have examined SEWRPC's governance and financing, and conclude that SEWRPC is profoundly isolated from and not representative of the social and economic diversity of the region.

SEWRPC, according to its 2002 budget, is a publicly funded agency. One hundred percent of its 21 commissioners and 100 percent of its 11-member management team are white, according to information provided by SEWRPC. There is no way that SEWRPC can argue that its commissioners and management even remotely reflect the seven counties in the region.

I would not be the first to argue that the one-county, three-person commission governance formula is discriminatory. The fact that Milwaukee County has almost 10 times the population of Walworth County, for example, or almost 11 times the population of Ozaukee County, shows how undemocratic is SEWRPC's governing structure. Were the commission based on population, Milwaukee could have at least 10 of the 21 seats.

This unrepresentative, nonelected

The entire (SEWRPC) process is rigged to reinforce a discriminatory status quo.

governing structure further isolates the region's minority population by limiting, for all practical purposes, minority representation to Milwaukee and Racine Counties — the two counties where minorities are concentrated. And census data show that most of the region's minority population lives in Milwaukee County, yet Milwaukee County has but three seats on the 21-member commission and none is black. None of the counties, nor Govs. Thompson and McCallum, should be proud of this record.

Furthermore, the 2002 SEWRPC budget shows that Milwaukee County provides more than 30 percent of the Commission's \$2.24 billion in revenues from property tax levies. This means that Milwaukee County is paying a grossly disproportionate share of SEWRPC's budget — more than five times that provided by Walworth County taxpayers and five times as much as Ozaukee County taxpayers, for example.

In other words, it is fine for SEWRPC to enrich itself at the expense of Milwaukee and its minority residents (SEWRPC's budget went up 24 percent this year!), but minority residents have zero representation on the commission or employment on its management staff. If that is not racial and economic discrimination (the dispari-

ties in income among the counties are also included), then I don't know what is.

The census data I am including show how deeply segregated is the region. Four of the seven counties — Waukesha, Washington, Ozaukee and Walworth — have black populations of less than one percent — less than one percent.

The segregation by income is equally eye-opening. The populations of Waukesha, Washington and Ozaukee Counties have median, household incomes in the range of 50 percent higher than those in Milwaukee County.

Milwaukee County has a rate of poverty more than four times the rates in Waukesha, Washington and Ozaukee County. And Milwaukee County's households are twice as likely by percentage to be without access to a vehicle than the households in every other SEWRPC county. That rate is about four times higher than the rate in Waukesha, Washington and Ozaukee Counties.

The data indicate racial and economic apartheid.

This has been exacerbated by the construction of the freeway system, which accelerated sprawl development to nearly all-white communities.

This circumstance is reinforced by local zoning codes which require large lots and prohibit or restrict multi-unit construction, thus barring low and middle income residents from moving in. It is further reinforced by a regional planning commission that excludes minorities from its key decision-making structures.

The SEWRPC highway expansion proposal would accelerate the trends indicated in the census data. The plan would harm economic development in Milwaukee County,

especially in city of Milwaukee neighborhoods, where there are the largest concentration of minority and low-income jobs, residents and businesses.

The negative impacts on the city and county of Milwaukee, and the additional access for the outlying counties' residents provided by the highway expansion, reflect the lack of diversity and vision on the commission and its senior staff. They go hand-in-hand.

That insensitivity is further reflected in the absence of a transit component in the plan to serve the concentration of low-income households without vehicles in Milwaukee County. Exclusion, not inclusion, seems to be SEWRPC's guiding principle and operational procedure.

It is unacceptable in 2002 for a public-funded body to plan and endorse spending \$6.25 billion of public money through a process, and with a likely outcome, that benefits primarily upper-income, white taxpayers while discounting other groups.

The entire process is rigged to reinforce a discriminatory status quo. It should be brought to a halt until the commission, its staff, and its outlook are modified to reflect the demographic differences in the region, and to plan for the many, not the already privileged few.

SEWRPC needs to address and help wipe out Jim Crow, not facilitate it. SEWRPC is a planning agency that needs to reform itself internally before exercising its considerable influence on the outside world.

(James Rowen is policy director for Milwaukee Mayor John Norquist.)

Milwaukee Journal Sentinel

Saturday, June 29, 2002



# County Board backs freeway improvement plan

Milwaukee Journal Sentinel  
Thursday, June 27, 2002

By DAVE RANK  
Times Press Staff

The Washington County Board added its stamp of approval to a \$6.25-billion preliminary plan to improve the 270-mile freeway system in southeastern Wisconsin, but not without first rejecting a local proposal to add an interchange to Highway 45 at Freistadt Road in Germantown.

While the preliminary plan would add more traffic lanes on 127 miles of the freeway system over the next 30 years, the only major expansion proposed for Washington County would involve widening Highway 41-45 from six lanes to eight lanes in the 6.7-mile stretch between the Highway 45 intersection south to the Waukesha County line.

The proposal to add the interchange at Freistadt Road was offered by the county's Highway Committee. Frederick Gierach, county supervisor from Germantown and a member of the Highway Committee, said the additional interchange would alleviate traffic congestion on Highway 175 in both Richfield and Germantown.

Now all the traffic is being funneled "through five dangerous intersections," he said.

Phil Evenson, executive director of the Southeastern Wisconsin Regional Planning Commission, which is compiling the regional freeway proposal, said a Freistadt Road interchange was not needed and would violate freeway design plans to keep such interchanges a minimum of three miles apart in such a suburban area.

Freistadt Road is just one mile from the Highway 167-Holy Hill intersection.

"We could find no compelling reason to build that interchange because the system works just fine without it," Evenson said.

On a voice vote, the board voted to remove the Freistadt Road interchange suggestion, with only Gierach opposing.

John Kohl, county supervisor from Richfield and chairman of the Highway Committee, said he voted against the Freistadt Road interchange recommendation both at the committee level and on the county board because of "personal reasons."

## Anywhere in 20 minutes? Forget about it

### More bumper-to-bumper traffic, freeway work drive days of easier treks out of town

**W**hat's the deal with all of the traffic in this town? Meaning: Where did it come from all of a sudden?

After what seems like a lifetime of zipping around Milwaukee without much concern about running into unreasonable delays, things have changed. And not for the better.

These days, any trip around the city seems to involve waiting forever to merge into a single lane or going way out of your way on a poorly marked detour route.

Sorry to break it to you guys: Milwaukee has a rush hour.

(This doesn't apply to you suburbanites. When you make the decision to live miles outside of an exciting urban area, you deserve what you get when it comes to commuting time.)

The very thing that used to separate us from larger cities was also an underappreciated hometown luxury.

Say what you want about Milwaukee's provincialism or the resistance to bold change. You could pretty much get anywhere you needed to go in 20 minutes.

And while in most major cities,



EUGENE KANE

a trip downtown means rearranging your entire day, getting to the heart of Milwaukee's downtown could be done on a whim.

That's even with a poorly designed freeway system

that requires daredevil lane changes to head in a new direction. And sharing the road with fellow drivers who apparently believe turn signals are optional.

According to a national study of freeways by a group called the Texas Transportation Institute

(Bet they throw some wild conventions!) — Milwaukee is one of a number of American cities with an increased traffic problem.

We're 35th in the nation among 75 metropolitan areas when it comes to crowding on major free-

ways and streets; 29th in rush-hour delays.

That's an 11% increase in average commuting time since 2000, according to the study.

"We're Thirty-fifth!" isn't likely to become a local rallying cry.

But it could be worse.

The study suggests that our traffic congestion has increased but still lags miles behind places like Chicago, Minneapolis or Los Angeles when it comes to traffic nightmares.

In my mind, no place is worse than Los Angeles. I actually ran into a traffic jam in La-La Land once at two o'clock in the morning! Haven't been back since.

If you travel often to other communities for business or pleasure, you probably have horror stories about these alien freeway systems. Enough bad experiences, and you find yourself praying for a return to our relatively hassle-free roadways.

Most big-city freeway systems in heavily populated areas come to a crushing halt during peak hours. In some towns, rush-hour traffic moves no faster than a

pig through a python's intestines.

After living on Milwaukee's east side for years, I never realized there was a rush hour here until recently.

From my location, it was never a problem to get downtown or head in any direction. Just jump on the Park East Freeway, and I was on my way.

Now, they're tearing it down as part of an ambitious civic project to reinvent traffic patterns. It's already apparent the removal of this easily accessible route to downtown is going to be more aggravation than it's worth.

(Why didn't I listen to former mayoral candidate George Watts when he told me that's why he based his entire campaign on this one issue? Sorry, George.)

With the decision to tear down the Park East Freeway — and the ongoing work on I-94 and I-43 that makes what used to be a quick trip to run an errand a major haul — it seems the most endearing symbol of the summer

of 2002 will be all those construction cones.

The larger public issue behind all the freeway work is the need for wider freeway lanes and more public transit to aid the movement of citizens. Even the debate over a possible light rail system comes into play when figuring out the best way to ease public transportation woes.

(My two cents: Most political opposition to light rail in this community is based on lingering racial segregation. Light rail would allow residents in poor areas to pursue employment and housing in the suburbs, which appears to frighten some folks beyond all reason.)

More freeways — which means more freeway construction — are definitely in our future. Rush-hour traffic is an annoying but inevitable byproduct of being a more successful city.

After dodging that bullet for so long, looks like we better start leaving earlier. Or risk sitting in traffic.

Call Eugene Kane at (414) 223-5521 or e-mail him at ekane@onwis.com

Milwaukee Journal Sentinel  
Sunday, June 23, 2002

# Highway projects shouldn't bypass voters, Richards says

## Representative plans to introduce bill calling for local referendums

By **TOM HELD**  
of the Journal Sentinel staff

Rep. Jon Richards (D-Milwaukee) said county residents deserve ballot authority over proposed expansion of freeways and financing for the reconstruction of roughly 127 miles of roadway.

They deserve that authority because of the impact on local neighborhoods, projected to include the demolition of 216 homes and 31 businesses, and the paving over of 658 acres of land, Richards said.

The cost, estimated at \$6.2 billion, also warrants a local referendum on the projects, he said.

Richards said he plans to introduce the freeway referendum bill during the January session of the Legislature.

Adding lanes is the preliminary recommendation of a Southeastern Wisconsin Regional Planning Commission study committee that is examining how to rebuild the freeways as they wear out over the next 20 or 30 years.

One of Richards' Assembly colleagues, Rep. Jeff Stone (R-Greenfield), said the measure probably wouldn't make it out of committee and has little chance of winning approval.

Stone is chairman of the Assembly Transportation Committee.

Richards' referendum proposal would be a misguided attempt to give local residents "veto power" over a highway project with statewide implications and statewide funding, Stone said.

But Richards' tactic echoes a move by then-Rep. Scott Walker, now Milwaukee County executive. With Stone's support, Walker won approval of a state budget provision that requires a county-

wide referendum before any light rail system is built in Milwaukee County.

In related comments, the American Civil Liberties Union of Wisconsin called the freeway plan "unfair to low-income and minority residents."

Because of the area's "hyper-segregation," expanding freeways would boost the economy of primarily white suburbs while razing homes and boosting pollution in urban minority neighborhoods where many residents don't even own cars, Chris Ahmuty, the state ACLU's executive director, said in a letter to the commission.

The ACLU statement supported a similar contention by Mayor John O. Norquist and expanded on the civil rights group's earlier warning that it was considering legal action to block the plan.

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*Larry Sandler of the Journal Sentinel staff contributed to this report.*

Milwaukee Journal Sentinel  
Sunday, June 23, 2002



# Milwaukee is the loser in freeway's demise

**F**reeway foes are flying high this month. Destruction of the Park East, one of their long-held goals, is finally beginning.

Buoyed by this triumph, the battlers of concrete are gathering strength to repeat the victories of the 1970s, when their predecessors were able to hamstring Milwaukee's economic future by letting parochial interests and ideological purity rule public policy. As a result, the area has an under-built freeway system that is aging before its time. The new battlers of concrete are working hard to make sure that deterioration continues.

The core of their argument is that freeways are bad for cities because they destroy homes and neighborhoods while allowing people to move away from the urban center. This diminishes the political clout of urban political leaders.

Make freeways less convenient, the argument continues, and more people will be forced to move into the cities, which can be made into a collection of urban village utopias filled with green spaces, neighborhood shops and traffic circles. That would increase the clout of urban political leaders.



AVRUM D. LANK

## Flawed philosophy

There are three major problems with their argument:

- Not everyone wants to live in an urban village.

- Rather than save resources, their world view requires a less efficient use of capital.

- Freeways are part of larger systems, the importance of which goes far beyond preserving the clout of urban political leaders.

To take the last point first, consider what would happen to commerce and industry in Milwaukee if the freeway system of Chicago were destroyed or allowed to deteriorate in the manner advocated by Milwaukee's concrete battlers.

Surface transportation to Milwaukee would slowly strangle. The city would become increasingly less attractive as a business location, especially in these days of just-in-time inventories dependent on consistent, sure logistics. Service industries such as recreation also would suffer.

Milwaukee is to vast portions of northeastern Wisconsin as Chicago is to Milwaukee. Without an efficient transportation system through or around the state's largest city, commerce suffers in Green Bay, Manitowoc, Fond du Lac and environs. But that is not a concern for Milwaukee's concrete battlers.

## Making rest of state suffer

They also don't care about wasting resources. While the American economic system has its flaws, in the long run it finds the most efficient use of capital, and freeways are a large part of this. By providing efficient and predictable ways of moving goods around the country, freeways allow merchandise to be distributed and sold cheaply in national chains such as Wal-Mart.

Destroying freeways adds to the cost of such goods. Which would be just fine with freeway foes. A Wal-Mart would be no more welcome in the center of their urban

villages than would a cloverleaf interchange.

Rather, they feel people should patronize small mom-and-pop stores, hopefully ones that carry a broad line of imported cheeses.

Such stores are fine for people who choose to patronize them. But doing so is no more or less morally correct than choosing to patronize Wal-Marts convenient to freeway exits. Increasingly, Americans are opting for the Wal-Mart/freeway alternative.

An urban area cuts itself off from the growth created by those Wal-Mart/freeway folks at its own peril. If Milwaukee chooses to do so, its loss of political and economic clout will continue.

Other parts of the state should not be punished for Milwaukee's shortsightedness, however.

Last year in this space I proposed building a freeway bypass around Milwaukee from Racine through Oconomowoc and West Bend to Port Washington.

If the destruction and deterioration of Milwaukee's urban freeways is allowed to continue, the argument for such a bypass grows saner daily.

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*Avrum D. Lank is a financial columnist for the Journal Sentinel. He can be reached at (414) 223-5333 or [alank@journalsentinel.com](mailto:alank@journalsentinel.com).*

Milwaukee Journal Sentinel  
Sunday, June 23, 2002

# Milwaukee drivers still have it easier than most, study says

By **LARRY SANDLER**  
of the Journal-Sentinel staff

Milwaukee traffic is going from not that bad to worse.

That's the conclusion of a national study, released Thursday, that found traffic became more jammed here and everywhere else from 1982 to 2000, but that drivers still have it easier in Milwaukee than in places such as Los Angeles, Chicago and even Minneapolis-St. Paul.

Among 75 metropolitan areas of varying sizes studied by the Texas Transportation Institute, Milwaukee ranked 35th for crowding on freeways and major streets, and tied for 29th in rush-hour delays. Still, Milwaukee congestion increased faster than average.

"It's all relative," said researcher David Schrank, one of the study's authors. "Milwaukee drivers don't have it that bad."

The transportation institute's study comes at the same time that 2000 census data shows Milwaukee workers' 22.1-minute average commute is

Continued below

**"I used to drive 25 miles each way from Shorewood to Waukesha. It became a big drag."**

**Beth Klemann,**  
Shorewood  
resident

**Milwaukee Journal Sentinel**  
Friday, June 21, 2002

## Milwaukee ranks 35th in crowding, 29th in delays

the fifth-shortest among the 49 metro areas with populations of more than 1 million. That's up 11% from 20 minutes in 1990.

Those figures already have become weapons in the battles over whether the area needs more freeway lanes or more public transit.

But some commuters are retreating from the battlefield. They're tired of fighting traffic and looking for ways to spend less time on the road.

"I used to drive 25 miles each way from Shorewood to Waukesha," driving up to 1½ hours a day for four years. Shorewood resident Beth Klemann said. "It became a big drag."

That was part of the reason why Klemann switched two years ago to a job in Glendale, where she drives just 10 to 15 minutes each way and sometimes rides her bicycle to the office.

But living closer to work was little relief for Eileen Mc Ginnis, of Greenfield.

When she worked 13 miles away, in Brookfield, she said, "some mornings, it would take me 45 minutes to an hour to get to work." Now that her office has moved downtown, her six-mile commute normally takes 12 to 15 minutes -- but road work has doubled that, to 20 to 30 minutes.

"It's so frustrating (that) by (the) time I get into work ... I dread going home," she said.

Nor is frustration the only cost of traffic congestion, the Texas study says. In the 75 areas studied, 3.6 billion hours of wasted time and 5.7 billion gallons of wasted fuel added up to \$67.5 billion in 2000, says the institute, an arm of Texas A&M University. For the Milwaukee area alone, the annual bill comes to \$390 million, or \$620 per rush-hour driver.

Meanwhile, the census says, average commute times rose 14% nationwide, from 22.4 minutes in 1990 to 25.5 minutes in 2000.

The Road Information Program, funded by road-builders, says commuting time is up because authorities haven't expanded highways fast enough to keep up with growing traffic. A Southeastern Wisconsin Regional Planning Commission study's preliminary recommendation calls for adding 127 miles of new lanes as area freeways are rebuilt, at a cost of \$6.2 billion.

But trying to stem congestion by building roads alone is a losing battle, say Schrank and co-author Tim Lomax. Highways cost too much and use too much space for authorities to add the 1,780 miles of freeway lanes and 2,500 miles of street lanes that it would have taken just to keep 2000 congestion at 1999 levels in the 75 areas, they said.

Mayor John O. Norquist and his wife, environmentalist Susan Mudd, say Milwaukee's relatively short commute time shows that the area doesn't need more lanes. The Surface Transportation Policy Project, backed by environmentalists, says commute times are rising nationwide because authorities haven't provided enough buses and trains for people to ride instead of driving.

Options under study locally include extending Chicago's Metra commuter trains from Kenosha to Racine and Milwaukee, and developing the Milwaukee Connector, a system that could connect downtown, Miller Park and the east side with guided electric buses, light rail lines or regular buses in reserved lanes.

But to stop congestion by transit alone, the number of trips taken on buses and trains would have had to grow by 6.2 million a day in 2000, a one-third ridership increase for the 75 areas studied, Schrank and Lomax said.

Nationwide, transit ridership grew 2% in 2001, the sixth straight record-setting year, the American Public Transit Association reported. However, Milwaukee County Transit System ridership dropped 3% last year, the second annual decline after three years of growth.

Texas Transportation Institute study:  
mobility.tamu.edu

### COMMUTING FIGHTING TRAFFIC

Traffic congestion is getting worse in the Milwaukee area and everywhere else, but **Milwaukee drivers are still better off** than their counterparts in other major metro areas, according to a new study and U.S. census data.

#### RUSH-HOUR COMMUTES

How much longer it takes to get somewhere in rush hour when freeways are clear\*

RANK	METRO AREA	EXTRA TIME
1	Los Angeles	90%
2	San Francisco	59
3	Chicago	47
13 (tie)	Minneapolis-St. Paul	38
13 (tie)	Houston	38
29 (tie)	Milwaukee	26
29 (tie)	Albuquerque	26
29 (tie)	Cincinnati	26
Average		39%

\* For 75 areas studied

#### AVERAGE COMMUTES

How long it takes to get to work, in minutes\*

RANK/METRO	2000 COMMUTE	1990 COMMUTE	INCREASE
1 New York	34.0	30.0	13%
2 Washington-Baltimore	31.7	28.2	12
3 Atlanta	31.2	26.0	20
4 Chicago	31.0	27.9	11
5 San Francisco-San Jose	29.3	25.6	14
37 Minneapolis-St. Paul	23.2	21.2	9
45 Milwaukee	22.1	20.0	11%
46 Oklahoma City	22.0	20.3	8
47 Rochester, N.Y.	21.1	19.8	7
48 Buffalo, N.Y.	21.1	19.4	9
49 Grand Rapids, Mich.	20.7	18.3	13
National average	25.5	22.4	14%

\* For metro areas of more than 1 million

#### TRAFFIC CONGESTION

Which areas have the most traffic per mile of freeways and major streets\*

1 Los Angeles
2 San Francisco
3 Washington
7 Chicago
18 (tie) Minneapolis-St. Paul
18 (tie) Detroit
35 Milwaukee

\* For 75 areas studied

Sources: Texas Transportation Institute; U.S. Census Bureau

BOB VEIERSTAHLER/Journal Sentinel



## Commuting time rose in '90s

Drivers spending 7 days a year sitting in traffic; buses, carpooling snubbed

By SCOTT WILLIAMS and LARRY SANDLER  
of the Journal Sentinel staff

Last Updated: June 20, 2002

Got a comfortable car? Good. You spend about a week inside it every year, schlepping back and forth to work.

The latest figures from the 2000 census show that many Wisconsin commuters have turned their backs on public transportation, carpooling and other energy-saving trends from the 1970s and '80s.

We are back in our gas-guzzlers. We are traveling alone. And our driving habit is taking more of our most precious commodity - time.

How much time?

On average, Wisconsin commuters spend nearly 21 minutes in traffic going in each direction. That's up from about 18 minutes reported in the 1990 census.

Although gridlock in the Dairy State still is pretty mild compared with such bumper-to-bumper meccas as Chicago and New York, frazzled commuters here increasingly find themselves desperate for an exit ramp.

"It got a little old," said Michael Grady, who used to spend about 40 minutes each morning and evening inside his Toyota Camry, hustling back and forth between a job near Waukesha and his home in Watertown.

The 31-year-old corporate trainer for Generac Power Systems Inc. actually enjoyed the time alone to gather his thoughts and listen to music. But he recently uprooted his family and bought a house 10 minutes from work.

The last straw was when he started missing something he and his wife have always tried to make a priority: the traditional family dinner.

"That was one thing that was really slipping away," he said.

The new census figures show that commuting is putting a bigger demand on people's time throughout the state. Nowhere do the figures show folks having an easier time getting to and fro.

One explanation is that the ranks of carpoolers and bus-riders have dwindled in the past 10 years, putting more cars on the road. The number of people carpooling is down 1% statewide, and public transportation ridership is down more than 7%.

Ed Beimborn, director of the Center for Urban Transportation Studies at the University of Wisconsin-Milwaukee, said it appears Wisconsin commuters have forgotten the lessons of energy crises in the '70s - or been forced to abandon those lessons.

With ever-herc lifestyles pushing people to juggle career and family, he said, mobility has become the key to survival.

Beimborn blamed Wisconsin political leaders for not cultivating public transportation or other options, and for developing neighborhoods and communities in a way that requires homeowners to get behind the wheel just to maneuver out of their cul-de-sacs and subdivisions.

Based on a statewide average 21-minute commute, the typical commuter spends the equivalent of seven full days each year going back and forth to work.

In southeastern Wisconsin, increases in commuting time ranged from 1.3 minutes in Waukesha County to 3.8 minutes in Walworth County, while average commutes ranged from 21.9 minutes in Milwaukee County to 25.3 minutes in Kenosha County. The longest area commute in 1990 also belonged to Kenosha County, at 21.8 minutes.

## Milwaukee Journal Sentinel

Thursday, June 20, 2002

The distinction of Wisconsin's longest commute belongs to Polk County, where employers in Minneapolis-St. Paul draw workers from across the border.

Sharon Schiebel, the county's deputy director of administrative services, said folks find higher-paying jobs in the Twin Cities than they can in rural Wisconsin. And some Minnesotans drawn to Wisconsin's picturesque countryside buy homes across the border.

As a result, the typical Polk County commuter spends nearly 29 minutes on the road each morning and each evening.

"Evidently, they don't mind it," Schiebel said. "The difference in wages probably helps. But then you're losing that much of your life."

Citing increased gridlock, a study panel at the Southeastern Wisconsin Regional Planning Commission has issued a preliminary recommendation to add lanes on 127 miles of freeways throughout the Milwaukee metropolitan area. Commission staffers say congestion would still grow 18% by 2020 with the \$6.25 billion widening, but would double under a \$5.5 billion reconstruction with no additional lanes.

Beimborn believes, however, that the state should wean itself off the automobile and find other ways to get around.

The biggest risk in commuting by car - to the exclusion of other modes of transportation - is that any significant disruption in the world oil supply would bring Wisconsin's commuters screeching to a halt, he said.

According to the census figures, the number of Wisconsin commuters who drive to work alone has jumped in 10 years from 1.7 million to 2.1 million - about eight of every 10 commuters.

### Sharing the ride

Tina McNamara, however, carools every day from South Milwaukee with her husband.

Working as an adviser in the School of Education at Marquette University, McNamara does not have far to travel. But her daily routine includes dropping off one child at school, taking another to day care and delivering her husband to his job.

"It tends to be a bit hectic," she said, estimating that she spends an hour in her minivan each time.

McNamara, 35, and her husband have tried using buses as an alternative in the past. But with two small children now, the hassle of climbing on and off a bus would be unbearable, she said.

"It wouldn't save me any time," said McNamara.

Which is not to say Wisconsin has written off public transportation. The census figures show that while bus ridership is down, it has increased in some counties, including Waukesha, Racine, Washington and Walworth.

Nonetheless, Waukesha Metro Transit Director Robert Johnson realizes that the market for daily bus trips is limited.

"There are some people who will always drive in their cars," he said. "I don't care if they have to sit there for two hours."

Or even three hours.

That's how long Jay Schauer has spent inside his Toyota Avalon at times, fighting through winter storms on drives between his home in Brookfield and his job at Allen-Edmonds Shoe Corp. in Port Washington.

Even in good weather, the commute takes 45 minutes or longer.

Schauer, who is treasurer at Allen-Edmonds, would like to buy a home closer to work but hasn't found anything affordable.

So, for now, Schauer, 35, remains a road warrior.

"It provides a little bit of wind-down time," he said. "You just have to kick back and chill out."

Mike Johnson of the Journal Sentinel staff contributed to this report.

### Commuting

#### TRANSPORTATION GETTING TO WORK

SOUTHEASTERN WISCONSIN AVERAGE MORNING RIDE TIME		
COUNTY	MINUTES TO WORK	INCREASE FROM 1990
Kenosha	25.3	3.5
Walworth	24.0	3.8
Washington	22.2	2.3
Waukesha	22.2	1.3
Illinois	22.0	0.2
Polk	21.9	0.1
St. Paul	21.9	0.1
Wisconsin	20.8	2.6

#### WISCONSIN COUNTIES WHERE MOTORISTS AVERAGE THE MOST COMMUTING TIME

COUNTY	MINUTES TO WORK	INCREASE FROM 1990
Polk	28.9	2.1
Wisconsin	21.1	5.3
Kenosha	25.3	3.5
Illinois	22.0	0.2
St. Paul	21.9	0.1
Washington	22.2	2.3
Walworth	24.0	3.8
Waukesha	22.2	1.3

Source: US Census Bureau, Journal Sentinel  
Graphic: Journal Sentinel

#### Getting to Work

#### Quotable

“There are some people who will

always drive in their cars. I don't care if they have to sit there for two hours.”

- Robert Johnson,  
Waukesha Metro  
Transit Director

#### Related Coverage

Section: Census 2000

## Going nowhere, fast

### Traffic congestion leaves Milwaukee commuters in a jam

By LARRY SANDLER  
of the Journal Sentinel staff

Last Updated: June 20, 2002

Milwaukee traffic is going from not that bad to worse.

That's the conclusion of a national study, released Thursday, that found traffic became more jammed here and everywhere else from 1982 to 2000, but that drivers still have it easier in Milwaukee than in places like Los Angeles, Chicago and even Minneapolis-St. Paul.

Among 75 metropolitan areas of varying sizes studied by the Texas Transportation Institute, Milwaukee ranked 35th for crowding on its freeways and major streets, and 29th - tied with Cincinnati and Albuquerque - for rush-hour delays. Still, Milwaukee congestion has increased faster than national averages.

"It's all relative," said researcher David Schrank, one of the study's authors. "Milwaukee drivers don't have it that bad."

The transportation institute's study comes at the same time that new data from the 2000 U.S. Census shows Milwaukee workers' 22.1-minute average commute is the fifth-shortest among the 49 metro areas with populations of more than 1 million. That's up 11%, from 20 minutes in 1990.

Those figures already have become weapons in the battles over whether the area needs more freeway lanes or more public transit.

But some commuters are retreating from the battlefield. They're tired of fighting traffic and looking for ways to spend less time on the road.

"I used to drive 25 miles each way from Shorewood to Waukesha" for four years, Shorewood resident Beth Klemann said. "It became a big drag. With all-too-frequent stop-and-go traffic and unpredictable drive times, on average I spent between an hour and an hour and a half a day on the road. And if the weather was bad in the winter, 2 1/2 hours was not out of the question."

### Finding alternatives

That's why Klemann looked for something closer to home when she decided to change jobs two years ago. Now she works in Glendale, drives just 10 to 15 minutes each way and sometimes rides her bicycle to the office.

For Christopher Krochalk, just one month of commuting from West Bend to downtown Milwaukee was too much.

"I couldn't stand it," Krochalk said of the 45- to 60-minute drive. "So I moved to the east side."

Since then, Krochalk and his fiancée have lived in Shorewood, moved back to the east side and turned down a new house on Milwaukee's northwest side for one in Bay View, always seeking to stay within an easy bus or bike ride of their downtown jobs.

But living closer to work was little relief for Eileen Mc Ginnis, of Greenfield. When she worked 13 miles away, in Brookfield, "some mornings, it would take me 45 minutes to an hour to get to work. The backup on (I-894/U.S. Highway 45) was atrocious."

### Commuting



Photo/Mary Jo Walicki  
Among 75 metropolitan areas studied, Milwaukee ranked 35th for crowding on its freeways and major streets and 29th for rush-hour delays.

### Quotable

“With all-too-frequent stop-and-go traffic and unpredictable drive times, on average I spent between an hour and a half a day on the road.”

- Beth Klemann,  
Shorewood resident

“It's all relative. Milwaukee drivers don't have it that bad.”

- David Schrank,  
Study author

### Related Coverage

Graphic: Commuting times

Study: Texas Transportation Institute

### From the Archives

Commuting: Time rose in '90s (6/15/02)

Now that her office has moved downtown, six miles from her home, her normal commute is 12 to 15 minutes - but road construction has doubled that time, to 20 to 30 minutes.

"It's so frustrating (that) by (the) time I get into work . . . I dread going home," she said.

Nor is frustration the only cost of traffic congestion, the Texas study says. In the 75 areas studied, 3.6 billion hours of wasted time and 5.7 billion gallons of wasted fuel added up to \$67.5 billion in 2000, says the institute, an arm of Texas A&M University. For the Milwaukee area alone, the annual bill comes to \$390 million, or \$620 per rush-hour driver.

Meanwhile, the census says, commutes of all kinds have been getting longer. Average commuting times rose 14%, from 22.4 minutes in 1990 to 25.5 minutes in 2000 nationwide.

What to do? That's the tough part, say Schrank and his co-author, Tim Lomax.

### Tough to keep pace

The Road Information Project, funded by road-builders, says commuting time is up because authorities haven't expanded highways fast enough to keep up with growing traffic. A Southeastern Wisconsin Regional Planning Commission study's preliminary recommendation calls for adding 127 miles of new lanes as area freeways are rebuilt, at a cost of \$6.2 billion.

"We really need more lanes or something," agrees Derek Stolpa, who says he spends a total of two hours a day on the 25-mile commute between his Caledonia home and his downtown job.

But trying to stem congestion by building roads alone is a losing battle, Schrank and Lomax say. Highways cost too much and use too much space for authorities to win approval of the 1,780 miles of new freeway lanes and 2,500 miles of new street lanes that it would have taken just to keep 2000 congestion at 1999 levels in the 75 areas, they said.

Houston tried to add lanes to keep up for several years, but found it couldn't continue indefinitely, they said.

Mayor John O. Norquist and his wife, environmentalist Susan Mudd, say Milwaukee's relatively short commute time shows we don't need more lanes. The Surface Transportation Policy Project, backed by environmentalists, says commute times are rising nationwide because authorities haven't provided enough buses and trains for people to ride instead of driving.

Sierra Club representative Rosemary Wehnes adds, "One of the best ways to avoid being stuck in traffic is to have some other choices, and we are woefully behind in developing other choices in Milwaukee."

Options under study include extending Chicago's Metra commuter trains from Kenosha to Racine and Milwaukee, and developing the Milwaukee Connector, a system that could connect downtown, Miller Park and the east side with guided electric buses, light rail lines or regular buses in reserved lanes.

But transit expansions alone aren't likely to end traffic congestion, either, Schrank and Lomax say. To stop congestion in its tracks, the number of trips taken on buses and trains would have had to grow by 6.2 million a day in 2000, a one-third increase in transit ridership for the 75 areas studied, they said.

Nationwide, transit ridership grew 2%, to 9.5 billion annual trips in 2001, the sixth straight record-setting year, the American Public Transit Association reported. However, Milwaukee County Transit System ridership dropped 3%, to 51.3 million last year, the second annual decline after three years of growth.

The most viable solutions tend to be a combination of adding lanes, expanding transit and improving highway efficiency through ramp stoplights and other techniques that regulate how many cars are on the freeway, Schrank said.

"All of those things working together provide a package that people are happy with," Schrank said. "Everyone should work together to find out what's the best solution" for the Milwaukee area.

# County Board backs \$6.25 billion regional freeway upgrade

## Area interchange idea derailed

By DAVE RANK  
Daily News Staff

The Washington County Board added its stamp of approval to a \$6.25 billion preliminary plan to improve the 270-mile freeway system in southeastern Wisconsin, but not without first rejecting a local proposal to add an interchange to Highway 45 at Freistadt Road in Germantown.

While the preliminary plan would add more traffic lanes on 127 miles of the freeway system over the next 30 years, the only major expansion proposed for Washington County would involve widening Highway 41-45 from six lanes to eight lanes in the 6.7-mile stretch between the Highway 45 intersection south to the Waukesha County line.

The proposal to add the interchange at Freistadt Road was offered by the county's Highway Committee.

Frederick Gierach, county supervisor from Germantown and a member of the Highway Committee, said the additional interchange would alleviate traffic congestion on Highway 175 in both Richfield and Germantown.

Now all the traffic is being funneled "through five dangerous intersections," he said.

Phil Evenson, executive director of the Southeastern Wisconsin Regional Planning Commission, which is compiling the regional

freeway proposal, said a Freistadt Road interchange was not needed and would violate freeway design plans to keep such interchanges a minimum of three miles apart in such a suburban area.

Freistadt Road is just one mile from Highway 167 (Holy Hill Road).

"We could find no compelling reason to build that interchange because the system works just fine without it," Evenson said. He admitted the configuration might not be the most convenient for local residents but that was not sufficient to violate the three-mile spacing rule.

On a voice vote, the county board voted to remove the Freistadt Road interchange suggestion, with only Gierach opposing.

John Kohl, county supervisor from Richfield and chairman of the Highway Committee, said he voted against the Freistadt Road interchange recommendation both at the committee level and on the county board because of "personal reasons."

Although he has agreed an additional interchange for Richfield and Germantown is needed for safety reasons since he was a member of the Richfield Town Board decades ago, Kohl said he could not support it now to demonstrate that an accusation about his motives are false.

"There is a dirty, untrue rumor going around that I want this (interchange) because I want to develop my farm," Kohl said. "That is as far from the truth as could be."

Kohl lives at 1412 Highway 175,

just north of the Hubertus-Freistadt Road.

He said the majority of his constituents support another interchange on Freistadt Road.

Kohl originally asked to abstain from the vote on the Southeastern Wisconsin Regional Freeway System Reconstruction Study and Preliminary Recommended Plan but when the board removed the Freistadt Road suggestion, he voted to accept the regional proposal.

Mary Sauer, county supervisor from the town of Addison, was the lone dissenting vote against SEWRPC's preliminary plan.

Evenson said the regional plan would reduce traffic congestion. The plan took into account public transit construction proposals but said even if such things as light rail lines and commuter rail systems were established public transit would have little effect on the total number of vehicles that will use the freeway system.

He also said the automotive industry has done "more than its share" in reducing air pollution emissions from vehicles and that not building additional traffic lanes where needed would have minimal effect improving the region's air quality.

"We're at a preliminary plan stage," Evenson said of the proposal. "We don't have a plan yet. We're asking for feedback from you."

He said SEWRPC is asking for support from all seven counties in Southeastern Wisconsin. With that, the regional plan will be submitted to the state Department of Transportation for consideration.

West Bend Daily News

Wednesday, June 19, 2002

## Road expansion called segregation accelerator

MILWAUKEE (AP) — The Southeastern Wisconsin Regional Planning Commission's \$6.5 billion highway expansion plan would accelerate segregation trends in the Milwaukee area, the city's policy director says.

The plan "is rigged to reinforce a discriminatory status quo" throughout the Milwaukee area that would primarily benefit upper-income white taxpayers while discounting other groups, said James Rowen, policy director

for Mayor John O. Norquist.

Philip Evenson, executive director of the planning commission, said Rowen was wrong in asserting that the plan was rigged.

"It's far from that," Evenson said.

Rowen sent a letter to Evenson on Friday with his criticisms, including that the planning panel's management team has no black members and that it fails to represent minority populations in Milwaukee and Racine counties.

"It's sort of a rant against the commission," Evenson said.

The commission has been holding a series of meetings on its still-evolving plan that recommends widening 127 miles of freeways, resulting in eight-lane interstates throughout southeastern Wisconsin.

According to Rowen, racial and economic apartheid in the area has been exacerbated by the construction of the freeway system, "which accelerated sprawl development to

nearly all-white communities."

Rowen said the planning agency, governed by 21 commissioners, three each from seven counties, is profoundly isolated and is not representative of the social and economic diversity of the region as a whole.

But Evenson said the commission's freeway study advisory committee includes two black members, Common Council President Marvin Pratt and county Supervisor James White.

West Bend Daily News

Tuesday, June 18, 2002



Lawmaker calls for  
freeway expansion referendum

By Chris Thompson  
Editor at large

The Daily Reporter  
Tuesday, June 18, 2002

June 18, 2002

If lane expansions are included in plans to reconstruct the seven-county freeway system in southeast Wisconsin, a state legislator wants the project to go to a referendum in Milwaukee County.

"I think we need a referendum to make sure that county residents really do want these new lanes and are willing to pay any special taxes that are proposed to pay for them," said state Rep. Jon Richards, D-Milwaukee. "This is a \$6 billion -- with a B -- project.

Whenever you look at spending this kind of money, the Milwaukee County residents need to have a say."

Allowing residents to decide how to spend their money on freeway reconstruction is a fine idea, said Phil Evenson, executive director of the Southeast Wisconsin Regional Planning Commission, which will ultimately craft the final proposal for freeway work and present it to the state Department of Transportation. But it would be unfair to exclude residents from the six other counties in the region when it comes time to vote in a referendum, he said.

"I would say that what we're talking about is a regional system, indeed a statewide system," Evenson said. "If we're going to have referenda, let's select the right geography, not just Milwaukee County. We have 270 miles of regional freeway, so let's at least get the entire region involved."

Richards said he's not opposed to including other counties, but he said the focus should remain on Milwaukee County.

"I'd consider expanding it for all seven counties, but I think Milwaukee County is the biggest part of this because it would have the biggest impact on Milwaukee County neighborhoods," he said.

#### Setting parameters

Richards' proposal is a response to the third -- and most expensive -- plan presented by SEWRPC to upgrade and repair freeways in the region. SEWRPC has presented plans to either rebuild the freeway system as is for \$3.5 billion, rebuild it with safety improvements and changes for on- and off-ramps for \$5.5 billion or rebuild it with safety improvements and capacity upgrades for \$6.2 billion.

The referendum proposal applies only to the third option, which has gained preliminary endorsement from SEWRPC, and any vote would exclude the reconstruction of the Marquette Interchange, said Richards, who plans to introduce his plan to the Legislature in the January session.

"My concern is spending a massive amount of money on a single transportation system to carry us into the next millennium," he said. "As the region grows and becomes more dense in population, we have to account for other types of transportation. Where are the recommendations that emphasize the use of buses, car pools, trains or bicycles?"

Combining a single mode of transportation with the costs associated with adding lanes to the freeway system is an issue that requires endorsement from Milwaukee County residents, Richards said. Milwaukee Mayor John Norquist earlier this month suggested the state could impose a special regional tax to pay for the project, and Richards said the referendum would serve as a signal of citizen support for that plan.

"If they expand the lanes, cost is a huge issue, and we need to make sure the people approve it, and we have a funding mechanism," he said.

Richards' take on the cost associated with the \$6.2 billion proposal highlights a fear that the project could be misconstrued if it goes to a referendum, Evenson said. It's important, he said, to break the project down and understand exactly where the money will go.

"I don't have any great big problem with the referenda, but the widening part of the proposal is relatively small," Evenson said. "It's a \$6.2 billion plan, but of that, \$730 million is for expanding lanes. If we have a referendum, we have to educate people as to what the costs are. Almost 90 percent of the \$6.2 billion is to rebuild the system to modern design and safety standards."

#### Biased plan?

The \$6.2 billion SEWRPC plan is also taking fire from Norquist's office. An aide to the Milwaukee mayor said last week that the freeway widening would accelerate segregation trends in the Milwaukee area.

The plan "is rigged to reinforce a discriminatory status quo" throughout the Milwaukee area that would primarily benefit upper-income white taxpayers while discounting other groups, said James Rowen, policy director for Norquist.

Evenson said Rowen was wrong in asserting that the plan was rigged.

"It's far from that," he said.

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But Evenson said the commission's freeway study advisory committee includes two black members, Common Council President Marvin Pratt and Milwaukee County Supervisor James White.



"If they expand the lanes, cost is a huge issue, and we need to make sure the people approve it, and we have a funding mechanism."

Rep. Jon Richards,  
D-Milwaukee

## Walker speaks out on construction

By Jeremy Harrell  
Daily Reporter Staff

The Daily Reporter  
Monday, June 17, 2002

June 17, 2002

Former state representative Scott Walker has been the Milwaukee County executive for only a short time, but his perspective on the construction industry resembles stances he took in the Legislature.

As a Republican legislator representing Wauwatosa, Walker cosponsored a bill to mandate lane additions as part of the freeway reconstruction plan being drafted by the Southeast Wisconsin Regional Planning Commission. As county executive, Walker said he backs the \$6.2 billion, lane-adding plan, one of three blueprints SEWRPC initially proposed.

Adding lanes while significantly reconstructing the highway system in and around Milwaukee will ensure necessary economic development for the area, he said. Products will move more freely and efficiently on a refurbished freeway system, and commuters will have an easier time getting to work, Walker said.

"As we look to the future, we need to have a thriving economy here in the county," he said.

Walker's position takes a U-turn from that of Milwaukee Mayor John Norquist, one of the freeway reconstruction plan's most vocal opponents. Walker said he's comfortable disagreeing with the mayor on this aspect of policy, noting that they have staked out compatible positions in other areas.

"The reality is that an issue like transportation is one where we have a difference of opinion," Walker said. "On economic development and education, we agree. We'll work together on those issues. John opposed freeways before he was mayor, back when he was in the Legislature. If he had his way, there would be no freeways."

On a second transportation subject, Walker said he'd oppose any plans to build or operate a countywide light-rail or electric-car connector service. The Wisconsin Center District is putting together a proposal on the subject for release later this year, but Walker said that, judging by early draft reports, the system would be too expensive.

"If you take even the most conservative estimate, it has a \$3.8 million annual commitment," he said. "We don't have that kind of money. That's just to operate it, not just to pay off the long-term capital costs. If I had \$3.8 million - and I don't - I don't want to spend it on this and hope for economic development to come along with it."

### Bigger fish

There are more pressing construction projects for the area that deserve investment and commitment, Walker said. Topping the list are the reconstruction of the Marquette Interchange, expansion of the Midwest Express Center and renovations to the Bradley Center.

"Those are the three known capital projects that have the most obvious benefits for the community," Walker said.

The Center District has proposed a plan to embark on a \$115 million, 130,000-square-foot addition to the Midwest Express Center. District officials last year sought legislative permission to increase tax levies on Milwaukee County residents to pay for the project.

Walker said he was an early supporter of the initial taxing district that paid for the Midwest Express Center's first phase, but as a legislator he had reservations about some of the proposed tax increases for the addition project. Still, he said expanding the complex is of primary importance so Milwaukee can lure big conventions back to the area, and he would support a proposal to increase taxes if it satisfied his concerns.

"If we expand the Midwest Express Center, we know we could get X number of groups who have turned us aside because of a lack of available space," Walker said.

The county executive will make his first budget proposal this fall, and he said he and his staff are spending the summer putting a package together. For capital projects, Walker said he wanted to continue the renovation and expansion work at General Mitchell International Airport. Rather than spending funds on small-scale jobs, he said he would request money mainly for maintenance on existing facilities.

"I'd like to spend a fair amount not on new construction, but on upkeep of our facilities, parks and roads," he said. "The last few budgets haven't done a good job of that."



"I'd like to spend a fair amount not on new construction, but on upkeep of our facilities, parks and roads."

Scott Walker  
County Executive  
Milwaukee County



# DOT head: Freeway will not be docked by deck

## Freeway rebuild will take about 20 years

By DENNIS A. SHOOK  
Senior Staff Writer

Milwaukee Journal Sentinel  
Monday, June 17, 2002

WAUKESHA - What if the state widened the freeway from Waukesha County to downtown Milwaukee but did not expand the most controversial part near Mitchell Boulevard?

It might not be an ideal situation - likely resulting in a bottleneck - but it should not mean detouring Interstate 94 reconstruction, based on comments Thursday by Tom Carlsen, acting secretary of the Wisconsin Department of Transportation.

Carlsen was speaking at a Waukesha Area Chamber of Commerce event at the new Ruekert/Mielke Inc. headquarters along Highway 164, just north of I-94.

Milwaukee officials, including Mayor John Norquist, oppose a proposal being considered by the Southeastern Wisconsin Regional Planning Commission for double decking the freeway to allow for more lanes in an area that does not lend itself to simple widening to add two more lanes. The goal would be to ease congestion in the area, just west of Miller Park.

The plan calls for an elevation of the westbound ramp near Miller Park, along the Story Hill neighborhood, between Mitchell Boulevard and Hawley Road. That would allow the freeway to be increased in that most congested section from six to eight lanes without having to relocate an existing graveyard.

"I can see why they feel the way they do," Carlsen said of the residents who live in the Story Hill neighborhood abutting the proposed decked area.

Carlsen said he would support the lane expansion but added that east-west freeway expansion should and would continue toward being built even without it.

"People would have to decide whether to use other routes if the freeway became too congested there," Carlsen said.

But he emphasized the plan being considered that includes the widening near Mitchell Boulevard would be preferable and should be pursued.

Waukesha County officials are supporting the plan to rebuild and widen 127 miles of the most heavily used sections of the freeway system in southeastern Wisconsin. The plan would widen much of the freeway system in urban settings from six to eight lanes.

The east-west freeway corridor between Pewaukee and downtown Milwaukee would account for about one-fourth of the work.

Waukesha County would also see some lane additions along Interstate 43 from Hales Corners to Moorland Road.

The result would see the freeway system affected by congestion decline from 65 miles in 1999 to 21 miles in 2020, when all phases of the work will be completed.

Miles of freeway affected by severe congestion would decline from 26 miles to 17 miles, based on the plan.

Carlsen said despite tough economic times, the state will have to

proceed with the first and biggest portion of the project in 2004 - the rebuilding of the Marquette interchange in downtown Milwaukee.

That project is expected to cost \$760 million to \$890 million, depending on what plan is finally adopted. When that is completed, the zoo interchange just east of the Milwaukee County/Waukesha County border is next, Carlsen said.

The entire freeway rebuild will take about 20 years, based on current plans.

The Southeastern Wisconsin Regional Freeway System Advisory Committee will consider the feedback and vote on the plan later this summer before seeking final municipal votes and submitting the final plan to the state Department of Transportation in October.

## Freeway plan would boost segregation, city official says

By LEONARD SYKES JR.  
of the Journal Sentinel staff

The Southeastern Wisconsin Regional Planning Commission's \$8.5 billion highway expansion plan will accelerate segregation trends in the metro area if allowed to proceed, the City of Milwaukee's policy director has charged.

James Rowen, policy director for Mayor John O. Norquist, said the entire expansion plan "is rigged to reinforce a discriminatory status quo" throughout the Milwaukee area that would "primarily benefit upper-income white taxpayers while discounting other groups."

Rowen also criticized the makeup of the planning panel's management team, which he said has no black members.

Rowen's comments last week were contained in a sharply worded letter to SEWRPC executive director Philip Evenson, who defended the planning process for the proposed expansion as anything but rigged.

The broadside, mailed to Evenson on Friday, criticized the commission for maintaining a governance structure that failed to represent minority populations in Milwaukee and Racine counties.

It also encouraged SEWRPC to "address and help wipe out Jim Crow, not facilitate it" in the metro area.

"SEWRPC is a planning agency that needs to reform itself internally before exercising its considerable influence on the outside world," Rowen wrote.

The commission has been holding a series of

### Norquist's policy director writes to area planner

informational meetings on its still-evolving plan that recommends widening 127 miles of freeways, resulting in eight-lane interstates throughout southeastern Wisconsin.

The expansion plan would increase from six lanes to eight lanes the stretch of I-94 between the Zoo Interchange and the Marquette Interchange, I-43/94 between the Mitchell Interchange and the Marquette Interchange, and I-43 between the Marquette Interchange and Silver Spring Drive.

After examining the commission's governance and financing, Rowen said, he could only conclude that SEWRPC "is profoundly isolated and not representative of the social and economic diversity of the region."

Rowen examined census data as well as SEWRPC's governance and financing structure before writing his letter to Evenson.

He told Evenson that the present structure of 21 commissioners and 11-member management, who are all white, prevented the publicly financed agency from reflecting the racial makeup of the seven counties in its region.

Milwaukee County has three seats on SEWRPC, as do the other six counties in SEWRPC.

Rowen charged that the "racial and economic apartheid" in the area has been exacerbated by the construction

of the freeway system, "which accelerated sprawl development to nearly all-white communities."

Evenson, however, said he didn't really understand the letter: "It's sort of a rant against the commission," he said.

But he did say Rowen's assertion that this is a rigged process was wrong.

"It's far from that," he said.

The commission has had black representatives in the past, he said, including contractor John Bolden and Tyrone Dumas, Milwaukee Public Schools' director of trade and technical education, who came into the public eye with a run for Milwaukee County executive this spring.

Evenson noted, however, that the real work of the commission occurs in its system of advisory committees that are created to carry out SEWRPC's programs.

The freeway study advisory committee, he said, includes two black members - Common Council President Marvin Pratt and county Supervisor James White.

Milwaukee Journal Sentinel  
Friday, June 14, 2002

## Urban freeways in dire need of expansion

As the Milwaukee metropolitan area continues to sprawl, Milwaukee officials have been yammering more than ever about the need for "regional cooperation." The *Journal Sentinel* alone must run six editorials a year using this platitude.

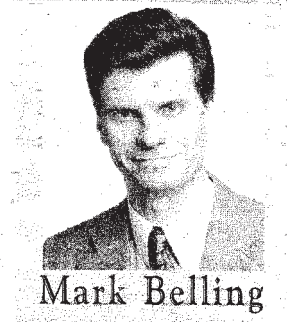
There's nothing wrong with communities in the region "cooperating." The problem is how they define this cooperation. To the downtown Milwaukee interests, regional "cooperation" means the suburbs bankrolling the city. When the suburbs want something, the advocates of regional cooperation suddenly stop cooperating. The ongoing debate about freeway expansion in southeastern Wisconsin is a perfect example.

Planners are pointing out that the present system is getting more clogged by the day and that if something isn't done that we'll have congestion 12 hours a day in the entire area. The obvious solution is to widen the freeways — something that's being done all over America. Suburban officials, responding to the concerns of their constituents who don't want to spend an extra 30 minutes a day stuck in traffic that's moving six miles per hour, support the expansion. Milwaukee city officials are adamantly opposing it. So much for cooperation.

The Milwaukee view of cooperation is to build a train system in the city and stick the suburbanites with the bill. Making good use of a freeway system that serves everyone is not part of their "cooperative" approach.

The hypocrisy notwithstanding, what's especially galling about the freeway opposition from city officials is how badly misguided it is. They still believe that freeways create sprawl and that if we don't expand freeways people will happily exile themselves to living in the city.

Their thinking is stuck in the last century. Sprawl has happened. The people have left. If the freeway system is expanded in the suburbs but not the city — as Milwaukee officials propose — Milwaukee will be isolated from the people who have already moved. The city will be an island of traffic hell that suburbanites will avoid like the plague. This will produce even more sprawl. Instead of encouraging sprawl, freeway construction in the city will add to the



quality of life for city residents by making it possible for them to live in the city and maintain their sanity. It will also keep the city viable for businesses which need to attract customers and employees who have moved outward.

I work at 121st and Howard. I live downtown. I haven't "sprawled." My employer has. If people like me are forced to confront 40-minute commutes for eight mile rides we will be encouraged to move closer to our suburban jobs. This essential fact of life is totally lost on the anti-car crowd which clings to the stunningly incorrect belief that most local jobs are in downtown Milwaukee.

These urban Luddites need to drive out to lake country in Hartland, the booming Slinger-West Bend corridor or the red hot Port Washington-Cedarburg-Mequon area. The people who are living there for quality of life reasons are willing to come back to Milwaukee for entertainment and for work. That will change if the city becomes a ghetto of stalled traffic.

The irony of the refusal by Milwaukee officials to regionally "cooperate" is that their lack of cooperation will end up hurting them far more than it will damage the suburbs. Instead of discouraging sprawl, refusing to expand the urban freeway system will create more sprawl by making the periphery the only livable part of the region.

Mark Belling is the host of News-Talk 1130 WISN's "Mark Belling Late Afternoon Show" heard daily 3-6 p.m. His column can also be found online at [www.discoverhometown.com](http://www.discoverhometown.com).

## Norquist warns of freeway expansion tax

By LARRY SANDLER  
of the *Journal Sentinel* staff

Legislators could impose a Miller Park-style regional tax to pay for a \$6.25 billion freeway-widening plan, Mayor John O. Norquist warned on Wednesday.

"It's frightening to think that would happen," but the \$1.1 billion state budget deficit and Gov. Scott McCallum's vow not to raise state taxes leave few options to pay for rebuilding southeastern Wisconsin freeways as they wear out, Norquist said at a public hearing at Manitoba Elementary School.

Norquist spoke the day after a top American Civil Liberties Union official said his group would consider legal action if

freeway expansion discriminated against minority neighborhoods.

Both were testifying at public hearings on a preliminary recommendation from a Southeastern Wisconsin Regional Planning Commission advisory committee to add lanes to 127 miles of freeways. City officials say only suburban freeways should be widened, not I-94 and I-49 in the city.

"Where on earth would the money come from?" Norquist asked. "I do not think SEWRPC should approve that plan until that question is answered."

At Tuesday's hearing at the Zoofari Conference Center, Chris Ahmuty, the ACLU's Wisconsin executive director, said the legal principle of "environmental jus-

tice" would be violated if some neighborhoods "bear the brunt of the adverse effects."

"The ACLU would like SEWRPC to get it right," Ahmuty said. "If it isn't, the ACLU, down the road sometime, would have to contemplate legal options, and we don't want to do that."

Freeway expansion could benefit surrounding counties while boosting asthma rates in the central city, Ahmuty said.

In 1998, community groups and city residents filed two federal discrimination complaints against the state Department of Transportation, accusing the state of favoring freeways that serve white suburbanites over public transit lines that benefit

urban minorities.

In a settlement last year, the state agreed to cooperate with the Milwaukee Connector study. The study, led by the Wisconsin Center District, is considering linking downtown and nearby neighborhoods with a \$300 million guided electric bus system, light rail or regular buses.

At the hearings, Norquist's wife, environmentalist Susan Mudd, joined the Sierra Club, Citizens for a Better Environment and 1,000 Friends of Wisconsin in opposing freeway expansion.

Thursday's hearing was the 10th of 11. Opposition to freeway expansion — and support for expanding public transit — has

been strong at the five hearings in the city, while freeway backers were in the majority at the hearings in suburban counties. The last hearing will be at 6 tonight at the Ozaukee County Administration Building, 121 Main St., Port Washington.

Written comments on the plan will be accepted through June 14. Comments may be sent to the Southeastern Wisconsin Regional Planning Commission by mail to P.O. Box 1607, Waukesha 53187-1607; by e-mail to [freewaystudy@sewrpc.org](mailto:freewaystudy@sewrpc.org); by fax to (262) 547-1103; or through the study's Internet site at [sewrpc.org/freewaystudy](http://sewrpc.org/freewaystudy).

Jesse Garza of the *Journal Sentinel* staff contributed to this report.

By Jeremy Harrell  
Daily Reporter Staff

The Daily Reporter  
Thursday, June 6, 2002

June 6, 2002

The mayor of Milwaukee on Thursday suggested the state could impose a regional tax to pay for a proposed \$6.2 billion freeway reconstruction project in southeast Wisconsin, but transportation officials dismissed such a plan.

"The governor has made all of these promises not to raise taxes," said Milwaukee Mayor John Norquist. "I'm afraid he'll try to impose taxes on the seven counties even though the seven counties have been paying into an exploded highway budget for the last 20 years."

The Southeast Wisconsin Regional Planning Commission is in the midst of refining a 30-year construction blueprint that calls for significant safety and capacity upgrades on freeways in southeast Wisconsin. Under a preliminary proposal, the plan would add lanes to 127 miles of highway to deal with heightened traffic congestion in the region.

Norquist said SEWRPC and state officials have backed the proposed plan without considering how to pay for it, given the state Department of Transportation predicts a \$5 billion budget shortfall by 2020. Because state leaders, including Gov. Scott McCallum, have vowed not to raise state taxes, the mayor said one option would be to impose a special tax on counties in the freeway plan study area similar to the taxing authority used to pay for Miller Park.

"It's irresponsible to make all these promises ... and make people think this is going to happen and have no funding in place for it," Norquist said. "I think the governor needs to say where this \$6.2 billion is going to come from."

McCallum's office referred calls to WisDOT.

#### Not gonna happen?

The transportation agency would have to seek legislative approval to levy such a tax, said Alice Morehouse, WisDOT budget director. But the chances of that happening are slim, since the agency has never proposed a special taxing authority, nor is it ever likely to, she said.

"We don't have the authority to inflict any tax without review," Morehouse said. "We don't recall that the agency has proposed a use tax."

WisDOT has conducted studies on special taxes to pay for transportation projects. But the agency has also dismissed proposals such as toll roads, relying instead almost solely on the fuel tax to pay for the highway program, Morehouse said.

Tom Walker, executive director of the Wisconsin Transportation Builders Association, said cities nationwide have imposed special taxes to pay for transportation projects, but the taxes' scopes are limited to transit projects. Cities such as San Diego, Dallas and Atlanta levy sales taxes for light-rail and bus services, but leaders there can justify the expense because the people who pay the taxes are the same ones who use the system, he said.

With highways, however, the belief is that the entire state benefits from an effective freeway system, Walker said. Imposing a tax to pay for a highway project would seem bizarre, he said.

"It would be extremely unusual because everybody accepts the notion that a highway is the state's responsibility," Walker said. "I could see it happening for transit, but not for highways. Transit needs are more unique to those urban areas."

#### Regional action

Norquist has been among the most vocal opponents of the SEWRPC highway plan, and he urged newly elected Milwaukee County Executive Scott Walker to support his position. As a member of the state Legislature, Walker co-sponsored a bill that would mandate lane additions as part of the seven-county reconstruction project.

In a recent letter to Walker, Rep. John Gard, R-Peshigo, urged Walker not to abandon his support for the proposal now that he's in a new job.

"I would hope that you will do all you can in your new position to support our efforts to expand the capacity of this critical lifeline of our state economy," Gard wrote last week.

The county executive was not immediately available to comment on his position. Norquist noted that as a state legislator from Wauwatosa, Walker opposed increases to the fuel tax, and the mayor said he hoped Walker would change his position on freeway expansion because it could result in a 6.5-cent increase on the gas tax.

"I'm hoping that he'll have more of a countywide perspective, not just a Wauwatosa perspective," Norquist said. "I certainly wouldn't criticize him if he opposed the proposal. I think it would be a bad blunder to support the plan."

Ken Yunker, assistant director for SEWRPC, said that the price of making the lane additions comprises a small piece -- \$780 million, or 12 percent -- of the \$6.2 billion reconstruction project.

In the case of adding lanes, Norquist said he's not just opposed to the cost of the project. He said he's equally worried about what would happen to the city's economy if expanded freeways pushed development away from the central areas.

"I can't think of a successful American city that has devoted itself to freeway-building," Norquist said. "It undermines cities as destinations."



"It's irresponsible to make all these promises ... and make people think this is going to happen and have no funding in place for it."

John Norquist  
Mayor  
Milwaukee

#### Legal action?

As SEWRPC moves ahead with its reconstruction proposal, the American Civil Liberties Union is considering filing a suit against the agency. The organization is concerned that the plan would unfairly harm low-income and minority populations in the project's urban areas, said Chris Ahmuty, executive director of the ACLU of Wisconsin.

"We're researching our options, including our legal options," he said. "To many people, it looks as though the benefits of this will go to people in the outlying areas. What mechanism is there to ensure the consensus-building process respects the concerns of low-income and minority people?"

The biggest red flag for the ACLU, Ahmuty said, is that SEWRPC, in conducting its environmental analysis for the project, won't evaluate the project's potential effects on the low-income and minority populations until after the project has been approved. He also said he's worried SEWRPC is relying on outdated traffic-pattern data to generate its project proposal.

As of now, the ACLU has not filed suit and any legal action is still months away, Ahmuty said. In the meantime, he said his organization wants to cooperate with SEWRPC to avert potential litigation.



# Freeway widening gets cool feedback

## At hearing, residents voice concerns over cost, noise, pollution

By **JESSE GARZA**  
of the Journal Sentinel staff

Freeway planners were concerned with travel times, congestion, improving traffic safety and rebuilding 270 miles of an aging freeway system.

“But residents and their elected officials were concerned with increased air pollution and noise, demolition of homes and businesses, and the proposed \$6.25 billion price tag.

“With all due respect, I think (the plan) is really pretty stupid,” said New Berlin resident and Wauwatosa worker Sally Miles Heuer during a public hearing on the proposal at the Zoofari Conference Center.

Tuesday’s hearing was the latest in a series of informational meetings to gather feedback on a commission-sponsored study that recommends widening 127 miles of freeways, resulting in eight-lane interstates throughout southeastern Wisconsin.

Pointing to increasingly varied work schedules, an aging work force and advances in telecommuting, she urged members of the Southeastern Wisconsin Regional Planning Commission to consider other options, such as light rail and commuter rail systems and more public transportation.

“These are all options that don’t cost \$6.5 billion,” she said.

The plan would increase from six lanes to eight lanes the stretch of I-94 between the Zoo

Interchange and the Marquette Interchange; I-43/94 between the Mitchell Interchange and the Marquette Interchange; and I-43 between the Marquette Interchange and Silver Spring Drive.

Also recommended was widening I-43 from four lanes to eight lanes from Silver Spring Drive to Brown Deer Road, instead of the six lanes previously urged by the planning commission.

“I feel a little uneasy about running eight lanes of freeway through Glendale,” said Andy Andrijasevic, a Glendale resident.

At a presentation before the hearing, Kenneth Yunker, assistant director of SEWRPC, said most Milwaukee County commuters use cars, and almost half of those use the freeway system. He said the study considered regional plans for land use and a 70% expansion of public transit service.

Predicting increased travel times, Yunker also noted an increase in rear-end accidents resulting from congestion, and said additional lanes would have a negligible impact on air pollutant emissions and fuel consumption because the same level of vehicle travel is forecast whether the lanes are built or not.

Freeway widening, he said, was a “measure of last resort.”

But Jeff Schramm, a resident of Story Hill, where planners have proposed a double-deck freeway segment, said the plan would only increase noise and air pollution in his west side neighborhood.

The plan “is going to be to the benefit of people who moved to Oconomowoc to save them five minutes on their trip home.”

Milwaukee Journal Sentinel  
Wednesday, June 5, 2002

# Freeway fracas

## Double-deck widening plan turns neighbors upside down

Waukesha Freeman  
Wednesday, June 5, 2002

By DENNIS A. SHOOK  
Senior Staff Writer

MILWAUKEE - Rebuilding Interstate 94 into two decks near the Story Hill neighborhood just north of Miller Park would hardly be a storybook ending for the people who live there.

And more than 100 of them turned out Tuesday night in the hope of writing a different plot line to the scenario being offered by the Southeastern Wisconsin Regional Freeway Advisory System Committee.

Waukesha County officials on the freeway committee support the plan to rebuild and widen 127 miles of the most heavily used sections of the system. The plan would widen

much of the freeway system in urban settings from six to eight lanes.

The east-west freeway corridor between Pewaukee and downtown Milwaukee would account for about one-fourth of the work. Waukesha County also would see some lane additions along Interstate 43 from Hales Corners to Moorland Road.

Tuesday night, Ellen Pellegrin of Milwaukee suggested Waukesha County could do its part to relieve traffic congestion the plan addresses.

"The city of Brookfield should participate by allowing for a freeway exit near Calhoun Road," she said.

The meeting at the Zoofari Conference Center on Tuesday was only a couple of miles from the Story

Hill area, a tony neighborhood of well-kept lannon stone homes.

It covered a plan calling for an elevation of the westbound ramp near Miller Park, along the Story Hill neighborhood - between Mitchell Boulevard and Hawley Road. That would allow the freeway to be widened in that most congested section from six to eight lanes without having to relocate an existing cemetery.

"By 2020, it would mean five minutes longer in this congested area" if the plan was not implemented, Milwaukee Alderman Michael Murphy said of the area he represents.

"But that would come at a cost of \$250 million and would remove 18 homes and five commercial busi-

nesses," he added.

State Rep. Peter Bok, D-Milwaukee, lives in the area and represents it.

"I saw the original freeway built here in the 1950s when there were 750,000 living in Milwaukee," he said. "Less than 600,000 live here now, so you can see the freeway contributes to sprawl."

Bok said that even if the lanes were added, other cities have shown "you can't build your way out of congestion.

"Besides, I oppose the taking of homes and businesses and increasing the noise level in our neighborhood just so people living in the suburbs can get downtown one or two minutes faster," Bok said.



Kevin Hammack/Freeman Staff

Westbound Interstate 94 traffic rolls along Tuesday in City of Pewaukee. As Waukesha County grows, so does traffic on the freeway in and out of Milwaukee. Future plans include increasing lanes.

He also predicted a protracted battle for the state's share of funds for the \$6.2 billion project because of the \$1.1 billion deficit the state Legislature already faces.

### Benefits questioned

Chris Ahmuty, executive director of the state branch of the American Civil Liberties Union, said his organization might consider litigation to stop the plan.

"Our conclusion is the plan is incomplete and flawed by a lack of environmental justice," Ahmuty said. "It appears to only benefit the collar communities around Milwaukee."

The bulk of the work would be on I-43/I-94, from Ozaukee County through Milwaukee, south to the state line, the plan shows.

The result would see the freeway system affected by congestion decline from 65 miles in 1999 to 21 miles in 2020, when all phases of the work would be completed.

Miles of freeway affected by severe congestion would decline from 26 to 17, based on the plan.

While some freeway segments would remain congested, the congestion will be less severe and will not last as long as it does today, based on the report.

It should also mean a decrease in traffic on surface - non-freeway - streets, based on the plan projections.

### Alternative sought

Rosemary Wehnes, conservation organizer for the Sierra Club and a Wauwatosa resident, said a plan is needed that considers the value of "walkable communities.

"The rise of sprawl, malls and decentralized housing can be linked to the investment in these highways," Wehnes said.

Rosemary Potter, executive director for Transit Now, a non-profit advocate for transportation alternatives, said, "You can't have just one mobility solution. We need to slow urban sprawl by creating viable local and regional transportation options to serve people who are elderly, low income or disabled."

Neighborhood resident Jeff Schram said the traffic "is not a problem except for the rush hours. If we do expand, it will only benefit those who decide to leave the city for Oconomowoc."

The plan also will be presented to municipal and county governments throughout the region through August.

At that point, the Southeastern Wisconsin Regional Freeway System Advisory Committee will consider the feedback and vote on the plan before seeking final municipal votes and submitting the final plan to the state Department of Transportation in October.

(Dennis A. Shook can be reached at [dshook@conley.net](mailto:dshook@conley.net).)



# SEWRPC shoots back at freeway plan critic

By DENNIS A. SHOOK  
Senior Staff Writer

MILWAUKEE - Criticism last week of a plan to rebuild the interstate system in southeastern Wisconsin during the next few decades was strongly refuted Tuesday by one of those who planned the redesign.

Southeastern Wisconsin Regional Planning Commission Assistant Director Ken Yunker said remarks in the Freeman on Friday by Walter Kulash, an Orlando, Fla., expert on "livable traffic" revealed his lack of knowledge of the project.

Kulash said he reviewed the plan being offered by the Southeastern Wisconsin Regional Freeway System Advisory Committee and said he believed it wrongly assumes people will not change their driving habits if there is congestion.

"That entire model is deeply flawed," Kulash said. "It does not account for drivers' behavior change."

The \$6.2 billion plan would rebuild 127 miles of freeway in the seven-county region, adding lanes in key areas.

Yunker said Kulash's position "doesn't even befit an entry-level engineer, not comparing the costs of a project to its true benefits."

In a written response, Yunker wrote, "The (freeway rebuilding) models explicitly account for changes in travel route, changes

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"(Kulash's position)  
doesn't even befit  
an entry-level  
engineer ...."

— Ken Yunker  
SEWRPC assistant director

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in travel distance and location, changes in travel mode, and changes in the timing of travel which may occur in response to the additional lanes."

Yunker also said the expansion would not induce additional travel and thereby offset anticipated benefits.

"Expected levels of congestion in the year 2020 are only modestly less than current levels of congestion," Yunker said.

The SEWRPC planner also refuted Kulash's statement that the best plan is to improve non-freeway streets and discard widening the freeway system in order to create freeway congestion. He claimed that will lead people to forsake suburban living and return to the city.

"(Kulash) cites no modeling, research, or data which suggests that accepting a higher level of congestion will result in less decentralization and recentralization of land use," Yunker's

statement said. "Indeed, it has been argued that policies which promote tolerance of significant increases in congestion may contribute to an acceleration of the decentralization of businesses and residences and, as well, declines in regional economic growth."

(Dennis A. Shook can be reached at [dshook@conleynet.com](mailto:dshook@conleynet.com))

Milwaukee Journal Sentinel  
Wednesday, June 5, 2002

# Freeway widening gets cool feedback

## At hearing, residents voice concerns over cost, noise, pollution

By **JESSE GARZA**  
of the Journal Sentinel staff

Freeway planners were concerned with travel times, congestion, improving traffic safety and rebuilding 270 miles of an aging freeway system.

But residents and their elected officials were concerned with increased air pollution and noise, demolition of homes and businesses, and the proposed \$6.25 billion price tag.

"With all due respect, I think (the plan) is really pretty stupid," said New Berlin resident and Wauwatosa worker Sally Miles Heuer during a public hearing on the proposal at the Zoofari Conference Center.

Tuesday's hearing was the latest in a series of informational meetings to gather feedback on a commission-sponsored study that recommends widening 127 miles of freeways, resulting in eight-lane interstates throughout southeastern Wisconsin.

Pointing to increasingly varied work schedules, an aging work force and advances in telecommuting, she urged members of the Southeastern Wisconsin Regional Planning Commission to consider other options, such as light rail and commuter rail systems and more public transportation.

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change and the Marquette Interchange; I-43/94 between the Mitchell Interchange and the Marquette Interchange; and I-43 between the Marquette Interchange and Silver Spring Drive.

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At a presentation before the hearing, Kenneth Yunker, assistant director of SEWRPC, said most Milwaukee County commuters use cars, and almost half of those use the freeway system. He said the study considered regional plans for land use and a 70% expansion of public transit service.

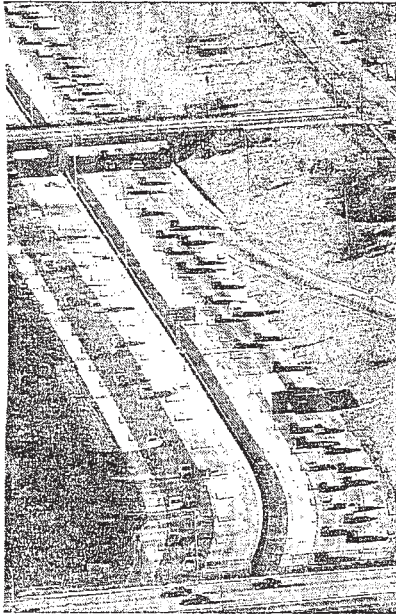
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Milwaukee Journal Sentinel  
Tuesday, June 4, 2002



JEFFREY PHELPS / STAFF PHOTOGRAPHER

Road construction recently has squeezed I-43 to two lanes in each direction on the North Ave. curve.

## Region should weigh freeway options before locking design mistakes in concrete

### SPACES



WHITNEY GOULD

More than 30 years after the fact, Milwaukee is finally beginning to heal the wounds of a freeway system that slashed through the city, devastating neighborhoods, accelerating sprawl and fueling more congestion. What did we learn from that experience?

Almost nothing, to judge from a freeway expansion plan recommended by regional planners. Under the \$6.25 billion plan, the state over the next 20 years would add lanes to 127 miles of metro area freeways, consuming more than 650 acres of land, including wetlands, and destroying 216 homes and 31 businesses.

And all for what? To shave only a few minutes off commuting time — and even that gain would be transitory. More sprawl, eventually even more congestion and a poorer quality of life will be part of the fallout, if the history of freeway expansions here and elsewhere is a guide.

Why would the metro area buy into such a counterproductive plan? Why should state taxpayers fund it?

Enter Walter Kulash. Part of a new breed of reform-minded traffic engineers, the Orlando, Fla.-based Kulash was brought here last week by the Design Council, a group of movers and shakers that advises Bob Greenstreet, dean of the School of Architecture and Urban Planning at the University of Wisconsin-Milwaukee. In a speech at the University Club and in an interview afterward, Kulash deftly demolished virtually every premise of the freeway-widening scheme recommended by the Southeastern Wisconsin Regional Planning Commission.

He calculated that, when interest and maintenance costs are factored in, the plan would result in a yearly cost of \$750 million; the benefits in travel time and safety would amount to only about one-third of that total, or 30 cents on the dollar — “a strikingly bad investment” that would require higher gas taxes and/or other fee increases.

Moreover, Kulash said, freeway widening will put Milwaukee and its first-ring suburbs at a competitive disadvantage with areas on the fringes, inducing more sprawl development and big-box construction, which drains money and jobs from small businesses in cities. Spread-out growth will also lengthen trips, thus worsening auto dependence and raising travel costs.

So, if we don't widen our increasingly clogged freeways, what are the options?

Kulash offered a whole menu of choices, no single one of them a panacea but each offering incremental gains: Improve arterial streets so that they can better handle spillover traffic and trips that are strictly local in nature (70% of all suburban freeway traffic falls into this category, according to Kulash). Encourage “town centers,” in which housing, stores and services are built within walking distance of each other.

Develop more innovative and attractive intersections, where roundabouts (traffic circles) abut compact office parks. Lower speed limits. Let more employers offer flex time, so that everyone is not coming to work during rush hour. Improve mass transit.

Promote the “unmatchable assets” of cities, such as historic buildings and cultural resources.

Finally, don't assume that congestion is all bad. Yes, there's always the danger that, as gridlock worsens, businesses and people may get fed up and move even farther out. But the answer to that, as Kulash noted, is not to build wider roads that will only get filled up.

Rather, he says, Wisconsin ought to take a cue from California and “withdraw the promise of everlasting road-widening.” Short of that, congestion can have beneficial effects: “When people get sick and tired of traffic congestion, some of them move into the city. It's already started here. A lot of people have said, ‘I'm going to live in one of those cool lofts being built downtown.’”

His critics — including the folks at SEWRPC, who ought to know better — like to dismiss Kulash as an entertaining speaker but a pie-in-the-sky dreamer. In fact, he's a thoughtful man with solid engineering and planning credentials. And he's widely respected among the generation of urbanists who believe that transportation planning is not just about the movement of cars but also about the preservation of neighborhoods, cultural vitality and natural resources.

As the real costs of freeway expansion become better known, I hope a political consensus in favor of alternatives will develop.

Meanwhile, the Milwaukee Common Council took a useful first step in April when it passed a resolution that opposed widening I-94 and I-43 within the city, including a double-decking of I-94 that would degrade Story Hill, a beautiful, leafy neighborhood north of Miller Park. That resolution alone should make it harder for the federal government to fund a pavement-dominated approach.

The city is on the reform path in other ways, too, what with the upcoming demolition of the Park East Freeway spur and redevelopment of the land below it; the residential boom in the Third Ward and other areas battered by earlier freeway construction — a new population that should be among the first recruits in the fight against more concrete; and the push for a “downtown connector” (probably electric buses) to major attractions. There is also renewed interest in high-speed rail linking cities. The state's new Smart Growth law, which promotes mixed, compact growth, is yet another prod to rethinking solutions that rely unhealthily on the automobile.

Which leads me to wonder, once again, why any sane person in 2002 would advocate bigger freeways. We have been down that road before, remember? It's a road to nowhere.

Milwaukee Journal Sentinel  
Monday, June 3, 2002



# Traffic design expert speaks out against freeway rebuilding

*Kulash says best plan uses normal streets for downtowns*

Gmtoday.com  
Friday, May 31, 2002

By DENNIS A. SHOOK - GM Today Staff

May 31, 2002

MILWAUKEE - Leaders and planners in southeastern Wisconsin need to have a wider perspective rather than a wider freeway system, says an Orlando, Fla., expert on "livable traffic" design.

Walter Kulash of the Glatting, Jackson, Kercher, Anglin, Lopez, Rinehart Inc. community planning firm told the Freeman on Thursday that the \$6.2 billion, 30-year regional freeway rebuild should not even proceed.

Kulash said he has reviewed the plan being offered by the Southeastern Wisconsin Regional Freeway System Advisory Committee and believes it wrongly assumes people will not change their driving habits if there is congestion.

"That entire model is deeply flawed," Kulash said. "It does not account for drivers' behavior change."

The plan would rebuild 127 miles of freeway in the seven-county region. The result would see the freeway system affected by congestion decline from 65 miles in 1999 to 21 miles in 2020, when all phases of the work will be completed.

Miles of freeway affected by severe congestion would decline from 26 to 17, the plan projects.

While some freeway segments would remain congested, the congestion would be less severe and would not last as long as it does today, based on the report.

It should also mean a decrease in traffic on surface - non-freeway - streets, based on the plan projections.

Kulash said the best plan is to improve those non-freeway streets and discard widening the freeway system.

And if there is congestion?



Traffic flows along Interstate 94 near Highway 16 on Thursday in City of Pewaukee.

"That is good if it leads drivers to use the main streets of the cities instead," he said.

He pointed to cities like Toronto and Cincinnati, which are removing parts of their freeway system in order to redevelop that land and provide a feeling of neighborhood. The reclaimed property has become expensive and prestigious in those cities, he said.

That is the kind of plan that Milwaukee Mayor John Norquist is advocating with the Park East Freeway spur.

Kulash said it is an "eternal paradox" that people moving out to suburbs like those in Waukesha County for the rural lifestyle are actually the same ones causing that rural lifestyle to be lost.

The planner also said communities like Brookfield and Waukesha would inevitably see a leapfrog effect, when the lack of suburban developable area will lead new development to bypass those communities for communities even further from Milwaukee.

But Kulash said if the freeway system is not expanded, redeveloping downtowns in areas like Waukesha will have a natural attraction.

"Main streets throughout the country are hot right now," he said. But travelers on freeways tend to shop close to the freeway, never being exposed to interesting downtown areas, he said.

The committee voted overwhelmingly recently for the plan, despite objections by Milwaukee officials who do not support the widening, particularly in the six-mile stretch of Interstate 94 between the Marquette and zoo interchanges.

The plan calls for an elevation of the westbound ramp near Miller Park, along the Story Hill neighborhood - between Mitchell Boulevard and Hawley Road. That would allow the freeway to be widened in that most congested section from six to eight lanes without having to relocate an existing cemetery.

Southeastern Wisconsin Regional Planning Commission experts say the reconstruction is critical to moving commuters and commercial traffic through the region.

The plan is being presented to municipal and county governments through August.

At that point, the Southeastern Wisconsin Regional Freeway System Advisory Committee will consider the feedback and vote on the plan before seeking final municipal votes and submitting the final plan to the state Department of Transportation in October.

## **Is Southeast Wisconsin About to Make a \$6.2 Billion Mistake Expanding its Freeway System?**

Nationally Recognized Traffic Engineer Walter Kulash Will Tell Local Leaders Today that SEWRPC's Expansion Plan is Unusually Expensive, Behind the Times and Destined to Fail at Reducing Congestion

There are better solutions for the region's traffic challenges, says Kulash

The Southeast Wisconsin Regional Planning Commission is promoting a \$6.25 billion expansion of major highways in the City of Milwaukee and most of the seven county SEWRPC region.

Kulash, a nationally recognized traffic engineer, believes this is a \$6.25 billion mistake and is one of the most costly freeway expansion projects currently on the table anywhere in the U.S. By comparison, the just-completed expansion of I-15 in Salt Lake City --- which the New York Times called "one of the largest public works projects in the nation" (8-14-99) -- cost \$1.6 billion.

According to SEWRPC, the debt payments for its proposal would cost about \$200 million per year for 30 years. The gas tax would need to be raised statewide about 6.5 cents per gallon to cover this cost unless WISDOT were to dramatically reduce its highway building and maintenance program in the rest of the state or find alternative revenue sources.

In Milwaukee, making appearances sponsored by UW-Milwaukee School of Architecture and Urban Planning, Milwaukee Downtown and the City of Milwaukee, Kulash will offer these basic observations about how the SEWRPC proposal and highway expansion would harm both the city, the county and suburban communities.

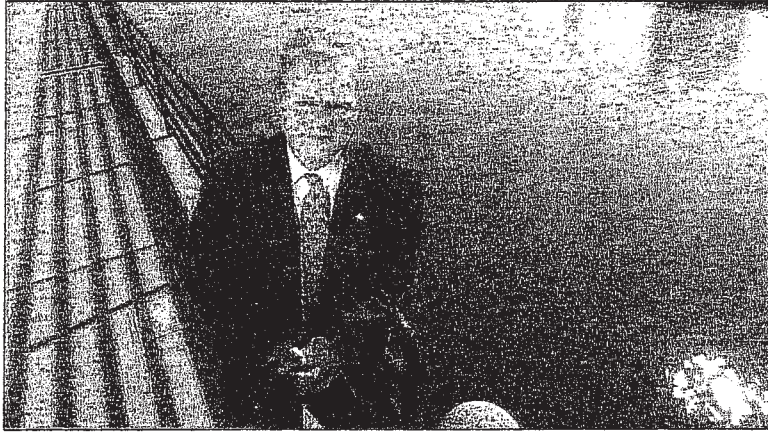
- 1.The SEWRPC proposal is an extraordinarily wasteful use of scarce public dollars. Kulash's analysis of the SEWRPC proposal shows that it will return less than 30 cents on the dollar. Few businesses or municipalities would succeed with such a dismal return on investment. Nor would they ever propose such a costly project without attempting to identify how to pay for it.
- 2.Costs will likely be higher because SEWRPC has failed to factor in the fiscal and environmental costs of urban sprawl resulting from this proposal. SEWRPC also fails to quantify the cost of maintaining and repairing the wider freeways.
- 3.New freeways and lane expansions especially degrade the suburban environment by draining people and business away from older, first-ring suburban communities. Expansions like that proposed by SEWRPC promote inter-county conflict and rural sprawl echoing the damage done to cities and downtowns by freeway-enabled sprawl.
- 4.The SEWRPC proposal does not account for the inevitable increase in "induced" traffic that expansion will create. The added traffic created by the freeway expansion proposal will produce additional congestion, the demand for more expansion, and, of course, additional sprawl and regional degradation.

Kulash says communities across the country are following the lead of America's top planners and replacing expensive freeway expansion projects with efforts that promote efficiently clustered development, transit connections and road planning in developing areas which creates a better grid of surface streets and thereby reduces need for oversized freeways. By comparison, sprawl planning in developing areas around Milwaukee creates a system of cul de sacs, congested arterials and traffic-packed freeways.

[WisPolitics.com](http://WisPolitics.com)

Thursday, May 30, 2002





Kevin Shafer

## MMSD: Freeway revamp could cause flooding

*Highway planners insist road projects won't add runoff*

By Pete Millard

The Milwaukee Metropolitan Sewerage District says plans to improve the Milwaukee area's freeway system may create new flood risks unless engineers can figure out how to handle additional stormwater runoff.

Possible solutions to draining increased runoff would be constructing wetlands, a retention pond or a drainage basin, MMSD officials say. The runoff depositories could be part of a separate Department of Natural Resources plan to create a greenway and bike path connecting Miller Park to Milwaukee's lakefront through the Menomonee River Valley.

"Developing a wetlands to handle the water flow as part of the interstate (freeway) design would provide the best water quality benefit," said Kevin Shafer, executive director of MMSD.

While Shafer could not speculate on the cost of creating a downtown wetlands or drainage basin,

he did say it would be expensive because private property in the Menomonee River Valley would have to be acquired.

DNR officials have plans to expand the Henry Aaron Bike Trail from Miller Park to Lake Michigan. Using part of the bike path to incorporate a wetlands area for stormwater runoff is feasible, said a DNR spokesman.

MMSD officials also worry that

**"We have to be prepared to discuss all the costs upfront."**

— Kevin Shafer, Milwaukee Metropolitan Sewerage District

expanding and rebuilding the Marquette Interchange in downtown Milwaukee will further burden the district's water treatment capacity.

Rep. Antonio Riley (D-Milwaukee), chairman of the Milwaukee Metropolitan Sewerage District, fears that expanding the Milwau-

kee-area freeway system will jeopardize efforts to reduce flooding, especially in a near west side neighborhood called Piggsville that has seen two serious floods since 1997.

By adding more concrete on freeways without proper stormwater management, freeway expansion will increase the risk of flooding, said Riley in a letter he wrote to Phil Evenson, executive director of the Southeastern Wisconsin Regional Planning Commission.

### NEW LANES

The commission recently released a preliminary study that projects \$6.2 billion in spending over 30 years to rebuild highways in southeastern Wisconsin. One aspect of the SEWRPC plan to improve the area's freeways includes adding 27 miles of new lanes. Increasing the number of lanes would cost more than \$700 million, the study said.

Present Wisconsin Department of Transportation policy requires that highway planners and designers consider flooding and stormwater management issues

## Runoff

### Continued

as projects are conceived and constructed, said Evenson.

In fact, Milwaukee Transportation Partners, a design engineering coalition made up of HNTB Corp., CH2M Hill and a dozen sub-consultants, is meeting monthly with DNR, DOT and MMSD to review environmental impacts of rebuilding the Marquette Interchange.

Even though the new interchange will have 10 percent more pavement surface area than the current interchange, MTP engineers are designing the new roadway so there is no additional runoff from the interchange.

A tentative solution to MMSD's flooding fears is building grass medians under the Marquette Interchange to filter the runoff into the soil before it enters MMSD's downtown system, said Brad Flom, deputy project manager for Milwaukee Transportation Partners and an HNTB employee.

"Building detention ponds may not be the answer because they are high maintenance and not suited for urban environments," said Flom.

The designers of the Marquette Interchange will release this summer their plan for handling stormwater that flows off the new interchange.

Regional planning commission engineers expect the reconstructed and expanded freeway to improve the stormwa-

ter management system. In the 1950s, when the majority of the Milwaukee-area freeways were designed, DOT did not have to plan for stormwater management. Today, environmental laws dictate that stormwater plans be incorporated into highway designs.

Two recent freeway projects, the expansion of Miller Park Way and the rebuilding of the Northwest Interchange at Good Hope Road and U.S. Highways 41 and 45, have greatly reduced the amount of runoff, said Ken Yunker, deputy director of SEWRPC.

Storm detention basins were constructed for both projects that now collect the stormwater, reducing the volume of flow that is released into the sewerage system.

Another strategy implemented in some areas of the southeastern Wisconsin freeway system uses vortex separators that are built into the storm sewers. As water swirls around and down the sewers, heavy metals and other solids are filtered out of the stormwater. The water then is released into MMSD's system for treatment.

In the past five years, MMSD has completed several flood control projects, including the \$12 million Valley Park flood management project that has reduced the risk of flooding to the 130-home Piggsville neighborhood.

"When you look at the environmental costs of rebuilding transportation systems, we have to be prepared to discuss all the costs upfront," said Shafer.

# Freeway critic says expansion puts downtown at disadvantage

Project would return only 30 cents for every dollar spent, engineer says

By **LARRY SANDLER**  
of the Journal Sentinel staff

A \$6.25 billion freeway widening plan would be "a strikingly bad use of public money" that "puts downtown at a competitive disadvantage," a nationally known freeway critic told Milwaukee community leaders and architects Thursday.

Florida traffic engineer Walter Kulash said he calculated the benefits of the freeway expansion plan at 30 cents for each dollar spent, which he called "a poor investment" for taxpayers. He also said bigger freeways encourage businesses and residents to move to the suburbs, and that a light rail system should be part of the area's transportation options.

Kulash spoke one day after a University of Wisconsin-Milwaukee survey found that building a light rail system would be more popular than widening freeways, although neither is backed by a clear majority.

County Executive Scott Walker, a light rail foe, criticized the survey questions for listing the multibillion-dollar costs of freeway reconstruction but not mentioning any price tag for light rail.

Mayor John O. Norquist, an opponent of freeway expansion, said more people would oppose freeway widening if they were told it would force up gas taxes.

Light rail clearly was more popular than adding freeway lanes at public hearings Wednesday and Thursday nights.

Opponents of freeway expansion

outnumbered supporters 3 to 1 among speakers at the lightly attended Southeastern Wisconsin Regional Planning Commission hearings. Speakers called for light rail, commuter trains and even subways and said freeway widening would benefit distant suburbs, not the city.

Adding lanes to 127 miles of area freeways, at a cost of \$6.25 billion, is the preliminary recommendation of a planning commission study committee examining how to rebuild the freeways as they wear out.

The panel has voted against rebuilding the freeways as they are, for \$3.4 billion, or adding safety upgrades only, for \$5.5 billion. Milwaukee city officials are urging planners to widen freeways only in the suburbs, leaving I-94 and I-43 at six lanes through the city, for \$6 billion.

Meanwhile, a Wisconsin Center District study is considering light rail, guided electric buses or regular buses to link downtown, Miller Park and nearby neighborhoods. Costs could range from \$135 million for an eight-mile electric bus line to \$615 million for a 14.5-mile light rail line, with a target of \$300 million.

Kulash said that if interest on bonds and freeway maintenance expenses is counted, the cost of freeway expansion would be \$750 million a year and the benefits would be \$227 million a year in time saved and improved safety.

He also attacked the planning commission's projections of increasing traffic congestion, which he said failed to account for changes in driver behavior. Drivers faced with heavier traffic might move closer to work or

change their schedules, while those with more lanes might move out to the suburbs, weakening the city, Kulash argued.

Ken Yunker, the commission's assistant director, said Kulash was "a very entertaining speaker. However, I don't think his analysis is valid."

Yunker said Kulash couldn't calculate travel and safety benefits. And the planning commission projections do account for changes in driver behavior — and for the possibility that congestion will force businesses to move out instead of convincing drivers to move in, Yunker said.

In the survey by UWM's Center for Urban Initiatives and Research, 37% backed widening the freeways; 30% supported safety upgrades only; 16% called for rebuilding the freeways as they are; 11% wanted "something different"; and 7% didn't answer. "Something different" was not defined and could mean anything from less-extensive widening to building more freeways.

By contrast, the question "Do you favor or oppose creation of a light rail system in the Milwaukee area?" was answered "yes" by 50% and "no" by 40%. Support ranged from 48% in Washington County to 51% in Milwaukee County, and opposition ranged from 39% in Waukesha County to 45% in Ozaukee County.

The survey didn't ask about electric buses, the likely choice of the Milwaukee Connector study.

Pollsters contacted 600 area residents from April 29 to May 23. Areawide results have a margin of error of 4%, with a higher error margin for county subtotals.

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*Dave Umhoefer of the Journal Sentinel staff contributed to this report.*

Milwaukee Journal Sentinel  
Friday, May 31, 2002



# Traffic design expert speaks out against freeway rebuilding

Normal streets for downtowns seen as best plan

By DENNIS A. SHOOK  
Senior Staff Writer

MILWAUKEE - Leaders and planners in southeastern Wisconsin need to have a wider perspective rather than a wider freeway system, says an Orlando, Fla., expert on "livable traffic" design.

Walter Kulash of the Glatting, Jackson, Kercher, Anglin, Lopez, Rinehart Inc. community planning firm told the Freeman on Thursday that the \$6.2 billion, 30-year regional freeway rebuild should not even proceed.

Kulash said he has reviewed the plan being offered by the Southeastern Wisconsin Regional Freeway System Advisory Committee and believes it wrongly assumes people will not change their driving habits if there is congestion.

"That entire model is deeply flawed," Kulash said. "It does not account for drivers' behavior change."

The plan would rebuild 127 miles of freeway in the seven-county region. The result would see the freeway system affected by congestion decline from 65 miles in 1999 to 21 miles in 2020, when all phases of the work will be completed.

Miles of freeway affected by severe congestion would decline from 26 to 17, the plan projects.

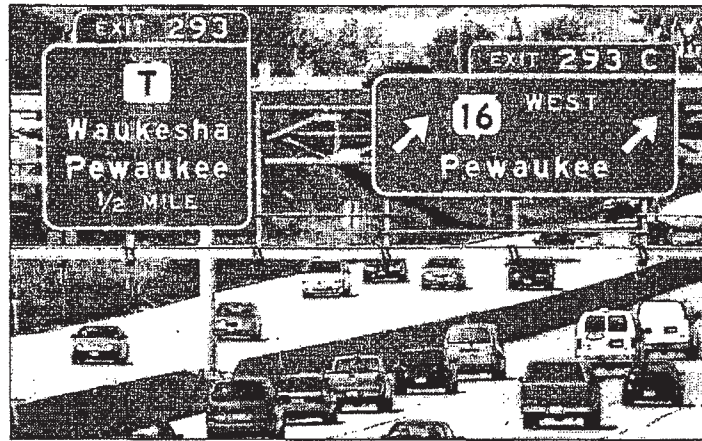
While some freeway segments would remain congested, the congestion would be less severe and would not last as long as it does today, based on the report.

It should also mean a decrease in traffic on surface - non-freeway - streets, based on the plan projections.

Kulash said the best plan is to improve those non-freeway streets and discard widening the freeway system.

And if there is congestion?

"That is good if it leads drivers to use the main streets of the cities instead," he said.



Kevin Harnack/Freeman Staff

Traffic flows along Interstate 94 near Highway 16 on Thursday in City of Pewaukee.

He pointed to cities like Toronto and Cincinnati, which are removing parts of their freeway system in order to redevelop that land and provide a feeling of neighborhood. The reclaimed property has become expensive and prestigious in those cities, he said.

That is the kind of plan that Milwaukee Mayor John Norquist is advocating with the Park East Freeway spur.

Kulash said it is an "eternal paradox" that people moving out to suburbs like those in Waukesha County for the rural lifestyle are actually the same ones causing that rural lifestyle to be lost.

The planner also said communities like Brookfield and Waukesha would inevitably see a leapfrog effect, when the lack of suburban developable area will lead new development to bypass those communities for communities even further from Milwaukee.

But Kulash said if the freeway system is not expanded, redeveloping downtowns in areas like Waukesha will have a natural attraction.

"Main streets throughout the country are hot right now," he said. But travelers on freeways tend to shop close to the freeway, never being exposed to interesting downtown areas, he said.

The committee voted overwhelmingly recently for the plan, despite objections by Milwaukee officials who do not support the widening, particularly in the six-mile stretch of Interstate 94 between the Marquette and zoo interchanges.

The plan calls for an elevation of the westbound ramp near Miller Park, along the Story Hill neighborhood - between Mitchell Boulevard and Hawley Road. That would allow the freeway to be widened in that most congested section from six to eight lanes without having to relocate an existing cemetery.

Southeastern Wisconsin Regional Planning Commission experts say the reconstruction is critical to moving commuters and commercial traffic through the region.

The plan is being presented to municipal and county governments through August.

At that point, the Southeastern Wisconsin Regional Freeway System Advisory Committee will consider the feedback and vote on the plan before seeking final municipal votes and submitting the final plan to the state Department of Transportation in October.

(Dennis A. Shook can be reached at [dshook@conleynet.com](mailto:dshook@conleynet.com))

Milwaukee Journal Sentinel  
Friday, May 31, 2002

# Freeway funds slowed during talks

## Committee fails to pass double-deck clause

By DENNIS A. SHOOK  
Senior Staff writer

WAUKESHA - The plans for rebuilding the freeway system in southeastern Wisconsin hit a roadblock Tuesday as the state Legislature's conference committee discussed the transportation budget for next year.

State Senate Democrats declined to agree to the project as part of the state's transportation budget in the budget repair bill that the committee is considering.

But the detour should not become a dead end for the 30-year, \$6.2 billion project, Assembly Speaker Scott Jensen, R-town of Brookfield, said Wednesday.

"The focal point was the portion of Interstate 94 from the Waukesha-Milwaukee County line to downtown Milwaukee.

"We are committed to making sure the funds are there for the project," Jensen said. "Two-thirds of the state's commercial truck traffic goes up and down I-94.

"And if we don't build it, the rush-hour commutes will eventually double," he said. "The drive from Delafield to Milwaukee would go from 30 minutes to an hour during rush hour."

He said the state's general practice in rebuilding roads is to reconstruct them so they will accommodate traffic growth for 30 years, which is what the freeway plan proposes.

Mike Browne, spokesman for state Senate Majority Leader Chuck Chvala, D-Madison, said Wednesday that the Democrats also believe most of the plan will be funded eventually, even though agreement is down the road.

"We just did not agree with the Assembly Republicans' amendment that would have required double-decking part of the freeway," Browne said.

That would call for an elevation of the westbound ramp near Miller Park, along the Story Hill neighborhood - between Mitchell Boulevard and Hawley Road. That would allow the freeway to be widened in that most congested section from six to eight lanes without having to relocate an existing cemetery.

Most of that would occur along I-94 near Miller Park.

Browne said the freeway system work also could lead to significant budget deficits or the need for a tax increase of some sort.

### Milwaukee opposed

Milwaukee Mayor John Norquist and Milwaukee County Board Chairwoman Karen Ordians have said they will not support much of the widening in the city, particularly the six-mile stretch of I-94 between the Marquette and zoo interchanges.

"I don't want to widen I-94 between the zoo and the Marquette," Norquist said at a recent meeting about the freeway.

He also spoke out against other parts of the plan, saying certain design standards were inappropriate for urban areas where the buildings are as dense as the bumper-to-bumper traffic during peak rush hours.

The plan to rebuild and widen 127 miles of the most heavily used sections of the system is being presented to regional municipal and county governments through August.

The Southeastern Wisconsin Regional Freeway System Advisory Committee will consider the feedback and vote on a plan before seeking final municipal votes and submitting the final plan to the state Department of Transportation in October.

### Waukesha work key

The plan would widen much of the freeway system in urban settings from six to eight lanes.

The east-west freeway corridor between Pewaukee and downtown Milwaukee would account for about one-fourth of the work. Waukesha County also would see some lane additions along Interstate 43 from Hales Corners to Moorland Road.

The bulk of the work would be on I-43/I-94, from Ozaukee County, through Milwaukee, south to the state line, the plan shows.

The result would see the freeway miles affected by congestion decline from 65 in 1999 to 21 in 2020, when all phases of the work would be completed.

Miles of freeway affected by severe congestion would decline from 26 to 17, based on the plan.

While some freeway segments would remain congested, the congestion would be less severe and would not last as long as it does today, based on the report.

It should also mean a decrease in traffic on surface - non-freeway - streets, the plan projects.

Waukesha County officials are saying that if the freeway is not widened between the zoo and Marquette interchanges, it would create a bottleneck that would limit the effectiveness of the plan.

Milwaukee Journal Sentinel  
Thursday, May 30, 2002

## Freeway expansion hearing finds more support in Waukesha

By LARRY SANDLER  
of the Journal Sentinel staff

**Waukesha** — A lightly attended public hearing Thursday produced a smattering of support for adding lanes to area freeways, in contrast to strong opposition the night before in Milwaukee.

"There's no question that we need to expand freeway capacity," said Eric Paulsen of Milwaukee, testifying in favor of a Southeastern Wisconsin Regional Planning Commission advisory committee's preliminary recommendation to add lanes to 127 miles of freeways at a cost of \$6.25 billion.

But Paulsen added that expansion should be sensitive to environmental concerns. He suggested that planners consider tunneling underground on Milwaukee's west side, to avoid angering neighbors with a proposed elevated double-deck stretch of I-94.

Keith Butterfield of Waukesha added, "You've got to go with the flow, and do all you can to get the system to work," when rebuilding the aging freeways as they wear out over the next 20 years.

Both Paulsen and Butterfield said freeway expansion should be coordinated with well-planned public transit im-

provements. Butterfield advocated using smaller buses.

By contrast, Todd Olear of Waukesha said it was too expensive to add freeway lanes to improve travel in rush hours when driving is still relatively easy at other times. Olear said running commuter trains on existing freight tracks is "an option that should be seriously considered."

Thursday's audience of about 20 was about one-third the size of Wednesday's hearing in Milwaukee. And even fewer people showed up for previous hearings in Washington, Racine, Kenosha and Walworth counties, said Ken Yunker, planning commission assistant director.

Although most of the freeways to be widened are in the suburbs, controversy has focused on 19 miles of I-94 and I-43 in Milwaukee County, mostly within the city limits, and on the one-mile stretch targeted for double-decking. In other areas, homes, businesses and cemeteries are often not as close to freeways.

Of the remaining five hearings, four will be in Milwaukee and one in Port Washington.

Milwaukee Journal Sentinel  
Friday, May 24, 2002

"There's no question that we need to expand freeway capacity."

Eric Paulsen  
of Milwaukee

# Freeway plan gets bumpy reception

## Most speakers at hearing call for trains, more buses

By LARRY SANDLER  
of the Journal Sentinel staff

Milwaukeeans called for more buses and trains, not more freeway lanes, at a public hearing Wednesday evening.

"This expensive and wasteful freeway plan should be quickly put out of its misery," east side resident Scott Stieg said of a proposed \$6.25 billion plan to add lanes to 127 miles of freeways as the aging system is rebuilt over the next 20 years.

Mary Lohmeier, also of Milwaukee, added, "If we have billions of dollars to spend, we should spend it on buses, so you only have to wait 10 minutes."

The freeway plan is a preliminary recommendation from a Southeastern Wisconsin Regional Planning Commission advisory committee, based on projections that traffic congestion would double without more lanes.

Milwaukee city officials say

freeways should be widened only in the suburbs, leaving I-94 and I-43 at six lanes through the city.

Ken Yunker, the planning commission's assistant director, said 90% of the traffic on Milwaukee County freeways comes from county residents and businesses.

That drew a sharp retort from District Attorney E. Michael McCann, whose Story Hill neighborhood is near a proposed double-deck stretch of I-94.

"Only a half-wit wouldn't appreciate that most of that traffic (near Miller Park) is going to and from Waukesha County," McCann said. "Don't diminish the quality of life of those who have chosen to live in this county... to save them a few minutes."

McCann was referring to projections that widening I-94 to eight lanes would prevent a five-minute increase in travel time

from downtown to U.S. Highway 45.

But those few minutes add up to hundreds of thousands of hours of productive time, countered Philip Hohlweck of Milwaukee, one of the few freeway backers in the crowd of about 60 at the Downtown Transit Center.

Hohlweck said the freeway represents the freedom to go wherever he wants whenever he wants. He called it "part of what makes me American. ... If we do nothing, we lose our freedom."

East sider Tim Richter replied: "Driving is a privilege, not a right. It's kind of sad that it's become a patriotic image of our society."

Several speakers called for adding commuter rail and light rail lines, and for improving bicycle paths and walkways as alternatives to driving in congested traffic. City planner Mike

Maierie said those ideas should be part of the freeway plan, as he urged when he worked for the state Department of Transportation.

City officials had raised similar issues in a newsletter, and displays in the hearing room featured a point-by-point rebuttal of the newsletter.

The displays said the plan projects major increases in public transit and local streets but more lanes are needed to stem traffic congestion.

All of the speakers — particularly the youngest — said choices now would shape the future.

"I think what you plan to do is a mistake that, sooner or later, my generation will be asked to clean up," said 16-year-old Milwaukee resident Amanda Reavey.

The next hearing is tonight at the Goodwill Industries Waukesha Community Center, 1400 Nike Drive, Waukesha, with an open house at 4 p.m., a presentation at 6 and public comments at 6:30.

Milwaukee Journal Sentinel  
Thursday, May 23, 2002



## MMSD: Freeway plan could harm flood-control efforts

Jessica Gosz  
*Special to The Daily Reporter*

The Daily Reporter  
Thursday, May 23, 2002

May 23, 2002

The Milwaukee Metropolitan Sewerage District is concerned that the Southeastern Wisconsin Regional Planning Commission's \$6.2 billion freeway reconstruction project could jeopardize flood-control projects in the area.

Mark Kass, MMSD's director of information and community education, said the district has spent millions of dollars to implement flood-control projects in recent years, and the freeway expansion plan could jeopardize the completed work.

"(We) don't want larger plans if there is no flood control," Kass said. "(Flood control) ought to be part of the plan."

Phil Evenson, executive director of SEWRPC, said flood control is not included now in the expansion plan, which involves the reconstruction of 270-mile of freeway in the seven-county area of Kenosha, Ozaukee, Milwaukee, Racine, Walworth, Washington and Waukesha over a 30-year period.

Evenson said that as a matter of state policy, the Wisconsin Department of Transportation must address concerns over flood control.

"It (flood control) will be addressed on a project-by-project basis," Evenson said.

Without additional storm-water management, the expansion project would increase the risk of flooding to residents living along the Menomonee River, which expands from Germantown to the downtown Milwaukee area, Kass said.

The MMSD recently completed the \$12 million Valley Park Flood Management Project, which covers the area north of Interstate 94 near Miller Park. The project has substantially reduced the risk of flooding to a 130-home neighborhood that had been victim of flooding from June 21, 1997, to Aug. 6, 1998, Kass said.

"Nobody wants a repeat of that," said Kass.

### **Drainage an issue**

Kass said this existing infrastructure would not be effective enough once expansion plans are completed. The areas expected to be paved are very open, which would mean more concrete. These large, concrete areas would have no drainage area except in the Menomonee River, and homes along the river would then be at risk for flooding.

"It (the infrastructure) would not work as well as it was intended to work," said Kass.

But Evenson said the project would provide greater safety to travelers by eliminating the dangerous, weaving movements that now exist. Reconstruction would also create better ramps and shoulders on the freeway, and the additional lanes could help reduce accidents.

"Without additional capacity, there is not as much safety," Evenson said.

Evenson also believes that rebuilding will help improve storm-water management because flood-control issues that were never or inadequately addressed in the 1950s during construction of the freeway could be revisited.

"Rebuilding gives us a once-in-a-lifetime chance to do a better job on storm-water management," Evenson said. "Adding lanes or not will be a positive for flood-control management."

Kass does believe a solution to the problem can be reached by working with SEWRPC to include flood-control plans as part of expansion and creating alternatives that do not include as much concrete.

# National freeway critic to support expansion fight

City Web site also opposes widening freeways in Milwaukee

By **LARRY SANDLER**  
of the Journal Sentinel staff

As environmentalists rally against adding lanes to I-94 and I-43, they're getting support from a nationally known freeway critic and from the city Web site.

Hearings move into Milwaukee tonight on a \$6.25 billion plan to widen 127 miles of Milwaukee-area freeways over the next 20 years. Tonight's hearing will be at the Downtown Transit Center, 909 E. Michigan St., with an open house at 4 p.m. and a presentation at 6 p.m. before comments begin at 6:30 p.m.

With the area's freeways wearing out, a Southeastern Wisconsin Regional Planning Commission advisory panel's preliminary recommendation calls for adding lanes as freeways are rebuilt to limit growing traffic congestion.

Mayor John O. Norquist and the Common Council say only suburban freeways should be widened, to avoid razing homes and businesses in the city. The Sierra Club, Citizens for a Better Environment and the state Department of Natural Resources also oppose the plan, saying it would take too much land and encourage urban sprawl.

Although the study's recommendations aren't binding, the state Department of Transportation can't use federal money to add lanes without the planning commission's support. Because federal cash is crucial to such a project, changing the recommendation could block extra lanes.

Renegade traffic engineer Walter Kulash, guru of the "Asphalt Rebellion" that questions the need for highway expansion, will be in town May 30 speaking to architects and downtown business leaders at the invitation of the University of Wisconsin-Milwaukee School of Architecture and Urban Planning, said Bob Greenstreet, school's dean.

Kulash, a Florida-based transportation consultant, advocates balancing traffic movement

against quality of life in planning transportation projects. His ideas have been used by residents fighting highway expansion, including opponents of expanding state Highway 164 in Waukesha and Washington counties.

Greenstreet said his school thought Kulash's perspective would be useful as the freeway planning debate heats up.

Meanwhile, the Department of City Development has posted a newsletter opposing freeway expansion on the city's Web site.

The newsletter urges residents to speak out against "a freeway building plan that could cost more than \$6.2 billion; use more than 658 acres of additional land, including wetlands; mean the loss of 216 homes; eliminate 31 businesses; create more urban sprawl and weaken Milwaukee's economy." It calls for greater emphasis on "smart growth" and public transit to protect the environment and reduce traffic.

In an interview, Norquist questioned why the study didn't look more closely at adding buses and trains to help relieve congestion. He accused the commission staff of being "heavily biased in favor of highways and against alternative forms of transportation."

Phil Evenson, executive director of the planning commission, could not be reached for comment. In the past, commission officials have said their regional transportation plan already calls for expanding public transit and local streets, but have contended that growing traffic would require freeway expansion in any case.

In addition to posting the newsletter on the Web, the city has printed 3,800 copies and mailed 1,500 to 2,000 to local activists.

The rest will be handed out at hearings and community group meetings, said Steve Jacquart, Norquist's chief of staff. Total printing and postage costs were less than \$1,600, Jacquart said.

Separately, the planning commission has added an 11th public

hearing on the freeway plan, at the Zoofari Conference Center, 9715 W. Blue Mound Road, on June 4, on the same time schedule as tonight's hearing.

## Proposal adds 2 lanes to freeways

### Work urged on I-43 in Ozaukee, 41/45 in Washington County

By DON BEHM  
of the Journal Sentinel staff

*Last Updated: May 8, 2002*

Two traffic lanes would be added to a 14.4-mile-long stretch of I-43 in Ozaukee County and 6.7 miles of U.S. Highways 41/45 in Washington County, under a preliminary freeway reconstruction plan that the Southeastern Wisconsin Regional Planning Commission is recommending.

The four-lane I-43 would be widened to six lanes through Mequon to Saukville at an estimated cost of \$35 million, commission Assistant Director Kenneth Yunker said.

U.S. Highways 41/45 would become an eight-lane freeway through Germantown to the northeast corner of the Town of Richfield, where the highways separate. The cost of adding the two lanes is estimated at \$30 million, Yunker said.

The 21.1 miles that would be widened represent 30% of the 70 miles of freeway in the two counties.

The commission's study of the regional freeways recommends that the state Department of Transportation spend \$6.2 billion over the next 30 years to rebuild much of the system. The recommendations, to be completed this year, are not binding on the department.

The 270-mile network of roads in seven counties was built from the 1950s through the early 1970s, and much of the system is near the end of its useful life, transportation planners said.

The proposal suggests widening a total of 127 miles of freeway and adding safety improvements.

Safety improvements to freeways in Ozaukee and Washington counties would cost an estimated \$513 million.

Weekday freeway traffic delays - the amount of time commuters spend traveling to work or school - would be expected to increase 18% by

2020, even with the additional lanes, planners say. The delay would increase because of the larger number of vehicles forecast on the highways.

But planners warn that without the extra lanes, weekday delays would double over the same period, and motorists would face extreme or severe traffic congestion on one-fourth of the system by 2020.

Freeway reconstruction plans for Washington and Ozaukee counties are to be discussed at two public meetings. Each meeting is to include an informational open house from 4 to 6 p.m., a summary of study recommendations at 6 p.m., and public comments beginning at 6:30 p.m. The schedule is as follows:

#### Washington County

May 15 at the Washington County Fair Park pavilion, 3000 Highway PV, Town of Polk.

#### Ozaukee County

June 6 at the Ozaukee County Administration Center auditorium, 121 W. Main St., Port Washington.

Rebuilding the freeways in the two counties with extra lanes and safety improvements might require the department to buy 20.3 acres of additional right of way in Ozaukee County and 13.5 acres of land in Washington County, according to the preliminary study.

The commission's final recommendations are to be published this year.

Washington County Highway Commissioner Ken Pesch agreed that the added lanes in his county are needed to relieve future congestion. He served on a technical advisory committee for the commission during its study.

Pesch described the 270-mile regional freeway system as a "gateway to the rest of the country" for Washington County businesses.

"The system is a vital transportation link for us," he said.

JSONline Milwaukee Journal Sentinel  
Thursday, May 8, 2002

# Public meetings scheduled on freeway reconstruction plan

Citizens are invited to a series of public information meetings and hearings to learn more about, and to comment on, the Regional Freeway System Reconstruction Study, and specifically on the preliminary recommended freeway system reconstruction plan. The meetings are scheduled throughout the Southeastern Wisconsin Region in May and June.

The closest meeting sites for Kenosha County residents will be:

- May 8 - Kenosha City Hall, Room 202, 625 52nd St., Kenosha.

- May 9 - Elkhorn Gateway Technical College, Room 112 - 100 Building, 400 County Highway H, Elkhorn.

The first part of the meetings, between 4 and 6 p.m. will be of an "open house" format and provide an opportunity to meet one-on-one or in small groups with study staff to receive additional information, ask questions, and provide feedback and input on the study, particularly concerning the preliminary recommended freeway system reconstruction plan. A presentation will be made by study staff at 6 p.m. followed at 6:30 p.m. by a public hearing providing a forum for public comment in town hall format.

Citizens may also submit written comments by June 14 to be included in the Study Record of Public Comments.

The Freeway Reconstruction Study is being conducted by the Southeastern Wisconsin Regional Planning Commission at the request of the Wisconsin Department of Transportation and under the guidance of an Advisory Committee is comprised of elected and appointed local officials, representatives of Federal and State Departments of Transportation, the business and labor communities, and the Wisconsin Department of Natural Resources.

This study is a systemwide evaluation of the network of 270 miles of freeways in the seven county Southeastern Wisconsin Region and will culminate in a plan providing recommendations for the reconstruction of the freeway system as it is rebuilt over the next three decades. Previously evaluated as part of this study were the need for, and timing of, reconstruction of the freeway system, and freeway system design, safety and congestion problems. Freeway system reconstruction alternatives were developed and evaluated and a preliminary recommended freeway system reconstruction plan, which includes systemwide design and design-related safety improvements and additional lanes on selected freeway segments, has been prepared for public review and comment.

Under the preliminary plan, the freeway system would be reconstructed to modern design standards as it rebuilt segment by segment over the next 30 years. Design and design-related safety improvements proposed to be incorporated in freeway system reconstruction would include relocating left hand-on and off-ramps to the right hand side of the freeway; eliminating lane drops at major freeway interchanges; improving driver sight lines and freeway curvature; and providing full inside and outside shoulders. Also under the preliminary plan, the additional lanes would be provided on 127 miles of freeway, which experience current of probable future traffic congestion. With the additional lanes, a substantial increase in future freeway system congestion will be avoided. The additional lanes are also expected to improve traffic safety on the freeway system, as certain types of crashes, such as rear-end collisions, are five to 15 times more likely to occur on congested freeways.





MARK BELLING

Waukesha Freeman  
Wednesday, May 8, 2002

# Respecting dead shouldn't mean double-deck freeways

Not surprisingly, people are weird about death. Or maybe it's me. A lot of our customs about death seem bizarre. I've never really grasped the desire of people to ogle the body of the deceased at funeral visitations. The whole cemetery thing strikes me as odd, too. This oddness is apparently going to cost taxpayers a fortune.

Planners trying to deal with the big increase in traffic congestion on Interstate 94 have apparently decided they can't widen the freeway to eight lanes because that would require taking out too much cemetery land in the area just west of Miller Park. So they're left with two options: doing nothing or making the freeway a double-decker. I've got a better idea. Dig up the bodies and move them. The fact that my proposal horrifies most people is proof that we've got some hang-ups about death.

Trust me on this. The dead people won't mind. They're dead. That isn't them buried in the ground. It's their rotting remains. Besides, if they did care about where they are buried they'd probably like to be moved. Who wants to spend the rest of their lives, I mean deaths, laying next to a noisy freeway?

Many people are convinced I am disrespecting the dead by daring to suggest they be dug up and hauled away. No, I'm disrespecting the notion that the people are still somehow in their corpses. There are three cemeteries butting up against I-94. A few thousand people are buried in them. That's fewer than the number of people who pass by them in an hour of rush hour traffic. I'll make a deal here. Get me out of the inevitable Miller Park logjams and you can bury me in a landfill.

\* \* \*

The freeway planners are butting up against political reality. They are proposing to make the entire Milwaukee area system an eight-lane network. But the parochial concerns of selfish freeway area residents always results in the pettiness of the few blocking the welfare of the many. Couple that with the obsessive anti-car mentality of Milwaukee area

politicians and it's impossible to get a consensus to do anything. Twenty years ago the Milwaukee freeway system was one of the most efficient in the nation. If we don't do something now, in another 20 years it'll be one of the most congested. Who wants to live like that?

\* \* \*

## 2-level stretch of I-94 eyed one mile west of Miller Park

MILWAUKEE (AP) — Planners have proposed a two-level stretch of Interstate 94 for about a mile just west of Miller Park.

It is one of the preliminary recommendations by a Southeastern Wisconsin Regional Planning Commission study committee that calls for widening 127 miles of freeways.

With space tight west of Miller Park, the planners have suggested elevating westbound lanes partly over eastbound lanes and partly over cemeteries adjacent to the Interstate.

The westbound lanes would begin to climb at Mitchell Boulevard, reach a height of about 25 feet and then bend northward and return to ground level at Hawley Road.

Alderman Mike Murphy, whose district includes that area, sponsored a Common Council resolution approved last month that opposes the idea.

Residents will get a chance to comment on the study at 10 public hearings that start Wednesday.

The study's final recommendations will come out later this year. They will not be binding on the state.

The proposed widening of the freeways would cost an estimated \$6.25 billion and would take 858 acres of land, 216 homes, 31 businesses and three Milwaukee County government buildings.

The planners say that, without additional lanes, rush-hour drivers in 2020 would take another five minutes on I-94 from downtown to U.S. 45 and three more minutes on I-43 from downtown to I-894, while new lanes would keep travel times at 1999 levels.

West Bend Daily News  
Tuesday, May 7, 2002



Norquist blasts  
SEWRPC's freeway plan

By Ellen Hickok-Wall  
Daily Reporter Staff

May 6, 2002

The Daily Reporter  
Monday, May 6, 2002

Milwaukee Mayor John Norquist blasted the Southeastern Wisconsin Regional Planning Commission Monday for planning to rebuild the region's freeway system.

"It's like going back to the 1950s and '60s," Norquist said. "It's an expensive tax-money-wasting plan. Most metropolitan areas look at things like streets, boulevards, avenues. People are rediscovering those in other parts of the country."

"If you look at places where incomes are high, where people want to live, it's places that have a diversity of transportation - where people have travel choices. They're not building new freeways there. They're tearing them up."

Norquist said an example of what he wants Milwaukee not to be like is Detroit.

"You spend all your money just trying to widen roads and make the cars go faster, that's Detroit's model," Norquist said. "They still build highways in Detroit."

The mayor's comments come days ahead of SEWRPC's first of 10 public information meetings, where it plans to present a \$6.2 billion, 270-mile freeway reconstruction project in the seven-county area including Kenosha, Ozaukee, Milwaukee, Racine, Walworth, Washington and Waukesha.

The preliminary design concept was chosen by a committee that's characterized as advisory to SEWRPC, and Norquist is a member of that committee.

But he said the group's effect on the planning commission is naught.

"It seemed like it was all pretty much cut and dried," Norquist said. "I don't think the committee had much effect."

The committee includes officials from each of the counties, representatives from the Wisconsin Department of Transportation, the state Department of Natural Resources and mayors of Brookfield, Oak Creek, Milwaukee and Wauwatosa.

Norquist said he was in the minority on the vote.

"The DNR rep and myself were the only ones to vote no on the plan," Norquist said. "We didn't support any of the recommendations. We voted against the whole thing."

But, he said, even members who voted yes were not certain.

"I'd say a majority of the committee expressed doubts about it as they were voting on it," he said.

A variety of designs resulted from a study conducted by SEWRPC at the request of the Wisconsin Department of Transportation and under the guidance of the advisory committee, said Phil Evenson, executive director of the commission.

"We had a series of hearings early on in the process that focused on the identification of problems and needs," Evenson said. "That was the first round."

"In this second round, now the focus is on solutions to those problems and needs. We have out specifically for comment a set of recommendations that our advisory committee has reached tentative agreement upon. It's the next step in the logical process."

The \$6.2 billion, Evenson said, would be spent over a 30-year period.

But Norquist said that's \$6 billion to \$7 billion in today's money, which is a moot point because the money isn't available.

"There's no funds for it," Norquist said. "It's a good example of how the state has gotten into financial trouble. I think reporters ought to ask Scott McCallum if he would be elected how he would pay for this."

Norquist predicts that the plan will reach a dead end.

"I think the plan will fall apart just because it's so ungodly expensive," he said. "It shows you why the state of Wisconsin is in trouble because they go out and make promises. There isn't money for this thing at all."

Evenson said the annual cost for the construction, which would be kicked off in 2004 by the \$900 million reconstruction of Milwaukee's Marquette Interchange revamp, would be \$208 million.

The advisory committee chose the most expensive of three plans from three basic alternatives:

- The freeway system would be rebuilt as it currently exists, with no improvements to address existing and future design, safety and congestion problems. Cost: \$3.4 billion.
- Reconstruct the system to bring it up to modern design standards. An example is to relocate left-hand on and off ramps. Cost: \$5.5 billion.
- Reconstruct to modern design standards and add lanes on approximately 127 miles of the system that have existing and/or future traffic congestion problems. Cost: \$6.2 billion.

Norquist said he didn't like any of the alternatives, but the \$6.2 billion plan was least desirable because it would "destroy property, widen roads, create the kind of sprawl that will cause the area's economy to degrade."

Meeting information

Public information meetings and hearings scheduled for May and June will begin at 4 p.m. with an open-house format providing opportunities to meet one on one or in small groups with advisory staff followed by a presentation at 6 p.m., and a public hearing at 6:30 p.m.

May 8, Kenosha City Hall, Kenosha  
May 8, Elkhorn Gateway Technical College, Elkhorn  
May 15, Washington County Fair Park Pavilion, Park  
May 16, Racine Gateway Technical College, Racine  
May 22, Downtown Transit Center, Milwaukee  
May 23, Goodwill Industries Waukesha Community Center, Waukesha  
May 23, Martin Luther King Community Center, Milwaukee  
May 30, Northwest Senior Center, Milwaukee  
June 5, Manitoba Elementary School, Milwaukee  
June 5, Ozaukee County Administration Center, Port Washington

Kenosha News  
Tuesday, May 7, 2002

Briefs

Highway overhaul plan  
topic of public forum

A meeting to discuss a plan for reconstruction of freeways in southeastern Wisconsin will take place Wednesday in Kenosha.

The meeting will be in Room 202 of the Kenosha Municipal Building, 625 52nd St.

The first part of the meeting, 4-6 p.m., will be an open house format, where residents can meet informally with Southeastern Wisconsin Regional Planning Commission staff to receive additional information on the reconstruction plan.

Staff will make a presentation at 6 p.m., followed by a "town hall" public forum on the plan.

The plan provides recommendations for the reconstruction of the freeway system over the next three decades. In Kenosha County, the plan calls for widening I-94 from six to eight lanes.

More information is available at the SEWRPC Web site: [www.sewrpc.org/free-waystudy](http://www.sewrpc.org/free-waystudy).

# Freeway overhaul careens forward

Options vary in disruption  
to neighborhoods, cost;  
public hearings planned

By **LARRY SANDLER**  
of the Journal Sentinel staff

If you want to know about freeway expansion, you can look at lines on a planner's map or you can stand in front of Lucy Kafura's house.

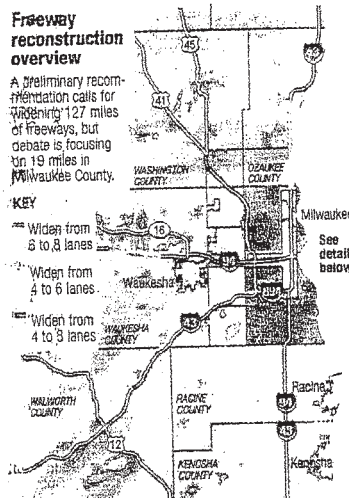
From Kafura's driveway, you can see — and hear — a constant stream of cars whizzing past Miller Park on I-94. You have to raise your voice to talk to her. And you can imagine what it would be like if half the freeway were 25 feet higher — and 25 feet closer — to her house and the rest of Milwaukee's Story Hill neighborhood.

"It's noisy enough," Kafura said.

But double-decking is exactly what has been proposed for a roughly mile-long stretch of I-94, from Mitchell Blvd. to Hawley Road. And Kafura's house, at 123 N. Story Parkway, would be the closest home to that stretch.

The double-decking is just a small piece of a far-ranging study of how to rebuild all of the seven-county area's aging freeways as they wear out over the next 20 or 30 years. Residents will get a chance to comment on all aspects of that study at 10 public hearings that start Wednesday.

A Southeastern Wisconsin Regional Planning Commission study committee has handed down a preliminary recommendation that calls for widening 127 miles of freeways, resulting in



eight-lane interstates throughout the heart of the area.

That would cost \$6.25 billion and would take 658 acres of land, 216 homes, 31 businesses and three Milwaukee County government buildings. And by 2020, traffic congestion still would be 18% worse than in 1999, the planning commission forecasts.

By contrast, rebuilding the freeways without additional lanes but with safety improvements — such as converting left-hand entrance and exit ramps into right-hand ramps — would cost \$5.5 billion and would take 577 acres, 166 homes, 23 businesses and two county buildings. For that price, we would wind up with twice as much congestion in 2020 as in 1999, planners warn.

## Norquist wants 6 lanes in city

To reduce the impact on Milwaukee neighborhoods, Mayor John O. Norquist and the Common Council are backing an option that would widen mainly suburban freeways while leaving large parts of I-94 and I-43 at six lanes through the city. That would cost \$6 billion and would take 612 acres, 180 homes, 23 businesses and two county buildings.

The study's final recommendations will come out later this year. They won't be binding on the state, although state Department of Transportation officials say they support adding lanes.

Without additional lanes, planners say, rush-hour drivers in 2020 would take another five minutes on I-94 from downtown to U.S. Highway 45 and three more minutes on I-43 from downtown to I-894, while new lanes would keep travel times at 1999 levels. On I-43, new lanes would cut four minutes off the time from downtown to Brown Deer Road, which otherwise would be unchanged, planners say.

Also, if I-94 and I-43 aren't widened, average weekday traffic would grow by 3,000 to 4,500 vehicles on Wisconsin Ave. and 1,000 to 3,000 vehicles on other major streets, planners say.

To understand the pressure to add lanes, you can also talk to Kafura. She lives just a few miles from her job downtown, near major streets and not far from Milwaukee County bus lines.

However, she says, one reason she likes living in Story Hill is that "I can get on and off the freeway" easily and reach downtown in just a few minutes.

"I know we're getting more and more traffic," she adds.

Continued on page 61



**Congestion grew sevenfold**

That's what the planning commission says, too. As more people used the freeways, traffic congestion grew sevenfold from 1972 to 1999, planners said.

But even without adding lanes, reconstruction would still require double-decking I-94, raising the westbound lanes 25 feet above the eastbound lanes, the planning commission staff says.

That's because the freeway now fits tightly between three cemeteries — Wood National Cemetery, Spring Hill Cemetery and Beth Hamedrosh Hagodel Cemetery — and any expansion on the ground, even to add safety features, would require moving graves, planners say. In 1997, cemetery officials helped defeat a widening plan that would have moved up to 300 graves.

And that was after Story Hill residents helped defeat an earlier double-decking concept. Then, as now, neighbors said they didn't want more noise, air pollution and bright lights in their peaceful west side neighborhood.

Ald. Mike Murphy, whose district includes Story Hill, sponsored a resolution that passed last month that opposes the idea and also put the council on record against adding lanes to I-94 between the Zoo Interchange and the Marquette Interchange, to I-43/94 between the Mitchell Interchange and the Marquette Interchange, and to I-43 between the Marquette Interchange and Silver Spring Drive.

All of those stretches would be widened from six lanes to eight lanes under the study committee's preliminary recommendation. Also recommended — and also controversial — is widening I-43 from four lanes to eight lanes from Silver Spring Drive to Brown Deer Road, instead of the six lanes previously urged by the planning commission.

Rebuilding all the freeways in their current form would cost \$3.4 billion — saving \$2.85 billion from full-scale widening — but that idea was rejected by the committee of top local leaders overseeing the freeway study. They said it didn't make sense to hold the freeways to 1950s design standards in the 21st century.

The changes in the freeway system since it was first built are a reminder of a point often raised during the study: The decisions of today will affect the freeways of southeastern Wisconsin for decades to come.

**TRANSPORTATION  
REBUILDING YEARS**

Built largely in the 1960s, the Milwaukee area's freeways are coming to the end of their useful life. Now the question is how to replace them — whether to spend \$5.5 billion on upgrades that improve safety but do nothing to ease congestion, or \$6.25 billion to add lanes that would keep congestion from getting much worse, according to planners. The Southeastern Wisconsin Regional Planning Commission has set 10 public hearings on an advisory committee's preliminary recommendation to add lanes. Milwaukee officials are backing a resolution on that option that would add lanes mainly in the suburbs, but not on I-94 and I-43 in their city.

**Reconstruction cost comparison**

WIDENING TO SIX OR EIGHT LANES	SAFETY FEATURES ONLY	WIDENING TO EIGHT LANES	SAFETY FEATURES ONLY
\$353 million	\$209 million	\$854 million	\$663 million

**Reconstruction impact**

How proposed reconstruction could affect business and residential areas

**I-43, Bender Road to Brown Deer Road**

	WIDENING TO SIX OR EIGHT LANES	SAFETY FEATURES ONLY
Relocated homes	207/57**	0
Relocated businesses	37/0**	0
Relocated govt. buildings	0	0
Acres of land taken	65,775/1.1**	40.7

**I-43, North Ave. to Bender Road**

	WIDENING TO EIGHT LANES	SAFETY FEATURES ONLY
Relocated homes	5	3
Relocated businesses	0	0
Relocated govt. buildings	0	0
Acres of land taken	5.9	1.6

**Marquette interchange area**

	WIDENING TO EIGHT LANES	SAFETY FEATURES ONLY
Relocated homes	13	10
Relocated businesses	107/5**	5
Relocated govt. buildings	1	0
Acres of land taken	36,671/9.8**	16.4

**Zoo Interchange area**

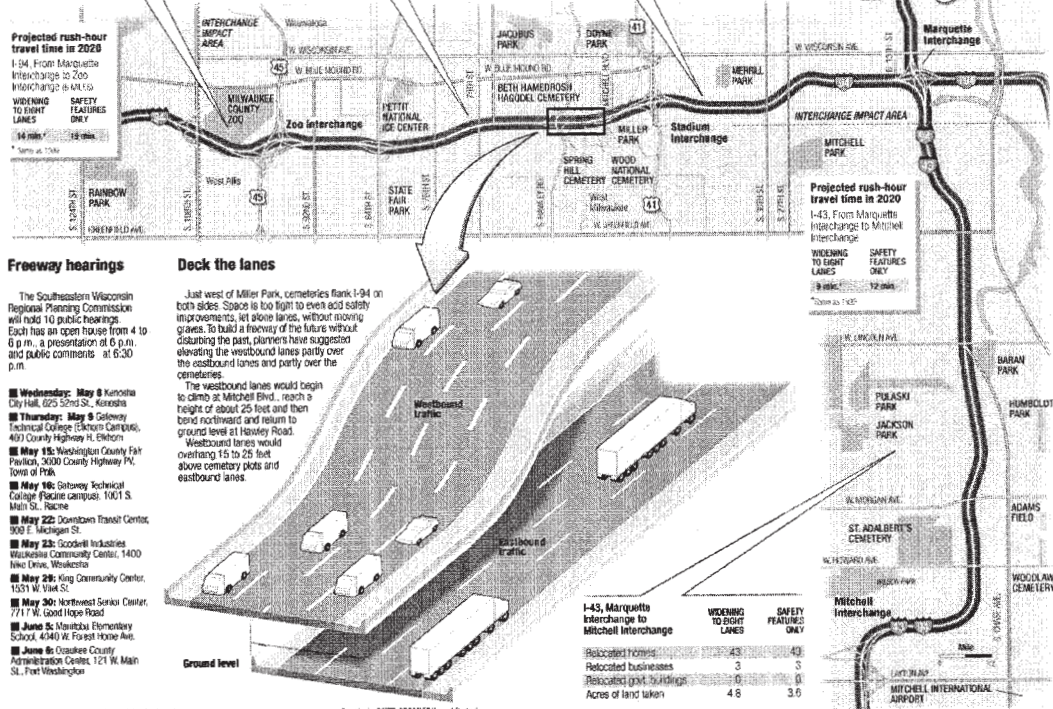
	WIDENING TO EIGHT LANES	SAFETY FEATURES ONLY
Relocated homes	19	19
Relocated businesses	1	1
Relocated govt. buildings	2	2
Acres of land taken	52.9	52.9

**I-94, Stadium Interchange to Zoo Interchange**

	WIDENING TO EIGHT LANES	SAFETY FEATURES ONLY
Relocated homes	16	0
Relocated businesses	0	0
Relocated govt. buildings	0	0
Acres of land taken	7.4	2.5

**Stadium Interchange area**

	WIDENING TO EIGHT LANES	SAFETY FEATURES ONLY
Relocated homes	0	0
Relocated businesses	0	0
Relocated govt. buildings	0	0
Acres of land taken	10	5



**Freeway hearings**

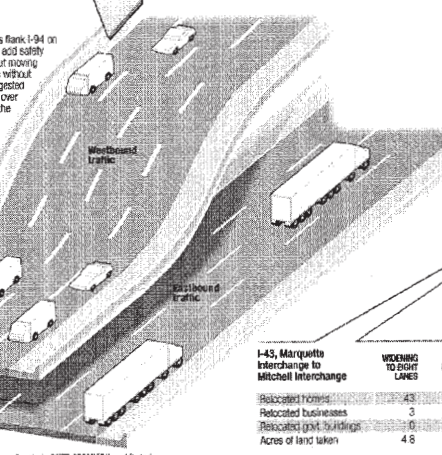
The Southeastern Wisconsin Regional Planning Commission will hold 10 public hearings. Each has an open house from 4 to 6 p.m., a presentation at 6 p.m., and public comments at 6:30 p.m.

- **Wednesday, May 8** Kenosha City Hall, 625 5th St., Kenosha
- **Thursday, May 9** Gateway Technical College (Richton Campus), 407 County Highway H, Elkhorn
- **May 15** Washington County Fair Pavilion, 3000 County Highway P, Town of Park
- **May 16** Gateway Technical College Pacific Campus, 1401 S. Main St., Racine
- **May 22** Downtown Transit Center, 302 E. Michigan St.
- **May 23** Goodwill Industries Walkers Community Center, 1400 New Drive, Westfield
- **May 29** King Community Center, 1531 W. Vank St.
- **May 30** Northwest Senior Center, 7717 W. Good Hope Road
- **June 5** Hamilton Elementary School, 4040 W. Forest Home Ave.
- **June 6** Outaouche County Administration Center, 121 W. Main St., Port Washington

**Deck the lanes**

Just west of Miller Park, cemeteries flank I-94 on both sides. Space is too tight to even add safety improvements, let alone lanes, without exhuming graves. To build a freeway of the future without disturbing the past, planners have suggested elevating the westbound lanes partly over the eastbound lanes and partly over the cemeteries.

The westbound lanes would begin to climb at Mitchell Blvd., reach a height of about 25 feet and then descend and return to ground level at Sawyer Road. Westbound lanes would overhang 15 to 25 feet above cemetery plots and eastbound lanes.



**I-43, Marquette Interchange to Mitchell Interchange**

	WIDENING TO EIGHT LANES	SAFETY FEATURES ONLY
Relocated homes	43	43
Relocated businesses	3	3
Relocated govt. buildings	0	0
Acres of land taken	4.8	3.6

Source: Southeastern Wisconsin Regional Planning Commission

Graphics by DAVID ANANIAS/Journal Sentinel

# 270 miles of area freeways face complete rebuilding

## Proposal to add lanes already sparking reaction

By Pete Millard

If you thought rebuilding the Marquette interchange was the last major construction project that southeastern Wisconsin motorists would encounter in a while, think again.

By the time the Marquette interchange is wrapping up in 2008, engineers and contractors will be planning to rebuild from the ground up 270 miles of interstate freeways in a seven-county area of southeastern Wisconsin.

Among the most controversial concepts in rebuilding the freeway system will be adding lanes to 127 miles of existing roads. Some three-lane freeways will go to four lanes and many two-lane highways will go to three.

The Southeastern Wisconsin Regional Planning Commission just released a study and recommendations on what needs to be done to freeways in the Milwaukee area over the next 20 years if transportation planners expect to avoid extreme congestion on the interstate system.

After public hearings and input from elected officials is received, the planning commission will submit a final plan to the Wisconsin Department of Transportation late this year.

The study identifies three options for improving the highways leading into southeastern Wisconsin. One option is rebuilding the current freeway "as is." A second rebuilding option is to incorporate modern design standards into the freeway system. The third option is to rebuild the roads with modern design standards and additional lanes.

The addition of new lanes to 127 miles of

**"As long as we are rebuilding, we should do it right and improve safety and reduce congestion with new lanes."**

— Bob Cook,  
Transportation Development  
Association of Wisconsin

existing freeways will generate the most debate at public hearings scheduled to begin May 8 and run through June 6.

The commission's advisory committee recommendation to add new lanes to 127 miles of freeway was not unanimous.

Milwaukee Mayor John Norquist, one of 25 public and private sector leaders on the committee, is the most outspoken oppo-

nent of adding freeway lanes in southeastern Wisconsin. Norquist, who will be leaving office in two years, doesn't believe any new lanes should be added.

The Metropolitan Milwaukee Association of Commerce has polled its members on the question, and roughly two-thirds of the MMAC members favor adding new lanes to freeways.

The remaining one-third have reservations about expanding the section of Interstate 94 between the Zoo interchange and the Marquette interchange, said Peter Beitzel, an MMAC vice president.

"We have to look more critically at the cost and benefits once the engineering plan and designs are released," Beitzel said.

The study is a system-wide evaluation of the 270-mile network of interstate freeways in seven counties throughout southeastern Wisconsin. On an average weekday, more than one-third of all travel within southeastern Wisconsin takes place on the freeways.

The majority of the freeway system was built in the 1960s and early 1970s and is approaching the end of its 40- to 50-year design life, said Ken Yunker, assistant director of SEWRPC.

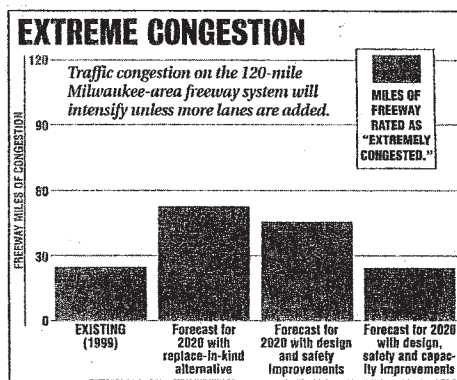
"Most of the freeways have already been resurfaced twice and will have to be rebuilt from the ground up," said Bob Cook, deputy director of the Transportation Development Association of Wisconsin, Madison.

"As long as we are rebuilding, we should do it right and improve safety and reduce congestion with new lanes," said Cook.

### COMPARING COSTS

The cost of the freeway rebuilding program is a factor that ultimately may determine what gets done, said Yunker. The

Please turn to page 16



least-cost alternative is rebuilding the freeway system "as is." By replacing the freeway pavement as it is currently laid out, the cost will be \$3.4 billion. One of the biggest cost savings of rebuilding-in-kind is that no additional right-of-way is required.

### COST GOES UP

By rebuilding the freeways and incorporating modern design standards, the cost of the project goes up to \$5.5 billion, a 64 percent increase over the replace-in-kind alternative.

The estimated cost of adding lanes and incorporating new design features to

**"Rear-end accidents on congested freeways are five to 15 times more likely than on noncongested freeways."**

— Ken Yunker,

Southeastern Wisconsin Regional Planning Commission

the freeways is \$6.2 billion.

The most expensive aspect to adding new lanes is the acquisition of 658 acres, 216 residential buildings, 31 commercial buildings and three government buildings, said Yunker.

Adding new lanes will reduce congestion on the freeways 30 percent more than the option that calls for only making safety improvements to the roadways.

"Rear-end accidents on congested freeways are five to 15 times more likely than on noncongested freeways," said Ken Yunker.

### OTHERS CONCERNED

While Norquist is the most outspoken opponent to adding lanes to the freeway, Milwaukee County Board chairman Karen Ordians, Wauwatosa Mayor Theresa Estness and MMAC president Tim Sheehy also expressed concerns.

The stretch of freeway presenting the biggest concern over adding six miles of new lanes falls between the Marquette and Zoo interchanges, said Ken Graham, president of the Transportation Development Association and president of HNTB Corp., Milwaukee.

"This will be a tough sell because of the Wood National Cemetery near Mitchell Boulevard and Hawley Road," Graham said.

The reconstruction of I-94 between Mitchell Boulevard and Hawley Road can be done without relocating or disturbing graves.

One way to accomplish the expansion is to elevate westbound lanes, said Graham.

The Business Journal  
Friday, May 3, 2002



# Sierra Club using airwaves to oppose state highway projects

BY TOM SHEEHAN  
Lee Newspapers Madison bureau

**MADISON** — A group of farmers and environmentalists on Tuesday launched a television and radio ad campaign accusing state transportation planners of destroying farmland and wetlands with excessive road projects.

Television ads will run for the next two weeks in Madison, and radio ads will run this week in Milwaukee, said Brett Hulsey, regional representative of the John Muir Chapter of the Sierra Club.

Hulsey said the state could save nearly \$1 billion by altering plans for four highway widening projects, two bridges, a bypass, and an interchange. The savings would about equal the size of the state's budget deficit, although each project is at a different stage of planning or construction.

The ads, which feature a Washington County couple with a farm

near Highway 164, ask viewers and listeners to call on Gov. Scott McCallum to cancel the projects and make roads "safer not wider." Highway expansion leads to more sprawl, traffic and pollution, Hulsey said.

Highway expansion projects targeted by the group include: Highway 12 between Middleton and Wisconsin Dells; Highway 131 from Rockton to Ontario through the Kickapoo Valley Reserve; Highway 164 from Pewaukee to Ackerville; and a proposed "highway alternative 5B-1," which would connect the north and south sides of La Crosse.

Instead of widening the highways, the state Department of Transportation should pave shoulders, straighten dangerous curves, and install passing lanes, Hulsey said.

State Department of Transportation officials, however, say the projects are necessary to

improve safety and meet increasing traffic demands. Such projects are a result of growth, not a cause of sprawl, said Tom Carlsen, acting secretary of the department.

Objections to some of the projects — including Highway 131, and Highway 12 between Middleton and Sauk City — are too late because work has begun, Carlsen said. The Highway 164 project, which will expand that highway from two to four lanes on an 18-mile stretch south of Ackerville, was just approved, Carlsen said.

DOT considers options other than widening, but in many cases traffic demand is greater than those options will accommodate, Carlsen said. Some projects were modified to avoid environmentally sensitive areas, and mitigation plans for Highway 12 included the purchase of development rights on some properties in the Baraboo Hills, Carlsen said.

Other proposals targeted by the Sierra Club include:

■ A new bridge on Wisconsin Highway 35/64 and Minnesota Highway 5 at Stillwater, Minn.

■ Reconstruction of the deteriorating Marquette Interchange in Milwaukee.

■ A Highway 26 bypass at Watertown.

■ A new bridge on Highway 164 at Ackerville.

State highway plans call for destruction of more than 25,000 acres of prime farmland and wetlands to make way for road projects during the next 20 years, Hulsey said. Projects often are driven by political contributions of road builders rather than safety needs, he added.

Carlsen said projects are considered on a case-by-case basis and not dreamt up by road builders. "They're done by engineers in the district," Carlsen said.

The Journal Times  
Thursday, May 2, 2002

## Public hearings set on freeway plan

Planners have set 10 public hearings on a \$6.25 billion plan to rebuild freeways in the Milwaukee area.

An advisory committee of the Southeastern Wisconsin Regional Planning Commission has made a preliminary recommendation on how to rebuild the freeways as they wear out in 20 to 30 years. It calls for adding lanes to 127 miles of freeways; double-decking I-94 just west of Miller Park; and changing left-hand entrance and exit ramps to right-hand ramps.

Another option is to widen mainly suburban freeways, but to leave I-94 and I-43 at six lanes within the city limits, for \$6 billion.

Before their recommendation becomes final, planners are seeking public comment.

Each hearing is to start with an open house from 4 to 6 p.m.,

a formal presentation at 6 p.m., and public comments at 6:30 p.m. Hearing dates and locations are:

May 8, Kenosha City Hall, 625 52nd St.; May 9, Gateway Technical College Elkhorn Campus, 400 County Highway H; May 15, Washington County Fair Pavilion, 3000 County Highway PV, Town of Polk; May 16, Gateway Technical College Racine Campus, 1001 S. Main St.;

May 22, Downtown Transit Center, 909 E. Michigan St.; May 23, Goodwill Industries Waukesha Community Center, 1400 Nike Drive, Waukesha; May 29, King Community Center, 1531 W. Vliet St.; May 30, Northwest Senior Center, 7717 W. Good Hope Road; June 5, Manitoba Elementary School, 4040 W. Forest Home Ave.; and June 6, Ozaukee County Administration Center, 121 W. Main St., Port Washington.

## WAUKESHA

### SEWRPC freeway hearing

**set:** An open house and public forum on the freeway system reconstruction plan has been set for 4 p.m. May 23 in the East/West Conference Room of the Goodwill Community Service Center, 1400 Nike Drive.

The recommendation was made by the Southeastern Wisconsin Regional Freeway System Advisory Committee in March.

The open house will be held from 4 p.m. to 6 p.m. It will provide an opportunity for people to ask questions about the reconstruction project, which is planned to add lanes to about 127 miles of the freeway system in southeastern Wisconsin.

A presentation by the staff of the Southeastern Wisconsin Regional Plan Commission is set for 6 p.m. to 6:30 p.m. A public hearing will follow to allow for public comment.

Citizens also may submit written comments to SEWRPC, W239-N1812 Rockwood Drive, P.O. Box 1607, Waukesha, WI 53187-1607. E-mail comments can be sent to [freewaystudy@sewrpc.org](mailto:freewaystudy@sewrpc.org).

Milwaukee Journal Sentinel  
Wednesday, May 1, 2002

Waukesha Freeman  
Tuesday, April 30, 2002



# Freeway fans should sound off

If you are one of those freeway travelers who likes the slow moving snake of traffic to and from work every day, the newly recommended plan to reconstruct the freeway system in southeastern Wisconsin is not for you.

Those of you who hold a different view might want to consider attending a public information hearing on the plan backed by the Southeastern Wisconsin Freeway Advisory Committee.

The plan will be on display from 4 p.m. to 6 p.m. May 23 at the Goodwill Industries Waukesha Community Center, 1400 Nike Drive, Waukesha. At 6:30 p.m. there will be a forum allowing for public comment. The

comments are to be incorporated into the final recommendation later this year.

The committee voted in March to recommend rebuilding and widening 127 miles of the most heavily used freeway sections.

Now the plan is hitting the road to local municipalities to see if they are willing to jump on board before a final recommendation is submitted to the state Department of Transportation.

Most of the representatives from the seven counties affected by the proposal voted for the \$6.2 billion plan, recommended by the staff of the Southeastern Wisconsin Regional Planning Commission.

The plan would widen much of

the freeway system in urban settings from six to eight lanes.

The east-west freeway corridor between Pewaukee and downtown Milwaukee would account for about one-fourth of the work. Waukesha County would also see some lane additions along Interstate 43 from Hales Corners to Moorland Road.

The bulk of the work would be on I-43/Interstate-94 from Ozaukee County, through Milwaukee, south to the state line, the plan shows.

The result would cause the freeway system affected by congestion to decline from 65 miles in 1999 to 21 miles in 2020, when all phases of the work will be completed.

Miles of freeway affected by

severe congestion would decline from 26 miles to 17 miles, based on the plan.

While some freeway segments will remain congested, it will be less severe and will not last as long as it does today, based on the report.

It should also mean a decrease in traffic on surface - non-freeway - streets, based on the plan projections.

We believe this plan holds the key to planning the future of the region. If you are one of those who faces the long commutes every work day, you probably do, too.

Take the time May 23 to support the plan in person and get on the record.

**Waukesha Freeman**  
Monday, April 29, 2002

## Next leader will be in front seat on transit

He will have a hand in study to widen highways, rebuild airport revenue

By LARRY SANDLER  
of the Journal Sentinel staff

Last Updated: April 23, 2002

Jim Ryan and Scott Walker are running for a job that affects how the rest of us drive, ride and fly.

The next county executive will be involved in key decisions on freeways, public transit and Mitchell International Airport.

From widening freeways to building a light rail system, from running downtown trolleys to expanding the airport, from boosting bus ridership to paying for county highways, from creating a regional transit authority to adding bicycle lanes on the Hoan Bridge, transportation issues converge at the courthouse.

Start with the Milwaukee County Transit System.

The county owns 498 buses and 13 rubber-tired trolleys that together provided 51.3 million rides and racked up 21.8 million miles last year. Milwaukee Transit Services Inc., the company that operates the bus system, employs 1,392 drivers, mechanics and other workers. Fares cover 37% of the system's \$113.8 million budget, one of the nation's highest fare-box ratios.

But after three years of growth, ridership has dropped 5% in two years, to just above 1992 levels. Competition for property tax dollars and state and federal aid periodically spurs a cycle of cutting service and raising fares, further depressing ridership. And after nearly two years, ridership remains low on the trolleys, which shuttle workers and visitors around downtown and nearby neighborhoods.

With businesses relying on the buses to carry employees to work, and with the county's poorest residents unable to afford cars, the next county executive will be faced with several proposals to bolster public transit.

## Race for County Executive

On the Issues

Here is a look at where the two Milwaukee County executive candidates stand on some of the key issues:

## Regional Transportation Authority

■ Jim Ryan: Does not rule out a regional governing authority but says it is more important to ensure the transportation system, from roads to buses, functions well on a regional basis. Criticizes recent county effort to shift more road costs to local governments.

■ Scott Walker: Supports an independent authority that could include airports, freeways and bus system. Says the authority could extend to Waukesha.

Ozaukee and Washington counties. Has not advocated a specific funding source.

## Freeways

■ Ryan: Says freeway reconstruction efforts should be carefully planned. Open to additional lanes, noting it is more feasible to add lanes on the north-south route through the county than east-west. Has not taken a position on the double-deck proposal for freeway near Milwaukee's Story Hill neighborhood but questions cost for it.

The Wisconsin Center District is studying whether a new system - either light rail, electric buses or just more trolleys - should connect downtown, Miller Park and the east side. That study seems to be tilting away from light rail and toward electric buses guided by a single rail or an electric eye. Whether to build such a system - at a cost of hundreds of millions of dollars - could be up to the county.

Meanwhile, former County Executive F. Thomas Ament and supervisors searched unsuccessfully for ways to replace the bus system's property tax support - now 9% of its budget - with a funding source reserved for transit, such as a local gas tax, sales tax or vehicle fee. Those ideas remain under discussion.

Also under discussion is creation of a regional transit authority that would merge the Milwaukee County system with suburban systems. Several Milwaukee County routes already cross into Waukesha County, other counties run buses into Milwaukee County and Milwaukee Transit Services runs the Ozaukee County bus system.

Pete Beitzel, a vice president of the Metropolitan Milwaukee Association of Commerce, said the next county executive should try to work out the issue with suburban counties, which have opposed a regional authority.

Beyond public transit, transportation issues facing the next county executive include:

## Freeways

A Southeastern Wisconsin Regional Planning Commission study is examining how all area freeways should be rebuilt as they wear out, in coordination with separate state plans to rebuild the Marquette Interchange downtown.

The next county executive will have a vote on the freeway study committee, and each area county has a voice on the final plan. Although the state isn't required to follow the plan, the commission can block use of federal money to add lanes to freeways.

■ Walker: Says reconstruction of the Marquette interchange should be done to account for future capacity needs, including possibly adding lanes. Questions whether lanes need to be added to freeways in other areas. Says not "particularly fond" of double-deck proposal for freeway near Milwaukee's Story Hill neighborhood.

## Light Rail

■ Ryan: Opposes traditional countywide light rail system but says he is willing to consider alternatives, including rail-guided trolleys, for a "venue-based high-density area."

■ Walker: Opposes all rail-based systems. Has sponsored a measure requiring a referendum on any light rail system in the county. Advocates an improved rubber-tired trolley system.

## Bus System

■ Ryan: Reluctant to cut any routes without knowing impact on links to jobs. Supports a stronger customer-based system. Says fares are "right where they need to be."

■ Walker: Wants a stronger system aimed at getting workers to jobs. Wants more and improved connections to surrounding counties. Would consider cutting fares to boost ridership.

## Hoan Bridge Bike

## Path

■ Ryan: Would consider bike path across the bridge "if there's a way to safely and cost-effectively" complete it. The proposal calls for local and federal funding.

■ Walker: Opposes proposed bike path across the bridge, saying the county cannot afford it. He has not ruled out other, less-expensive bike links between north and south sides.

- Compiled by Greg J. Borowski

interim County Executive Janine Geske abstained from a preliminary recommendation to add lanes to all major freeways, at a cost of \$6.2 billion. Ament and Dave Novak, county director of public works, opposed widening I-94 and I-43 in Milwaukee. Opposition is also building to double-decking I-94 near Story Hill, where the freeway can't be widened without moving graves.

## Election 2002

Complete Coverage

## Airports

Milwaukee County runs both Mitchell - with 14 airlines offering nearly 400 flights a day - and the much smaller Timmerman Airport. No property tax money goes to the airports, which are funded by fees from airlines, passengers and companies doing business there.

But those fees dropped dramatically when flying fell off after the Sept. 11 terrorist attacks, and the county delayed expansion of Mitchell's terminal as a result. Rebuilding airport revenue could be a challenge for the next county executive, Novak said.

Beitzel, meanwhile, questions whether Mitchell should remain under county control, because more than half its passengers live outside the county. A Greater Milwaukee Committee study panel is looking at whether to set up a regional airport authority, as part of a broader overhaul of county government.

## Hoan Bridge bike lane

A state Department of Transportation study is looking at whether to add bicycle lanes to the Hoan Bridge, eliminating one lane of I-794 traffic, at a cost of \$2.6 million to \$3.5 million, or whether to use streets or a former railroad right of way for a bicycle link between downtown and Bay View.

Officially, that decision is up to the state. But because Milwaukee County maintains and patrols the freeways and operates bike trails in county parks, the next county executive could have a voice in the decision, Novak said. It's also possible the state might ask the county to help pay for the bike lane, he added.

## County highways

Supervisors last year angered suburbs by calling on them to pay 10% of repaving costs on the 87-mile county highway system, in addition to their traditional 30% share of reconstruction costs.

With municipal budgets strained by the threatened loss of state aid, the next county executive and the County Board may have to reconsider how to pay for road work, Novak said. And it might be time to review the division of responsibility between state, county and municipal road authorities, Beitzel added.

JSOnline Milwaukee Journal Sentinel  
Tuesday, April 23, 2002

## For whom the bell tolls? The trolley

Last Updated: April 11, 2002



**Jim Stingl**  
[E-MAIL](#) | [ARCHIVE](#)

I felt the need to be alone Thursday, so I took a ride on the downtown trolley.

To my surprise, knowing what I know about mass transit and Milwaukee, there were other riders aboard. Really.

We rode from 4th and Wisconsin to Potawatomi Bingo Casino in the Menomonee Valley. That's apparently what these trolleys

are for - running little downtown errands or sneaking in some gambling during the work day.

At the casino I put two quarters into a slot machine aptly named (I'm not kidding about this) "Something for Nothing," hoping to break even for my trolley fare. But the kiwis and cherries and oranges and piles of gold coins came up in the wrong order and my 50 cents dropped into the machine's stomach.

If folks around here fed half as much money into mass transit fare boxes as they put into busy slot machines, Milwaukee could build the finest urban transportation system in the world.

We'd have light rail. We'd have heavy rail. We'd have electric buses, subways, monorails and stereorails, cable cars, sky trams, gondolas, rickshaws - every possible mode of smelling other people's body odors.

But the fact is, we love our cars. We're a city that drives itself to work and the bingo hall and everywhere else for that matter.

The cute red Milwaukee County Transit System trolleys have turned out to be the little engines that couldn't. The County Board's Transportation Committee - made up mostly, I'd be willing to bet, of members who drove their cars to the meeting - voted this week to cut back on certain trolley routes and times because of low ridership. A newspaper story included this important sentence: "Nobody spoke in opposition to the cuts . . ."

These are the same nobodys who are excited to see what other forms of mass transit are in Milwaukee's future.

JSOnline Milwaukee Journal Sentinel  
Thursday, April 11, 2002

When I heard recently that certain local leaders were recommending that lanes be added to Milwaukee's main freeways, my first reaction was, yes, more lanes, wider lanes, faster lanes! My second reaction was, yes, more lanes, wider lanes, faster lanes!

There are way more cars on the road now than there were when the freeways were built decades ago. The "rush minute" we used to joke about here now is an actual rush hour or two twice a day. It makes no sense to rebuild the expressways the same size.

### Clinging to our steering wheels

I'm trying to think how good, how fast, how convenient, how safe, how extensive, how cheap and how free of urine a new mass transit system would have to be to get us out of our cars. Erecting a multi-billion-dollar people mover in Milwaukee does not make us New York or Washington, D.C. It makes us Milwaukee being crisscrossed by nearly empty trains.

I could be wrong about this, of course. Maybe when gasoline is 10 bucks a gallon or we're choking on our own tailpipe fumes, we'll line up at transit stops and token dispensers.

That's why we ride the Freeway Flyers to Summerfest. Parking there became just too obnoxious. Same with Miller Park, where people in cars have been turned away when the lots filled up. More losses by the Brewers should alleviate that problem.

The political hot button we've come to know as "light rail" exists mainly as a club that opponents like to use to beat up politicians who want their names on plaques in the train stations someday. I never hear real people talking about wanting it, needing it or even thinking that, yeah, it might be nice if somebody else pays to build it.

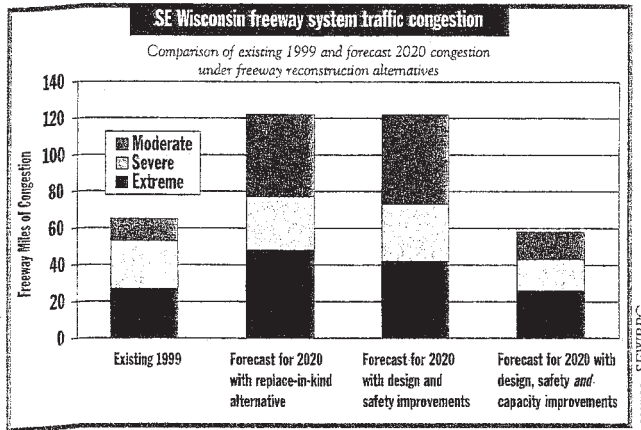
A consultant claimed last year that a light rail or electric bus system would attract some 12 million riders a year by 2020. That's about 11.5 million more people than the trolleys carried. And 75% of that projected ridership would be the people already riding county buses.

Which means most of us would still be in our cars, or as we sometimes call them, our rubber-tired personal transport systems.

# SEWRPC advisory committee supports adding capacity

A preliminary recommendation for adding lanes to address capacity needs on the southeast Wisconsin freeway system was passed March 21 by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) freeway study advisory committee.

The cost of rebuilding the freeway system with capacity expansion is estimated at \$6.25 billion, or \$750 million (13.6 percent) more than the option to rebuild the system with design and safety upgrades only. In-kind replacement, estimated at \$3.4 billion, would not address current safety hazards on the SE freeway system such as left-land entrance and exit ramps and closely spaced interchanges.



Design and safety upgrades alone will not significantly mitigate traffic congestion. SEWRPC estimates that the extent of freeway congestion would still increase from 65 miles (24 percent) of the system today to 122 miles (44 percent) of the system by 2020.

Widening the freeway system would permit more than 50 percent reduction in the extent of projected future traffic congestion. If the freeways are widened, the extent of expected congestion in 2020 is forecast to be 58 miles, or 21 percent of the freeway system (see chart).

Other benefits of additional freeway lanes include:

- For segments that would still experience congestion even after widening, the extent and severity of congestion would be reduced.
- Traffic volumes and neighborhood impacts on surface arterial streets would be reduced by anywhere from 1,000 to 9,000 vehicles per weekday, depending upon the segment.
- Freeway system travel time reliability would increase.
- By 2020, without additional lanes, a doubling of total daily travel delay on the system is projected, and peak hour travel times are forecast to increase 15 to 40 percent.
- Safety problems due to traffic congestion would be significantly addressed – rear-end crash rates are five to 15 times higher on congested freeway segments.

Additional lanes are proposed to address existing and forecast traffic congestion on 127 miles (47 percent) of the system. 108 miles of widening had already been unanimously recommended by the SEWRPC technical subcommittee. The advisory committee's debate was focused on the remaining 19 miles of freeway segments, which include a section where I-94 would be double-decked in order to expand the freeway without disturbing cemeteries on each side.

Many committee members advocated approval of the widest possible range of realistic options, in order to move the issues forward for public review and input. Milwaukee Mayor John O. Norquist and Gloria McCutcheon of the state Department of Natural Resources voted against all proposals for freeway expansion, and acting Milwaukee County Executive Janine Geske abstained.

Public hearings and discussions by county and municipal governments will take place over the spring and summer, and the study committee is expected to issue a final recommendation this fall. Although WisDOT is not required to follow the final recommendation, it cannot use federal money to expand any freeways that the regional planning committee does not recommend widening.

For further information, visit the SEWRPC freeway study website: <http://www.sewrpc.org/freewaystudy/default.htm>. In addition, TDA has reported on the progress of the SEWRPC freeway study in prior newsletter and TransAction articles. For past articles, please contact the TDA office, (608) 256-7044, or check our website at [www.tdavisconsin.org](http://www.tdavisconsin.org).



# Road work necessary for safe, efficient transportation

BY BILL CAPE

Critics of road construction in Wisconsin often twist words and report only partial statistics suggesting that the state is needlessly building roads to the detriment of our communities and environment. I would like to set the record straight by pointing out the following.

Funding for new highway construction in Wisconsin accounts for only 10 percent of the state's annual transportation spending. The rest is for fixing and maintaining existing highways, aid to local governments and funding of other transportation modes.

The number of lanes on our state highway system has grown by 5 percent since the early 1980s, while traffic on the system has increased 60 percent.

In Southeastern Wisconsin, the regional planning commission reports that while weekday traffic levels have increased 20 percent since 1990 there has been a 67 percent decline in highway related emissions of volatile organic compounds and a 10 percent decline in nitrogen oxides primarily due to cleaner burning fuels and new more efficient engines.

Much has been made of the Census Bureau figures indicating Wisconsin spends one-third more than the U.S. average on road construction and maintenance. Rarely is it mentioned that Wisconsin's public road mileage exceeds the national average by 49%.

In 1999, Wisconsin's total spending for capital investment (new highways), maintenance and debt service was \$148.00 per resident — 14 percent below the national average

Wisconsin roads should meet several goals, they should be cost effective, safe, and provide an efficient system to move goods, services and people. They should help us to save time and reduce waste in movement of people, goods and materials. Roads should enhance our quality of life. As a heart patient I know that minutes an ambulance spends in congestion could cost my life or my family's and friends' lives. I know that a fire doubles every 17 seconds, I want to know that emergency fire trucks are not slowed down even by seventeen seconds due to deteriorating roads and congestion. Over 50,000 lives are lost each year on our nations roads and highways, I want to know that careful, thoughtful planning to improve roads is trying to reduce that number and if some scenic roads are turned into safer more efficient four-lane roads, I am all for that because I don't want by family to become part of the 50,000 deaths each year because we saved money.

The suggestion that road building projects are simply politically driven, "make work propositions" is ludicrous. The state has a deliberate planning process that it follows in

recommending which highway projects, (including extensive public hearings) it will undertake with its limited construction budget. There are far more communities lobbying to get their projects on the list than communities fighting to have them removed.

If Wisconsin is going to have a transportation system that safely and efficiently meets the needs of its citizens (97 percent of whom travel primarily by personal vehicle) and businesses, it must be willing to invest in a strong system of local roads and highways.

As a local road-building contractor working in Racine area for over one hundred years, we have great pride in what four generations of our company have built. We have been a part of building a road system that is the envy of the world and that system helps secure our freedom of travel and ability to compete in the world market. With an ever growing population additional road building will be needed. Those new roads will be carefully planned with concern for the environment, local community needs, and safety improvements.

I am proud to part of the group that helps to provide all people an improved quality of life and safety.

If you would pay close attention to our transportation needs you would probably encourage more spending on roads even on a limited budget, not less.

The JournalTimes  
Wednesday, March 27, 2002

# Milwaukee's freeway future

Mayor John Norquist believes that adding lanes to Milwaukee's freeway system would have an effect exactly opposite that of the Milwaukee Art Museum's Calatrava addition. Rather than enhance the city, as the Calatrava did, wider freeways would inflict lasting harm, the mayor believes.

He may be exaggerating a bit, but we share his skepticism. We're inclined to think that widening freeways is a short-sighted approach to the complex problem of providing modern urban transportation.

Too much traffic? Just make the freeway bigger. Problem solved. This may sound good in theory, but put into practice, it usually doesn't work out that way, as the experience in other cities has shown.

A group of top local leaders feels differently. The officials, who serve on an advisory committee of the Southeastern Wisconsin Regional Planning Commission, made a recommendation last week to add freeway lanes at a cost of \$6.25 billion. Norquist, who is also on the panel, voted against the recommendation, as did an official of the state Department of Natural Resources.

Freeways, of course, are a necessary component in any modern transportation system. That's why we strongly supported an earlier recommendation by the advisory committee not only to rebuild the area's aging freeways, but also to redesign them to improve safety. It's estimated that the upgrades would cost at least \$5.5 billion and

require 577 additional acres and the razing of 167 homes and 23 commercial and industrial buildings. That's a big price, but it would be worth it if lives were saved and injuries reduced.

A wholesale widening of the system, as the local leaders recommended last week, would be something else. Particularly in Milwaukee County, it would disrupt neighborhoods, displace businesses and hurt property values. One proposal calls for double-decking I-94 west of Miller Park, which would be a blow to the picturesque Story Hill neighborhood on the bluff west of Miller Park.

Unlike the December recommendation, the goal of the proposal for wholesale widening would not be to improve safety, but to reduce congestion and drive time. And not by much, either — five minutes between downtown and Wauwatosa on I-94.

Norquist says state transportation officials need to look at approaches being used in other parts of the country — not just rapid transit systems, he says, but better surface streets, especially arterials, so motorists have alternatives.

Fond du Lac Ave., the new Lincoln Memorial Drive and the Lake Parkway south of the Hoan Bridge are concrete local examples. They and other possibilities need to be seriously considered as part of an overall transportation plan before anyone gives the green light to more lanes.

Milwaukee Journal Sentinel  
Wednesday, March 27, 2002



# Group backs major freeway rebuilding

## Milwaukee opposes Marquette-Zoo work

By DENNIS A. SHOOK  
Senior Staff Writer

WEST ALLIS - The government leaders group that has studied a major overhaul of the freeway system in southeastern Wisconsin for the past year recommended Thursday to rebuild and widen 127 miles of the most heavily used sections.

For the next seven months the plan will hit the road to local municipalities to see if they are willing to jump on board before a final recommendation is submitted to the state Department of Transportation.

But it was clear at the meeting that Milwaukee's city and county leaders already aren't heading in that same exact direction and their opposition could lead to the most congested part of the system not being changed significantly.

Representatives from seven counties on the Southeastern Wisconsin Regional Freeway System Advisory Committee, nevertheless, voted overwhelmingly for a plan to widen 127 miles of freeway. The \$6.2 billion plan was recommended by the staff of the Southeastern Wisconsin Regional Planning Commission.

But Milwaukee Mayor John Norquist and other Milwaukee officials said they will not support much of the widening in the city, particularly the six-mile stretch of Interstate 94 between the Marquette and Zoo interchanges.

The plan calls for an elevation of the westbound ramp near Miller Park, along the Story Hill neighborhood - between Mitchell Boulevard and Hawley Road. That would allow the freeway to be widened in that most congested section from six to eight lanes without having to relocate an existing graveyard.

"I don't want to widen I-94 between the Zoo and the Marquette," Norquist said flatly.

He also spoke out against other parts of the plan, saying certain design standards were inappropriate for urban areas where the buildings are as congested as the bumper-to-bumper traffic during peak rush hours.

Milwaukee County Board Chairman Karen Ordians said she also

### Plan to be reviewed by year's end

The \$6.2 billion freeway rebuilding project recommendation will now take the following road:

- March-July - Committee staff will seek feedback from government bodies and civic groups
- August - Advisory committee will vote on plan after feedback
- September - Final plan submitted to each county board and executive for formal approval, followed by amendment of regional transportation plan
- October - Submittal of final plan to the state Department of Transportation

opposed parts of the plan. But she voted for the plan "just so the information can be flowing" to local governments for debate, she said.

Norquist also voted against widening along a 13-mile stretch of Interstate 43, from the Mitchell Interchange to Brown Deer Road, without offering a specific reason.

### Waukesha work key

The plan would widen much of the freeway system in urban settings from six to eight lanes.

The east-west freeway corridor between Pewaukee and downtown Milwaukee would account for about one-fourth of the work. Waukesha County would also see some lane additions along Interstate 43 from Hales Corners to Moorland Road.

The bulk of the work would be on I-43/I-94, from Ozaukee County, through Milwaukee, south to the state line, the plan shows.

The result would see the freeway system affected by a congestion decline from 65 miles in 1999 to 21 miles in 2020, when all phases of the work will be completed.

Waukesha Freeman  
Friday, March 22, 2002

Miles of freeway affected by severe congestion would decline from 26 miles to 17 miles, based on the plan.

While some freeway segments will remain congested, the congestion will be less severe and will not last as long as it does today, based on the report.

It should also mean a decrease in traffic on surface - non-freeway - streets, based on the plan projections.

Waukesha County Executive Daniel Finley said he will support the plan. He also said if the freeway were not widened between the Zoo and Marquette interchanges it would create a bottleneck that would limit the effectiveness of the plan.

"It's critical the freeway be widened throughout the entire system," Finley said. "Any bottleneck would be detrimental to the region."

"This is a regional facility that requires a regional decision so we will ask the local governments what they think and come back to make a final decision," Finley said.

Waukesha County Board Chairman Jim Dwyer added, "It is not up to us to make decisions for the city of Milwaukee. But when you look at putting bottlenecks in a system, it doesn't function properly."

"And the results of that need to be identified also because that will effect the economic viability of this region for forever to come," Dwyer said.

In the end, Norquist said the plan was unrealistic because "there are absolutely no funds coming down the pike for this. This discussion defies reality."

Advisory committee chairman Bill Drew said determining how the project would be paid for was not part of the committee's charge.

Sierra Club spokesman Brett Hulsey said the plan should be opposed because it does not consider funding for different modes of travel, like rail.

"There are vacant rail lines right next to many parts of this system," Hulsey said.

## Freeway expansion proposal spurs debate

By Jeremy Harrell  
Daily Reporter Staff

The Daily Reporter  
Friday, March 22, 2002

March 22, 2002

A committee of transportation and elected officials Thursday adopted a set of recommendations to make \$6.2 billion in upgrades and lane additions to freeways in southeast Wisconsin, but Milwaukee Mayor John Norquist's office isn't pleased.

Norquist was among a handful of committee members who voted against the plan. His acting chief of staff, Steve Jacquart, said the recommendations were excessive, given the state's difficulty finding money for the plan's centerpiece: the \$900 million reconstruction of the Marquette interchange.

"We're already \$500 million short for the Marquette Interchange, then we have to go find another \$5 billion for this," Jacquart said. "If you want to know why we have such a fiscal mess, it's because of committees like this. Who's going to pay for this? Milwaukee isn't going to support this."

The preliminary plan calls for tacking on lanes to 127 miles - or 47 percent -- of highways and interstates in the seven-county region around Milwaukee, said Kenneth Yunker, assistant director of the Southeast Wisconsin Regional Planning Commission, which helped draft the recommendations. The recommendations also include a plan to slightly deck sections of Interstate 94 near Miller Park to minimize infringement on nearby cemeteries, he said.

The plan now goes to public hearings over the next several months, and citizens, county boards and other local government officials will have a chance to modify the proposal before it's formally approved this summer, Yunker said. Nothing in the recommendations is etched in stone, but the committee voted to approve the ambitious scope in order to put everything on the table for the public to see.

"We put it in the plan so people can discuss it, rather than take it off the table at this time and reduce the opportunity for discussion," Yunker said. "We will find out what they agree with and what they don't agree with. That will be what will ultimately be approved this summer."

### In charge

Regardless of questions about money, the freeways around Milwaukee are in need of repair and upgrading, Yunker said.

Congestion is expected to only get worse, and SEWRPC sought to lay out all the conceivable options, he said.

"We will need to rebuild the freeway system, whether there's funding or not," Yunker said. "If we're going to rebuild the system and live with it for 50 years, should we be rebuilding to modern design standards and should we be looking at additional lanes?"

We're trying to figure out what is the desirable plan to do, and that's what we're addressing."

A particular bone of contention for Milwaukee is a plan to add lanes to I-94 near Miller Park by laying portions of the westbound lanes over the eastbound lanes, Jacquart said. Adding more traffic to the freeway means fewer motorists will be driving through downtown Milwaukee, cutting off an essential source of commerce, he said.

"One (thousand) to 3,000 carloads of shoppers will be diverted and going from one sprawl development to another," Jacquart said. "The cost-benefit of this particular section is hard to accept."

SEWRPC, however, devised the I-94 plan to accommodate a growing volume of traffic along the corridor, Yunker said. Having a slight overlay will keep the freeway in its current footpath and not infringe on nearby cemeteries, he said.

A nearby neighborhood association is opposed to the overlay idea because of fears that it will increase air and noise pollution, Jacquart said. He added that Milwaukee officials are disappointed the recommendations don't include planning for alternative transit options.

# Plan would add lanes to freeways

By LARRY SANDLER  
of the Journal Sentinel staff

West Allis — Over the objections of Milwaukee Mayor John O. Norquist and the state Department of Natural Resources, a group of top local leaders handed down a preliminary recommendation Thursday to add lanes to major freeways throughout southeastern Wisconsin at a cost of \$6.25 billion.

Included in the preliminary recommendation is a call for double-decking I-94 just west of Miller Park to expand the freeway without disturbing cemeteries on each side. West siders are already gearing up to fight that idea, which would bring the freeway closer to the Story Hill neighborhood that overlooks the ballpark.

Widening I-94 and I-43 also would mean adding another lane in each direction to downtown's Marquette Interchange, which is now being redesigned without any additional lanes. The state Department of Transportation has said the \$760 million to \$890 million interchange reconstruction project would leave space for more lanes if needed.

Norquist said he opposed widening freeways because "I think it will hurt Milwaukee. I think it will hurt the neighborhoods. I think it will waste Wisconsin taxpayers' money."

But Milwaukee County Supervisor James White argued that wider freeways would bring an "enhanced flow of commerce" and said "economic opportunities had been hurt for people in central cities" by not cooperating with regional freeway plans.

Thursday's vote at State Fair Park was a key step in the process of deciding how to rebuild the aging freeway system "as it reaches the end of its useful life."

The Southeastern Wisconsin Regional Planning Commission advisory panel had already voted down the idea of rebuilding the freeways in their existing form, for \$3.4 billion, and endorsed design upgrades — such as eliminating left-hand on- and off-ramps — that would push the cost to at least \$5.5 billion, including the downtown interchange.

Turning six-lane freeways into eight-lane freeways and four-lane freeways into six- or eight-lane freeways would add \$750 million, including \$100 million for the in-

## Leaders' recommendation costs \$6.25 billion

### WHAT'S NEXT

**Spring and summer:** Public hearings and discussions by county and municipal governments.

**August:** Final recommendation by study committee.

**Fall:** Final action by county boards and Southeastern Wisconsin Regional Planning Commission.

terchange alone. It also would bring the total land taken to 658 acres, forcing the removal of 216 homes, 31 businesses and three Milwaukee County buildings, including the Courthouse Annex.

The freeway study committee's vote opens the issue for public debate, including public hearings over the summer and discussions by county boards and municipal governments throughout the seven-county area. A final recommendation is expected this fall.

Although the DOT is not required to follow the final recommendation, it cannot use federal money to expand any freeways that the regional planning commission does not recommend widening, said Phil Evenson, commission executive director. The DOT supports widening freeways, said Leslie Fafard, the department's southeastern district director.

Committee members disagreed over the meaning of their vote. Milwaukee County Board Chairman Karen Ordinans, Wauwatosa Mayor Theresa Estness and Metropolitan Milwaukee Association of Commerce President Tim Sheehy all said they opposed widening I-94 from downtown to U.S. Highway '45, but voted for it to send the issue out to public hearings.

But Norquist and interim Milwaukee County Executive Janine Geske argued that the preliminary recommendation was a vote of support. Norquist voted against widening any freeways, as did Gloria McCutcheon, the DNR's southeastern district chief. Geske abstained.

Committee chairman William Drew, Waukesha County Executive Dan Finley, Racine County Executive Jean Jacobson, Brookfield Mayor Kathryn Bloomberg and Ozaukee County Supervisor Gus Wirth joined Fafard, White, Ordinans, Estness, Sheehy and other panel members in voting for the widening recommendations.

### Focus on 19-mile stretch

Although the preliminary recommendation called for widening 127 miles of freeways, Thursday's debate focused on 19 miles: whether to increase from six to eight lanes on I-94 from the Marquette Interchange to the Zoo Interchange, and I-43 from I-894 to Bender Road, and whether to expand I-43 from four lanes to six or eight lanes from Bender to Brown Deer Road.

Double-decking the freeway between Mitchell Blvd. and Hawley Road — with the westbound lanes 25 feet in the air, hanging partly over the eastbound lanes and partly over the cemeteries — would be needed even if no lanes were added, said Ken Yunker, commission assistant director.

Yunker said double-decking was the only way to bring I-94 up to federal standards, with adequate shoulders, without moving graves. Norquist said those standards weren't mandatory.

Widening the freeways would cut congestion, increase safety and prevent crowding on local streets, Yunker said. McCutcheon distributed a position paper saying that widening the freeways would hurt the environment and that expanding bus and train service would make more sense.

After the meeting, Ald. Mike Murphy and state Rep. Peter Bock (D-Milwaukee) said saving five minutes from downtown to Wauwatosa wasn't worth sacrificing the quality of life for their west side constituents. Double-decking or widening I-94 would mean more air, noise and light pollution, added Sandy Rusch Walton, president of the Story Hill Neighborhood Association.

As he has with the Marquette Interchange, Norquist hammered at the project's cost, saying no money was available for freeway reconstruction without raising gas taxes — something Gov. Scott McCallum has vowed not to do.

Drew and Jacobson said it wasn't the committee's job to come up with funding ideas at this point. Bloomberg said it wouldn't make sense for McCallum to budget money for a plan that had yet to be adopted.

Milwaukee Journal Sentinel

Friday, March 22, 2002



The Daily Reporter  
Wednesday, February 27, 2002

By Ellen Hickok-Wall  
Daily Reporter Staff

Feb. 27, 2002

It's been a long journey for the Southeastern Wisconsin Regional Planning Commission, but it's finally completing a study of the freeway system that transports traffic throughout Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington and Waukesha counties.

Philip Evenson, executive director of SEWRPC, said the report is complete except "one important aspect of the preliminary plan, and that's the extent to which additional freeway lanes will be provided."

That's a volatile issue, Evenson said, that will be decided next month.

"The Policy Advisory Committee that's helping us craft the plan is scheduled to meet March 21," he said. "In March, when they come to grips with that issue, then we'll have a complete preliminary plan."

The commission chose from three options:

- \$3.4 billion - Rebuilding the system
- \$5.5 billion - Incorporating system design and design-related safety improvements
- \$6.2 billion - Adding lanes

Preliminarily, Evenson said, it chose the \$5.5 billion middle-of-the-road plan while it considers adding \$700 million to add lanes.

"It's about a 12 or 13 percent increase in cost," Evenson said.

One of the more dramatic results of adding lanes, Evenson said, is that the County Courthouse Annex extends out over the freeway system as it leads to downtown Milwaukee.

"The annex would have to go to widen I-43 through there," Evenson said. "But most county people feel that it's a liability anyway."

Evenson said the county has had some problems with the building through the years.

"Some of the members have fallen off," he said. "There's a series of issues associated with that building."

"It was a trendy idea back at the time to joint use some of this land. In retrospect, we realize it probably wasn't such a good idea."

Other controversy about adding lanes, Evenson said, occurs along Interstate 94 between the Marquette Interchange downtown Milwaukee and the Zoo Interchange on the west edge of the city.

"It would take additional land and some disruption, although from the staff's perspective, the additional disruption is not too large," he said.

#### Needs assessed

SEWRPC's process included studying every segment of the 270-mile system to determine whether it needs:

- Minor redesign
- Substantial redesign
- Substantial redesign and additional traffic lanes
- Removal and replacement with surface arterials

An example of the last option is the Park East Freeway, Evenson said.

"The decision has been made to tear it down, so that's in the hands of Milwaukee County and the Wisconsin Department of Transportation," Evenson said.

The Park East is an elevated freeway spur that connects I-43 with downtown Milwaukee. Plans call for it to be replaced by an at-grade surface arterial street.

The timeline calls for SEWRPC to deliver its recommendation to WisDOT in September.

Before then, the staff will:

- March-July: Obtain feedback from county boards and executives, municipalities, state legislators and the community
- July-August: Determine, based on that feedback, the content of the final plan
- July-August: Submit the final plan for formal adoption by each county board and executive
- September: Amend the regional transportation plan

## Transportation investment will continue to be important

To the editor:

In his budget reform bill, Gov. Scott McCallum safeguarded spending for roads and other transportation services. Critics believe road spending has grown too large, but transportation investments do not come at the expense of other programs. Only those who use the transportation system pay into the state's segregated transportation fund. Only this fund - no general fund dollars - pays for improvements to local roads and state highways, as well as rail, transit, airports, harbors and other transportation services.

More importantly, Gov. McCallum wisely understands that transportation contributes a great deal to the entire state's economy. The long-term benefits of transportation investments go far beyond construction jobs through economic development, lower vehicle operating costs, less congestion, improved safety and an overall quality of life. Consider a few facts:

- Wisconsin's manufacturers and agricultural interests relied on transportation to export \$10.5 billion worth of products last year.
- More than 85 percent of all new or expanding manufacturers locate close to highway routes to facilitate the streamlined business operations and logistics that allow them to remain competitive.
- More than 2.7 million commuters depend on highways and transit to get to work each day.
- Tourists spent nearly \$10 billion in Wisconsin last year. When people have a good travel experience, they want to return.

With an aging infrastructure statewide and a critical need to replace freeways in southeast Wisconsin, investments in roads and other transportation facilities will play a key role in building the state's economy. Gov. McCallum's leadership in minimizing the impacts on transportation projects during this time of economic recovery provides a critical step to help meet growing demands and deliver the services necessary to sustain future economic growth and prosperity.

Gene Kussart, secretary  
Wisconsin Department of Transportation  
Received via e-mail

Waukesha Freeman  
Monday, February 11, 2002

# Marquette Interchange work might require alternatives

Governor unveils plan for 2004-08 reconstruction

Waukesha Freeman  
Wednesday, February 6, 2002

By DENNIS A. SHOOK  
Senior Staff Writer

MILWAUKEE - The state might decide to ride people in and out of town on a rail while the Marquette Interchange is reconstructed.

But once the 2004-08 construction project in downtown Milwaukee is completed, it should be easier for suburban commuters and others to get in and out of the downtown.

Gov. Scott McCallum on Tuesday announced the \$760 million to \$890 million project to improve the safety and durability of the 33-year-old interchange. The heart of the freeway system in southeastern Wisconsin - at the crossroads of interstates 94, 43 and 794 - handles 300,000 vehicles a day, much of them bound for the Twin Cities, Chicago, Madison and Green Bay.

The Sierra Club of Wisconsin is calling for traffic mitigation efforts to duplicate what was done between Milwaukee and Waukesha counties a few years ago when the freeway was repaved.

"The state had train service from Milwaukee to Oconomowoc and maybe they ought to revive that," Sierra Club conservation organizer Rosemary Wehnes said this morning.

But there might not be enough time to construct a reasonable rail alternative, said Kerry Thomas, communications director for Transit Now.

The transit advocacy group would like to see a more permanent mass transit alternative.

"But the governor's time line on that makes it almost impossible," she said.

Thomas said she also would like

to see an Oconomowoc-Milwaukee service resurrected, but said the service would have to be better than that used during the repaving.

"It wasn't used all that much because it ran on those old freight tracks," she said.

The state Department of Transportation plan is to focus on the core of the interchange for the near future. Their goal is to make travel to and from downtown much safer and easier while rebuilding the intricate heart of the freeway system.

The plan will include expanding ramps and increasing the space between ramps, smoothing curves to reduce the speed differential between ramps and main freeways and realigning 11th Street to create better freeway flow.

"After three decades, heavy traffic and Wisconsin winters have taken their toll," McCallum said. "We must act now to replace Wisconsin's transportation and economic gateway."

Wehnes said the environmental group also is pushing for an extension of Metra rail service, north to Milwaukee from Kenosha, where the Illinois rail system now ends. That would help ease the traffic flow from Milwaukee's southern suburbs and Illinois while the work is completed.

McCallum said the state has decided to delay about \$500 million in reconstruction work at the far eastern portion of the interchange, dropping the original cost from \$1.4 billion.

The final cost will depend on factors such as the cost of real estate,

utilities and removing hazardous materials, said Don Reinbold, who is managing the project for DOT.

The department decided to delay reconstruction of the interchange east of the Milwaukee River and focus on areas of the interchange that are in more dire need of repair, Reinbold said.

"The bridge east of the river really has 20 years of life left in it," Reinbold said. Replacing it now "would be like replacing the roof on your house 20 years before you need to, and that's really not fiscally responsible."

The Southeastern Wisconsin Regional Freeway System Advisory Committee is scheduled Feb. 23 to consider what should be done about the future of the rest of the freeway system in the seven counties of southeastern Wisconsin.

The most expensive option would cost an estimated \$6.2 billion for the 270 miles of the freeway in the seven counties. Simply rebuilding the freeway in its current path would cost \$3.4 billion. Adding safety features, widened interchanges, separated frontage roads and right lane only on/off ramps would bring that price up to \$5.5 billion.

"If the freeway system were rebuilt with additional lanes, it would be expected to have a significant impact on freeway system traffic," Ken Yunker, assistant director of the Southeastern Wisconsin Regional Planning Commission, said. "We expect there would be more than a 50 percent reduction in the extent the freeways would be affected by congestion by the year 2020."



# Norquist predicts gas tax increase

He says McCallum is being deceptive about funding highway work

Milwaukee Journal Sentinel  
Wednesday, February 6, 2002

By LARRY SANDLER  
of the Journal Sentinel staff

Milwaukee Mayor John G. Norquist accused Gov. Scott McCallum of deceiving the public by saying Tuesday that he can find \$760 million to \$890 million to rebuild the Marquette Interchange without raising gas taxes.

Instead, Norquist claimed McCallum is planning to wait until after the November gubernatorial election to spring a gas tax increase on the public.

"It's appalling," Norquist said of McCallum's position. "It's promising to spend money you don't have."

Earlier Tuesday, McCallum and state Transportation Secretary Gene Kussart said they did not believe a gas tax increase would be needed to fund the reconstruction of the downtown crossroads of I-94, I-43 and I-794, from 2004 to 2007.

"I do not anticipate it right now," McCallum said of the gas tax increase. "I'm raising gas taxes, or license fees."

Kussart and McCallum said they would get \$425 million for the project and would raise \$465 million from the state's transportation trust funds. "I don't see any other way to raise the money," Kussart said.

## FINDING FUNDING

Mayor John G. Norquist

accused Gov. Scott McCallum of deceiving the public by saying Tuesday that he can find \$760 million to \$890 million to rebuild the Marquette Interchange without raising gas taxes.

"It's appalling," Norquist said of McCallum's position. "It's promising to spend money you don't have."

Gov. Scott McCallum

said Tuesday that he can find \$760 million to \$890 million to rebuild the Marquette Interchange without raising gas taxes.

McCallum said he would provide complete financing for the 2003-05 state budget. He expects to present to the Legislature next year that would come after the election. "If McCallum were a full four-year term, it would be a problem," Norquist said.

After Norquist questioned the Department of Transportation's long-term funding plans at a briefing on the project for business leaders, Kussart replied, "In the world of DOT, the way we operate is year-to-year. As we get closer to the day the Marquette will start, we will have the funding in place. . . . It will be paid for, and we will move forward."

McCallum was not present at the briefing at the Hyatt Regency Milwaukee, because of what Kussart called a scheduling conflict. The governor spoke earlier at a news conference in his Milwaukee office at the State Office Building.

Tim Roby, a McCallum spokesman, said the governor would have no further comment on Norquist's remarks.

At both the news conference and the business briefing, Marquette project chief Don Reinbold outlined plans for redesigning the interchange from N. 25th St. to the Milwaukee River and from the Burnham Ship Canal to Walnut St., including:

- Moving all left-hand entrance and exit ramps to the right side of the freeway, turning

many one-lane ramps into two-lane ramps and flattening out curves, to increase safety and improve traffic flow.

- Rebuilding the N. Plankinton Ave. entrance and exit ramps for northbound and southbound I-43 access only, without hanging I-794 over W. Clybourn St. or double-decking the freeway.

- Keeping the N. 13th St. exit on I-94.

- Rerouting N. 11th St. over I-43, turning it into a sort of frontage road and keeping heavy traffic away from the Marquette University campus.

Those design elements won support from Norquist, city Public Works Commissioner Mariano Schifalacqua, state Rep. Jon Richards (D-Milwaukee), business leaders and AAA spokesman Ernie Stetenfeld.

Also popular were Reinbold's promises to keep traffic flowing during interchange reconstruction and to consider ways to design the structure in an aesthetically pleasing way. But other issues were more controversial.

To cut the interchange's price tag from \$1.4 billion, McCallum decided to delay work on I-94 between 25th and N. 35th St., on I-43 between Walnut and W. North Ave. and on I-794 between the river and Lake Michigan.

That means projects such as adding I-43 entrance and exit ramps at Walnut, straightening out the hazardous North Ave. curve on I-43 and rebuilding the N. Lincoln Memorial Drive ramps on I-794 must wait until I-94, I-43 and I-794 are rebuilt, sometime after 2007.

Tom Bernacchi, chairman of Milwaukee Downtown, said it would have been better for down-

town businesses if all the nearby freeway stretches were done at the same time. Pushing off that work until sometime in the future just means more years of construction, he said.

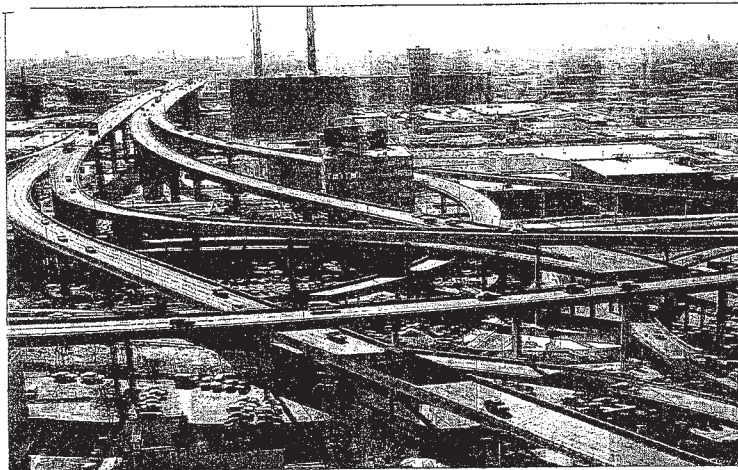
Richards said he was disappointed in the delay on the Walnut ramps. He said it was "an opportunity missed" to provide access to the near north side after the planned demolition of the Park East Freeway spur.

Reinbold said neighboring residents and businesses disagreed about whether the Walnut ramps should be built. As a result, he said the \$44 million job should not proceed until the community reaches a consensus.

The Southeastern Wisconsin Regional Planning Commission is studying how to rebuild all area freeways, a job expected to last at least 20 years and cost \$5.5 billion to \$6.2 billion, including the Marquette Interchange price. As part of that study, planners are considering whether to expand most six-lane freeways to eight lanes.

Reinbold said the interchange would be designed with its current number of lanes, but would be structured to let workers add lanes if the rest of the freeway system were widened. Richards said he was "very wary of any plans to expand the freeway right now."

Kussart said the state's current \$340 million commitment to the interchange project includes \$160 million in the 2001-'03 budget for design and preliminary engineering, plus \$45 million set aside for each of the four years of construction, from 2004 through 2007.



The Marquette Interchange in downtown Milwaukee is to be replaced between 2004 and 2007.

# Regionalism requires adding freeway lanes

Once again, the true nature of the so-called urban "regionalists" is becoming apparent to those who live west of 124th Street.

At a Public Policy Forum luncheon Thursday at the Pfister Hotel, it became clear that Milwaukee politicians are determined to try to obstruct the good of the region with their own petty political problems.

The problem came to light when the regional freeway system reconstruction plans were being discussed.

Southeastern Wisconsin Regional Planning Commission Assistant Director Ken Yunker was discussing the need to rebuild the system with safety changes and - probably - with lane expansion in areas of congestion.

One of the most congested areas in the system, as commuters from Waukesha County well know, is the stretch from the Zoo Interchange to the Marquette Interchange.

During his explanation of the project, Yunker said, "We are looking at not widening the stretch of I-94 from the Zoo Interchange to the Marquette Interchange."

He said part of the concern is the taking of nearly 50 residences

and several businesses on the south side of the freeway along that stretch.

Milwaukee Alderman Michael Murphy added his opposition to widening the freeway in that section, which is his district.

"The people who I serve obviously would not want to see a widening of the freeway," Murphy said. "It takes their homes."

Yet that is precisely what happened half a century ago when the freeway system came to metropolitan Milwaukee. Sometimes the needs of the many outweigh the individual's needs.

Anybody stuck in traffic to or from downtown Milwaukee or from Miller Park will certainly appreciate the need for adding lanes to the freeway.

Most so-called urbanists won't admit that their real concern is to try to make it more difficult for people to live away from the city.

That path to regionalism is truly a one-way street.

We hope that when the Southeastern Wisconsin Regional Freeway Advisory Committee makes its recommendation on freeway expansion in February, they will take heed of the greater needs of the region and not the selfishness of those who wear the cloak of regionalism when it suits them.

Waukesha Freeman

Tuesday, January 29, 2002

# Additional freeway lanes, safety aspects appear on fast track

Expert says plan would cut congestion

By DENNIS A. SHOOK  
Senior Staff Writer

Waukesha Freeman

Tuesday, January 24, 2002

MILWAUKEE - It appears pretty clear which direction the experts are going on the freeway.

In a speech Wednesday, Ken Yunker, assistant director of the Southeastern Wisconsin Regional Planning Commission, sounded like all signposts were pointing toward rebuilding the system with safety enhancements and lane additions.

Yunker made his remarks before the Public Policy Forum of Milwaukee during a luncheon at the Pfister Hotel in downtown Milwaukee.

That is the most expensive option, costing an estimated \$6.2 billion for the 270 miles of the freeway in the seven southeastern Wisconsin counties. Simply rebuilding the freeway in its current path would cost \$3.4 billion. Adding safety features and widened interchanges and separated frontage roads and right lane-only on/off ramps would bring that price up to \$5.5 billion, Yunker said.

"If the freeway system were rebuilt with additional lanes, it would be expected to have a significant impact on freeway system traffic," Yunker said. "We expect there would be more than a 50 percent reduction in the extent the freeways would be affected by congestion by the year 2020.

"That would be a reduction of about 122 miles affected by congestion - or 44 percent of the freeway system - to 58 miles - or 21 percent of the freeway system."

He said such a rebuild would also reduce the area of severe congestion on most weekdays from 73 miles to 43 miles.

He said a full rebuild with additional lanes on congested portions from the Mitchell Interchange to the Zoo Interchange, from the Zoo Interchange to the Marquette Interchange and from the Marquette Interchange to the Mitchell Interchange would bring freeway congestion to the relatively open traffic patterns of the early 1970s.

But making such a recommenda-

tion to the Southeastern Wisconsin Regional Freeway System Advisory Committee, as expected in late February, will not win support from everyone.

Beside the expense, environmental groups and neighborhood groups along the freeway are expected to oppose an expanded freeway.

"We are looking at not widening the stretch of I-94 from the Zoo Interchange to the Marquette Interchange," Yunker said.

Part of the concern is the taking of nearly 50 residences and several businesses on the south side of the freeway along that stretch, Yunker said.

Milwaukee Alderman Michael Murphy said he is hoping the lane additions do not occur along that stretch, which he represents on the Milwaukee Common Council.

"The people who I serve obviously would not want to see a widening of the freeway," Murphy said. "It takes their homes."

The February recommendation to the committee is hardly the final word.

Yunker said the committee will call for public hearings until June. Then the plan would go to the seven county boards involved, seeking their support.

Waukesha County Board Chairman Jim Dwyer, who sits on the advisory committee, said after Yunker's speech that the rebuild should proceed.

"Resurfacing again would be a poor investment of the taxpayer's dollars in the long run."

"And the information presented to us so far indicates a widening of the freeway system in some areas would be beneficial to traffic and congestion in the future," Dwyer said.

Dwyer did express concern for the movement of traffic if the freeway is not widening between the Zoo and Mitchell interchanges, a stretch that many Waukesha County residents use to get to Milwaukee jobs.



# Planners weigh wider freeways in suburbs

## More lanes drop commute times, figures show

By **LARRY SANDLER**  
of the Journal Sentinel staff

Milwaukee Journal Sentinel  
Thursday, January 24, 2002

Planners are studying whether Milwaukee-area freeways could be widened mainly in the suburbs, leaving the most urban stretches of I-94 and I-43 at their current six-lane widths, the study's leader said Wednesday.

That option is being pushed by Milwaukee city officials, who don't want the state to bulldoze homes, businesses and cemeteries for freeway expansion.

At the same time, new figures show widening all freeways would save four to 12 minutes each way for suburban commuters.

The issue of whether the freeways should be widened is part of a Southeastern Wisconsin Regional Planning Commission study of how all of the freeways in the seven-county area should be rebuilt as they wear out over the next 20 years.

Last month, the study's advisory committee voted to recommend, at a minimum, that the freeways should be rebuilt with safety upgrades, such as eliminating left-hand exit ramps. That would cost \$5.5 billion and take 577 acres, but wouldn't stop traffic congestion from doubling by 2020, the commission staff says.

Now the study is focusing on whether to add lanes, which could boost the cost to \$6.2 billion and 659 acres if most six-lane freeways become eight-lane freeways and some four-lane freeways are widened to six or eight lanes.

Originally, the study was examining whether to expand I-43 from four to eight lanes from

Bender Road to Brown Deer Road in the north shore suburbs, and from six to eight lanes from downtown Milwaukee to Bender, as well as widening I-94 from six to eight lanes from Illinois to Waukesha. Widening U.S. Highway 45, I-894 and other stretches of I-43 and I-94 also are under study.

But at the urging of Milwaukee city and county officials, the planners also will examine whether the state should avoid widening I-94 from the Zoo Interchange to downtown and I-43 from the Mitchell Interchange to Bender, and whether I-43 widening could be limited to six lanes from Bender to Brown Deer Road, said Ken Yunker, the commission's assistant director.

Yunker's remarks at a Public Policy Forum luncheon were welcomed by Ald. Michael Murphy, whose west side constituents have strongly resisted widening I-94, particularly in the Story Hill neighborhood near Miller Park.

Although west-siders are concerned about traffic safety and congestion, "we have to be cognizant of placing the greatest burden on the city of Milwaukee," Murphy said.

Mayor John O. Norquist's office also "would certainly be very relieved" if the study didn't recommend widening freeways in the city, said Steve Jacquart, Norquist's policy chief.

Still to be resolved is the question of how traffic would flow if I-94 dropped from eight lanes in the western suburbs to six lanes

in Milwaukee, noted Murphy and Waukesha County Board Chairman Jim Dwyer.

Yunker also released projections on how commuting times would be affected by widening all the freeways. From the Zoo Interchange to downtown, rush-hour trips on I-94 would grow from 15 minutes now to 20 minutes in 2020 if the freeways were rebuilt with safety improvements only, or to 16 minutes if they were widened, the figures show.

Other times to downtown:

■ On I-94 from Barker Road, 25 minutes now, 34 without widening, 27 with widening.

■ On I-43 from Mequon Road, 21 now, 24 without widening, 18 with widening.

■ On Highway 45 and I-94 from Lannon Road, 36 now, 49 without widening, 37 with widening.

Also of concern to local officials is how the state will pay for freeway reconstruction, said Dwyer, Jacquart and Murphy. State officials have said current gas taxes and license fees won't be enough to cover the cost.

Although the state and federal governments have always shared freeway expenses, the current state budget crunch — and Gov. Scott McCallum's decision to cover the state budget deficit by slashing local aid — is making local officials nervous about whether the state will try to force local taxpayers to pick up the cost, they said.

"It will be extremely difficult to try to fund this," Dwyer said.

# Freeway design prevents tighter limits on trucks

Milwaukee Journal Sentinel  
Monday, January 7, 2002

**W**e can't call them NIMBYs when they're so far from their backyards.

Perhaps the right term is NIMRM — Not In My Rearview Mirror.

And, the Road Warrior's readers say, one thing you don't want to see in your rearview mirror is a truck, especially if it's three feet from the back bumper of your Honda Accord and getting closer at 70 mph.

Yes, trucks are the 18-wheel engines of commerce that carry the goods our society needs. But that doesn't make them any less scary to nearby drivers, particularly if those trucks are under the control of jerks who ignore the rules of the road that more respectable truckers espouse.

Even worse, some truckers work such long hours that they fall asleep at the wheel and cause crashes, as a Kansas City Star reporter found in an investigation reprinted last month in the Milwaukee Journal Sentinel. Locally, Milwaukee County Sheriff Lev Baldwin has been cracking down on speeding trucks on area freeways.

## ROAD WARRIOR LARRY SANDLER

Some readers would like to see more restrictions on which lanes trucks can use and how fast they can go.

Readers Jack Schneiberg and Dobie Peters want to know why Wisconsin doesn't prohibit trucks, and perhaps other large vehicles, from using the left lane of freeways.

Several neighboring states have such a rule on freeways or tollways with more than two lanes in each direction, noted Schneiberg and David Vieth, Wisconsin's director of highway operations. In this state, most six-lane freeways are in the Milwaukee area, Vieth said.

"I've seen many accidents almost happen when cars try to pass trucks and buses on the right" when the big vehicles are in the left lane, writes Peters, of Milwaukee.

Referring to the left-lane ban in other states, Schneiberg of West Bend writes: "With all the tip-overs we observe around Milwaukee interchanges, it seems like it would greatly assist traffic flow on our outdated freeways."

Actually, the Milwaukee area's outdated freeway design is the chief obstacle to that kind of lane restriction, say Vieth and Tom Howells, president of the Wisconsin Motor Carriers Association.

With the prevalence of left-hand on- and off-ramps in southeastern Wisconsin, a

left-lane ban for trucks wouldn't be practical, Vieth said. It could even be more dangerous, if trucks cut over to the left lane at the last minute before an exit, Howells said.

Eliminating the left-hand ramps is a key goal in both the state Department of Transportation's study of rebuilding the Marquette Interchange downtown and the Southeastern Wisconsin Regional Planning Commission's study of rebuilding the rest of the freeway system. Once all that reconstruction is done — say, 2030 or so — authorities could reconsider a left-lane ban on trucks, Vieth and Howells said.

In a related question, reader Jon Carlson asks why Wisconsin doesn't join Illinois in holding trucks to a 55-mph speed limit in zones where cars can travel 65 mph.

"The main advantage to the driver of a car is he can stay away from the monstrous trucks," writes Carlson of Oak Park, Ill.

Wisconsin authorities considered a lower truck speed limit, but decided against it after studies showed truck crash rates were more than three times higher where speed limits differed, Vieth and Howells said.

Still, Vieth and Howells say they can understand why motorists are concerned about speeding, tailgating and aggressive driving among truckers — even if that behavior is more common among automobile drivers.

"Because trucks are large and intimidating, you feel more vulnerable when one of them is on your bumper," Vieth said. "And you are."

## Curbside comments

Reader Bill McElwee says the electronic sign on westbound I-894 near Loomis Road may be doing more harm than good.

The sign is on a hilly and curvy stretch of freeway where McElwee, of New Berlin, says he sees traffic slow down in evening rush hour every day. He thinks the DOT traffic sign is not visible enough, and drivers are slowing down to read it.

DOT staffers also noticed the slowdowns and investigated them, said Scott Silverson, a state transportation planner. They found the sign was readable from 1,000 feet away, an adequate sight distance, Silverson said. Traffic backs up not because of the sign but because cautious drivers slow down for the hills and curves, he said.



## Legislators: Freeway design should address capacity

By Ellen Hickok-Wall  
Daily Reporter Staff

Dec. 27, 2001

Two state representatives have introduced legislation requiring that the Department of Transportation address future capacity and congestion in its \$6 billion freeway rehabilitation project.

The proposal, introduced by state Reps. Marc Duff, R-New Berlin, and Jeff Stone, R-Greenfield, will require the DOT to build additional capacity into the project's design to meet projected 30-year traffic estimates.

"As Wisconsin taxpayers prepare to spend up to \$6 billion to repair, reconstruct and improve these vital freeways, it would be ridiculous to ignore the growing congestion problem and miss the opportunity to solve the capacity needs of the highway system," Duff said.

The bill will be on the Transportation Committee agenda early next year, Stone said, and he anticipates that it will move to the Assembly floor by the end of January.

Stone said a media advisory misled readers to believe that the bill includes Milwaukee's Marquette Interchange.

"This bill specifically would not have any impact on the design elements and all of the hearings regarding the Marquette, but it does address the broader freeway system for southeastern Wisconsin," Stone said.

While the Marquette Interchange is an integral connector within Wisconsin's southeast freeway system, Stone said plans for the exchange are too far along and the pair didn't want to delay construction.

Stone said meetings with the DOT and the Southeastern Wisconsin Regional Planning Commission gave him a comfort level regarding the interchange, a three-year, \$1.2 billion reconstruction project scheduled to begin in 2004 as the first step in the freeway system overhaul.

SEWRPC, Stone said, is performing studies and will present reconstruction alternatives to the DOT in January for the Marquette, and ultimately for the areawide system.

"I feel that if we built the system as a whole in the way that we're talking about, then I think the Marquette will be a functional part of that whole system," Stone said.

The new bill requires the DOT to design and construct southeastern Wisconsin freeway rehabilitation



*"Engineers projected traffic needs 30 years into the future. When you do that, you realize that if we don't expand our capacity, we won't be able to handle that traffic."*

Rep. Jeff Stone,  
R-Greenfield

projects - Interstate 94, I-43, I-894, I-794 and highways 41 and 45 in Milwaukee -- to serve capacity needs for three decades, Stone said.

"Engineers projected traffic needs 30 years into the future," Stone said. "When you do that, you realize that if we don't expand our capacity, we won't be able to handle that traffic. If we simply reconstruct, we're not going to be doing anything."

### Congestion to double

Ken Yunker, assistant director of SEWRPC, said it's true that design and safety improvements would do very little to reduce congestion.

While Yunker said he had not heard about the pending bill, he's well aware of the congestion issue facing the metro Milwaukee area.

"We anticipate a doubling over the next 20 years of congestion from what it is today, and we are looking at alternatives that would add lanes to the system," he said.

Adding lanes, he said, would achieve a reduction over congestion figures today.

"Right now, 65 miles of freeway are congested on an average weekday," Yunker said, of the 270 freeway miles in the region.

"If we add lanes, we would expect about 58 miles of the freeway system would be affected by congestion."

While comparing 65 congested miles to 58 miles may seem modest, he said, the bigger accomplishment would be avoiding the projected doubling of congestion.

Stone said he and Duff considered the following information, provided by SEWRPC and the DOT, when writing the new bill:

- Projected 2020 traffic congestion levels if reconstructed without adding lanes would affect 122 miles, or 44 percent, of the freeway, with 73 of those miles extremely or severely congested.
- Additional lanes would reduce congestion from 122 miles to 58 miles, with only 43 of those miles affected by extreme or severe congestion.

**Milwaukee Journal Sentinel**  
Thursday, December 27, 2001

# Regional approach means backing freeway plan

Urban dwellers keep preaching about regional cooperation, but every time we turn around, negative messages are being sent west from Milwaukee County to Waukesha County.

The latest example of such a mixed message involves the plans being considered by the Southeastern Wisconsin Regional Freeway System Advisory Committee.

It is becoming ever more clear that urban officials fear that with expanded freeway capacity will come increased migration from Milwaukee to points west, north and south.

In fairness, there is empirical evidence to support this belief.

Based on the 2000 census, Milwaukee County lost about 3,000 people - during the 1990s. That was a decrease from 959,275 to 956,400.

During that same period, Waukesha County grew by 18.4 percent, the third largest growth rate of the state's largest 15 counties. That amounted to a growth of 56,052, from 304,715 in 1990 to 360,767 today.

The city of Milwaukee was one of three Milwaukee County communities to lose population during that decade.

Milwaukee lost 31,300 in the 1990s, going from 628,300 to 597,974 - or 2 percent. Also losing were West Allis, which dropped 1,967 people - 3.1 percent - resulting in a population of 61,254, compared to 63,221.

Wauwatosa lost 2,095 - 4.2 percent - leading to a population of 47,271 in 2000, down from 49,366 a

decade ago.

Urban officials apparently see expanding the freeway lanes as one-way streets, with people only leaving their area for the rural idyll.

Rather than oppose expanding freeway lanes, Milwaukee would be better served determining why people leave and trying to reverse those trends.

The great hope of city folk is that mass transit will keep people in the urban areas and also bring people back, to "in-fill" areas that have been long abandoned.

It seems they also want to divert funds from freeway land expansions to mass transit options like light rail or commuter rail, thereby cutting transportation west of 124th Street while enhancing it to the east. Southeastern Wisconsin Regional Planning Commission Executive Director Phil Evenson has pointed out that such mass transit options would have nominal impact.

"We estimate that transit could handle 3 percent (of total freeway traffic) at most," Evenson said. "But the amount of freeway traffic grows nearly 2 percent each year. So two years' of traffic growth is more than all those using transit."

If Milwaukee officials are really interested in regionalism, they should understand and accept that freeways are here for the foreseeable future and should work for such a regional approach to solving congestion problems.

Waukesha Freeman

Saturday, December 15, 2001

# Freeway safety upgrades win backing

Panel of top area leaders considering whether to seek more lanes, too

Milwaukee Journal Sentinel  
Friday, December 14, 2001

By LARRY SANDLER  
of the Journal Sentinel staff

West Allis — Top local officials Thursday threw their support behind spending at least \$5.5 billion to rebuild and upgrade Milwaukee-area freeways, and started pondering whether to add lanes and boost the cost to \$6.2 billion.

For \$5.5 billion, the Southeastern Wisconsin Regional Planning Commission staff says, the state could eliminate left-lane entrance and exit ramps and other safety hazards, but traffic congestion would still double by 2020.

However, for another \$700 million, the planners told a blue-ribbon study committee, the state Department of Transportation could widen most of the area's major freeways and cut congestion by nearly 11% in 20 years. Ken Yunker, the commission's assistant director, called that "a very modest decline in congestion."

In most cases, the widening would turn four-lane freeways into six-lane freeways and six-lane freeways into eight-lane freeways, although one stretch of I-43 in northern Milwaukee County would go from four lanes to eight.

Widening the freeways would take 659 acres, 231 homes and 30 businesses, up from 577 acres, 167 homes and 23 businesses under the safety upgrades. Also, the widening would raze a downtown church and might claim the Milwaukee County Courthouse Annex and Marquette University's Carpenter Towers dormitory, Yunker said.

Two county buildings — one used by the Sheriff's Department's freeway patrol and the Highway Division and one used for zoo storage — already would be doomed by the safety upgrades.

By voting unanimously to support at least the safety upgrades in its preliminary recommendations, the study panel abandoned the idea of rebuilding the freeways as they are now, an option planners said would cost \$3.4 billion without improving safety or reducing congestion. All three options were part of a study of what to do with the freeways as they wear out.

## WHAT'S NEXT IN FREEWAY STUDY

- The study committee comes up with a preliminary recommendation early next year on whether to add lanes.
- Southeastern Wisconsin Regional Planning Commission staffers hold public hearings and discuss the preliminary recommendations with state and local officials, business leaders and community groups.
- The study committee votes on final recommendations in spring or summer.
- Those recommendations go to the full planning commission and the seven southeastern Wisconsin county boards for a vote.
- If approved at the local level, the plan is sent to the state Department of Transportation.
- The governor and the Legislature have the final say on whether and how to pay for the work.

Milwaukee County Executive F. Thomas Ament and a state Department of Natural Resources official asked their fellow panel members to study expanding public transit instead of adding lanes. Gloria McCutcheon, the DNR's southeastern Wisconsin director, specifically mentioned "fully funded" commuter rail and high-speed rail lines.

Studies are under way to examine whether to extend Chicago's Metra trains from Kenosha to Racine and Milwaukee, for \$152 million; run 110-mph trains from Milwaukee to Madison, for \$176 million; and build a light rail or electric bus system downtown, for \$230 million to \$488 million.

Ament and McCutcheon were backed by a handful of environmentalists and health advocates, who demonstrated before the meeting at State Fair Park to protest freeway expansion and support rail transit. Leaders of the Sierra Club and the American Lung Association said shifting some commuters from cars to trains would cut air pollution, asthma and lung cancer.

"If they decide to do the freeway expansion, they won't have any money left for the trains," said Brett Hulse, the Sierra Club's Midwest representative. "Everything we do to get people onto trains gets them off the roads and helps (the roads) last longer."

But Phil Evenson, executive director of the planning commission, said public transit ridership is such a small part of the transportation picture that even a major boost would do little to ease traffic congestion.

"You're not talking about significant increases in transit ridership even under large investment scenarios in bus and rail transit," Evenson said. "I'd like to say that's not true, but it is."

Yunker also dismissed environmentalists' contentions that widening freeways would increase pollution, encourage urban sprawl and attract so much more traffic that the new lanes would become congested themselves. He said research didn't back up those concepts, although the environmentalists cited other research in support.

Ozaukee County Supervisor Gus "Sandy" Wirth called freeway widening "a necessity." Wirth said, "Our country is based on individual transportation and individual vehicles," no matter how much he and others may sup-

port public transit.

Waukesha County Executive Daniel Finley said he believed adding freeway capacity, at least in some places, would be more effective than expanding public transit in reducing traffic congestion. Still, Finley said, it's important to balance the transportation system between roads and transit.

Similarly, Milwaukee County Supervisor James White called the idea of holding traffic congestion to roughly current levels over the next two decades "a noble goal." But that doesn't mean that authorities should expand the Marquette Interchange or ignore public transit, said White, who leads his County Board's transportation committee.

"We need a crystal ball," sighed Milwaukee County Board Chairman Karen Ordinans. "If the oil market goes sour, people will want us to build mass transit. And if gas prices stay low, they're going to want roads."

Ament said he was particularly concerned by the idea of expanding the Marquette Interchange, where the DOT is in delicate negotiations with public officials and business leaders over a \$1.4 billion reconstruction plan that would include safety upgrades but not new lanes. Throwing new lanes into the mix would complicate that process, he warned.

Evenson and Yunker invited panel members to suggest alternatives that would involve not widening certain stretches of freeway, to allow the commission staff to present the costs and benefits for each stretch.

Mariano Schifalacqua, Milwaukee's commissioner of public works, asked the panel for more time to develop alternatives to widening the freeways. Evenson said the study was already running behind schedule.

After the meeting, Schifalacqua declined to say what alternatives he might present.



# Deficit threatens freeway redesign

Ambitious plans could die in spending cuts

Milwaukee Journal Sentinel  
Monday, November 12, 2001

By LARRY SANDLER  
of the Journal Sentinel staff

A huge state budget deficit and terrorism-inspired jitters could threaten ambitious plans to redesign the area's entire transportation system, officials say.

By the end of the decade, plans now under study could change everything about the way people get around: new freeway ramps, new train lines and stations, new streets and bridges, new public transit and one less freeway spur.

But it's also possible that nearly everything could stay the same, if most of those dreams die in a cross-fire of spending cuts, political wrangling, lawsuits and the uncertainty that has gripped the economy in the aftermath of the Sept. 11 terrorist attacks.

Across Wisconsin, and particularly in the Milwaukee area, transportation is nearing a turning point, as freeways wear out and a wide array of studies consider both how to replace them and how to supplement them with other ways

## \$3.35 billion

What it would cost to rebuild the Marquette Interchange and the Milwaukee area's expressways exactly as they are now.

## \$5.5 billion

What it would cost to rebuild them with safety improvements.

Source: Southeastern Wisconsin Regional Planning Commission

to get around, say experts who spoke recently at a transportation forum.

But rebuilding Milwaukee-area freeways alone will cost at least \$3.35 billion, and other projects carry eight- and nine-figure price tags. At the same time, the state is facing a budget deficit estimated at \$400 million to \$1.3 billion.

Technically, shortfalls in income and sales tax collections don't affect transportation projects, which are funded by gas taxes and license fees. However, existing revenue sources won't be enough to cover the costs of the freeway and transit plans.

Mayor John O. Norquist said he sees no way the state can rebuild the freeways without a major tax increase. He questions whether the state Department of Transportation can even afford to start work on downtown's Marquette Interchange in 2004.

At the DOT, Norquist said, "They act like the money comes from heaven. It's like the rain or the weather — it just shows up. . . . The question that begs to be asked is how the heck this is all going to be paid for."

Such talk irks Marquette project chief Don Reinbold, who insists work must start quickly on the deteriorating crossroads of I-94, I-43 and I-794.

"We need to replace those bridges now," Reinbold said.

State Rep. Jeff Stone (R-Greenfield), chairman of the Assembly Transportation Committee, agrees it's "an atrocious idea" to delay interchange work.

"Some of my colleagues are going to have to smell the coffee" and realize it's more important to keep up existing freeways than start new rail projects without funding, Stone said.

But Joe Caruso, spokesman for the Milwaukee County Transit System, and Ken Yunker, assistant director of the Southeastern Wisconsin Regional Planning Commission, said it would be a mistake to let short-term budget woes doom long-term plans.

"We need to take a long-term view," Yunker said. "I tend to see this as a little bump in the road."

And Rob Kennedy, senior policy analyst for Citizens for a Better Environment, believes the budget crunch will force highway supporters and transit backers to cut a deal that funds projects for both sides, the kind of comprehensive approach that Norquist also favors.

Kennedy, Caruso, Yunker and other speakers discussed the costs and benefits of various projects at a recent forum at the Milwaukee School of Engineering. Projects under study would:

**Rebuild** the Marquette Interchange, starting in 2004 and continuing for four years, and the rest of the area's freeways over the next 20 years.

Just keeping everything the same would cost \$3.35 billion, including \$450 million for the interchange. Safety improvements, which would eliminate left-hand on- and off-ramps and require moving some ramps, would boost the price to \$5.5 billion, including \$1.1 billion for the interchange. Yunker's staff is still figuring the cost of adding lanes to handle growing traffic.

**Replace** the 6th St. viaduct with two sloping bridges that meet on the ground at W. Canal St., and extend Canal St. to Miller Park, creating a detour route during interchange work.

The \$54 million viaduct job is under way and set for completion in 2002. The \$25 million street expansion would start in 2003 and end in 2004.

**Link downtown** and nearby areas with public transit.

Options for the "Milwaukee Connector" include building a light rail system, for \$318 million to \$488 million; building an electric bus system, for \$230 million to \$360 million; or expanding the current rubber-tired trolleys and adding bus lanes, for \$10 million. Caruso says electric buses or expanded trolleys could be in place by 2004, but light rail would take longer and must be approved in a countywide referendum.

**Extend** Chicago's Metra commuter trains from Keshosha to Racine and Milwaukee, with stops at Cudahy, South Milwaukee, Oak Creek, the Town of Caledonia and the Town of Somers. Buses could link the Cudahy stop to Mitchell International Airport.

Preliminary figures say the line would cost \$152 million. Some backers say trains could be running by 2005, providing another option during interchange work.

**Run fast**, frequent trains across the state, starting with a \$176 million, 110-mph line from Milwaukee to Madison in 2004. That would be followed by a 110-mph Madison-to-Twin Cities line in 2005, a 79-mph line from Milwaukee to Green Bay in 2007 and finally 110-mph service on the Chicago-Milwaukee line in 2009, bringing the total Wisconsin cost to \$626 million.

Included in the high-speed rail plan are proposals to renovate the downtown Amtrak station, eventually combining it with the Greyhound and Badger Bus depots, and to build a new train station at Mitchell.

**Demolish** the Park East Freeway from N. 6th St. to N. Jefferson St., widen W. McKinley Ave. to four lanes from the new 6th St. ramps to the Milwaukee River and build a new bridge over the river from McKinley to E. Knapp St.

The project has been delayed by a lawsuit from merchant George Watts.

# Area freeway projects could cost \$5.5 billion

MILWAUKEE (AP) - The rebuilding of the area freeway system could cost \$5.5 billion and use 576 acres of land, according to the Southeastern Wisconsin Regional Planning Commission.

Included in the estimate are design and safety improvements, such as smoothing out some curves and eliminating the left-hand entrance and exit ramps that force drivers to weave between lanes, the commission staff said. It also includes \$1.1 billion for rebuilding the Marquette Interchange, a four-year project scheduled to begin in 2004.

The freeways in its seven counties are nearing the end of their useful lives over the next 20 years, according to the commission.

Its staff adds that just fixing them will not decrease traffic congestion. It predicts traffic jams that now extend over 65 freeway miles during rush hours would tie up 122 miles of freeways by 2020, covering 45 percent of the freeway system.

Ken Yunker, the commission's assistant director, said the way to cut congestion would be to add lanes, at a still-uncalculated cost.

State officials have said current gas taxes and license fees won't cover the costs of the freeway work. Both the planning commission and the state Department of Transportation are trying to come up with recommenda-

tions on how to pay for the project.

"There's no way in the world they can have the money to pay for this without a big tax increase," Mayor John O. Norquist said.

Rep. Jeff Stone, R-Greenfield, chairman of the Assembly Transportation Committee, said he tried but failed to overhaul the transportation financing system during state budget deliberations by earmarking sales taxes on automobiles for transportation spending. Stone said he didn't expect consensus without greater public discussion.

"I don't think this issue is at the forefront of people's minds right now," Stone said.

Part of the cost of adding lanes or rearranging ramps is the cost of acquiring land.

The 576 acres needed for safety improvements now contain 157 homes, 18 businesses and two Milwaukee County government buildings, according to planners.

Raising gas taxes and license fees are among the chief options under study by the transportation department, along with raising sales taxes and borrowing money, said Alice Morehouse, the agency's budget chief.

*On the Net:*  
*Southeastern Wisconsin Regional Planning Commission:*  
<http://www.sewrpc.org>

Waukesha Freeman  
Monday, October 29, 2001



# Freeway toll: \$5.5 billion, 576 acres

## And by 2020, traffic would be more jammed than ever

By LARRY SANDLER  
of the Journal Sentinel staff

Even if no lanes are added, rebuilding the Milwaukee area's aging freeway system could cost \$5.5 billion and take 576 acres of land, planners estimate.

And after spending all that money and taking all that land, traffic still would be nearly twice as jammed in 2020 as it is now, the planners forecast.

Those numbers come from the Southeastern Wisconsin Regional Planning Commission, which is studying how to rebuild all of the seven-county region's freeways as they near the end of their useful lives over the next 20 years.

Planners also are looking at whether the system should be expanded to handle growing traffic, by turning many of the area's six-lane freeways into eight-lane freeways. They're still adding up the numbers on how much money and how much land that would take, said Ken Yunker, the commission's assistant director.

But even without expansion, "there's no way in the world they can have the money to pay for this without a big tax increase," Mayor John C. Norquist said.

State officials have said current gas taxes and license fees won't cover the costs of the freeway work, which would start with reconstruction of the Marquette Interchange downtown. Both the planning commission and the state Department of Transportation are trying to come up with recommendations on how to pay for the project.

The \$5.5 billion estimate reflects the cost of rebuilding the freeways with design and safety improvements, such as smoothing out some curves and eliminating the left-hand entrance and exit ramps that force drivers to weave between lanes, the commission staff said.

That includes \$1.1 billion for rebuilding the Marquette Interchange, a four-year job scheduled to begin in 2004.

If the entire freeway system were rebuilt exactly as it is now, left-hand ramps and all, the cost would be \$3.35 billion, including \$450 million for the downtown interchange, planners predict.

Either way, traffic congestion would get worse, the commission staff warns. Traffic jams that now extend over 65 freeway miles during rush hours would engulf 122 miles of freeways by 2020, covering 45% of the freeway system, the staff says.

Yunker has said the way to cut congestion would be to add lanes, at a still-uncalculated cost. The traffic forecast already assumes authorities will make major improvements in bus service, local streets and land-use policies.

But Norquist said the planning commission and the Transportation Department haven't done enough to consolidate separate highway, public transit and land-use plans into a single overall plan with adequate financing. He called for an open public dialogue leading to such a plan.

Instead of running television commercials asking people what they think about how the Marquette Interchange should be rebuilt, Norquist said, Gov. Scott McCallum should be asking people what they think about paying higher gas taxes and license fees to finance the project.

McCallum aides did not return telephone calls seeking comment on his highway funding ideas. In the past, the governor has said the current budget provides a "down payment" on the Marquette Interchange project, but that future funding plans remain to be worked out.

Raising gas taxes and license fees are among the chief options under study by the Transportation Department, along with raising sales taxes and borrowing money, said Alice Morehouse, the agency's budget chief.

Another option is to try to rebuild the system within the department's existing budget, Morehouse said. If that's the case, Norquist said, replacing the freeways in their current form "is the only plan with any integrity."

State Rep. Jeff Stone (R-Greenfield), chairman of the Assembly Transportation Committee, said he tried but failed to overhaul the transportation financing system during state budget deliberations, by earmarking sales taxes on automobiles for transportation

spending. Stone said he didn't expect consensus without greater public discussion of the issues.

"I don't think this issue is at the forefront of people's minds right now," Stone said.

Part of the cost of adding lanes or rearranging ramps is the cost of acquiring land. The 576 acres needed for safety improvements now contain 157 homes, 18 businesses and two Milwaukee County government buildings — one housing the Sheriff's Department freeway patrol and the county highway division and one used for zoo storage, planners say.

That acreage would represent a 5% increase in the amount of Milwaukee-area land now used for freeways, Yunker said. About half the land would be taken in Racine and Kenosha counties, as part of plans already under way to separate entrance and exit ramps from frontage roads, he said.

With a few exceptions, the improvements would cost \$5 million to \$20 million a mile in the six suburban counties but \$20 million to \$60 million a mile in Milwaukee County, both because of differences in land costs and work on bridges and retaining walls, Yunker said.

When the planning commission study is finished next year, it will include recommendations on how to pay for the work, Yunker said.

The \$5.5 billion option would provide for two lightly used freeway spurs to be downgraded slightly when they are rebuilt, but not for either the Fond du Lac Freeway or the Stadium North Freeway to be razed, Yunker said.

On Milwaukee's far northwest side, the six-lane Fond du Lac Freeway would become four lanes, more than enough to handle traffic, Yunker said.

The Stadium North Freeway, meanwhile, would be rebuilt to the standard of nearby Miller Park Way and the Lake Parkway, both of which have lower speed limits than freeways, as well as occasional stoplights.

However, other options for both freeway spurs will remain alive until the commission's study is done, Yunker said.

# Governor seeks input on interchange plan

Wisconsin Department of Transportation last week reiterated the importance of public input for the Marquette Interchange rebuilding project. They have enlisted Gov. Scott McCallum's help in a series of promotions to raise awareness of the project.

"The Marquette Interchange is the largest transportation project ever in Wisconsin and will serve our state's economy for the next century," said Transportation Secretary Terry Mulcahy.

"Over 300,000 motorists use it every day, and over 60 percent of our state's economy depends on moving to and through the Milwaukee area freeways. We need to give this project the high profile it deserves, and Gov. McCallum's participation will help spur people to make a difference."

WisDOT plans to rebuild the Marquette Interchange, opened in 1968, from 2004 through 2007, with a total cost of up to \$1 billion. The department is conducting a study to determine the design. Ramps and bridges are severely deteriorated, and the interchange has outlived its original design and intended capacity.

The Marquette Interchange is the first step to reconstruct the entire southeast freeway system. The Southeastern Wisconsin Regional Planning Commission is studying full system needs. Results of the study are due out in the spring.

Federal regulations pertaining to civil

rights, environmental and transportation policy require extensive community involvement in the project. Over the past year, WisDOT has met with a number of business and community groups to solicit input.

In addition, McCallum has asked the department to conduct a wide-reaching campaign to solicit input from everyday citizens and motorists. Campaign highlights follow.

- The department will spend \$75,000 for production and airing of television ads on all major Milwaukee-area stations; it will spend \$15,000 on production and airtime for radio ads on six Milwaukee-area radio stations.

- Another \$8,000 is being used for an informational brochure that includes a mail-back comment card.

- State government is internally funding an Internet site message board on the Marquette Interchange that has already posted more than 820 comments.

- The media outreach will culminate in a public hearing from 11 a.m. to 8 p.m. Nov. 15 at the O'Donnell Park Transit Center in Milwaukee.

"Virtually everyone in southeast Wisconsin, and the rest of the state, is impacted by the Marquette Interchange," Mulcahy said.

To learn more about the Marquette Interchange project and take part in the online Web survey through McCallum's Web site, go to [www.wisgov.state.wi.us](http://www.wisgov.state.wi.us).

West Allis Star

Thursday, October 25, 2001

# Freeway system rebuild to cost at least \$5 billion

By DENNIS A. SHOOK  
Freeman Staff

Waukesha Freeman  
Thursday, October 11, 2001

WEST ALLIS - Rebuilding the freeway system in southeastern Wisconsin would cost \$5.5 billion even without any extra lanes, based on information provided Tuesday by the Southeastern Wisconsin Regional Planning Commission.

"And we have to add capacity ... no question about it," Waukesha County Executive Daniel Finley said after the presentation.

A plan that proposes extra lanes in heavy congestion areas will be presented at the next meeting of the Southeastern Wisconsin Regional Freeway System Advisory Committee on Dec. 13.

But Finley said at SEWRPC's projected \$5 million to \$20 million per mile cost for reconstruction, just expanding the Waukesha-Milwaukee corridor would add \$100 million to that projected \$5.5 billion cost.

Of that total, replacing the Marquette Interchange in downtown Milwaukee would cost \$1.1 billion.

The details of the report also painted a gloomy picture of traffic congestion in the Milwaukee metropolitan area if the freeway system is merely rebuilt without lane expansion.

The report forecasts an increase in the miles of congested freeway from 65 miles in 1999 to an estimated 122 miles in 2020. That would mean congestion on 45 percent of the area system for

nearly six hours.

The same forecast also shows an increase in extreme congestion for 42 miles in 2020, up from 27 miles in 1999. That also predicts a total of 11 total hours, up from 8.8 hours in 1999.

Rosemary Wehnes, conservation organizer for the Sierra Club, disputed the need to add capacity.

"I think congestion is here to stay no matter how much we build," Wehnes said after the meeting. "People would like to have more choices."

She said extending the Metra system from Kenosha to Milwaukee, providing high speed commuter rail throughout the Midwest, and light rail in Milwaukee County as preferable to adding freeway lanes.

SEWRPC Executive Director Phil Evenson said such transportation alternatives would provide only a nominal impact on the problem.

"We estimate that transit could handle 3 percent (of total freeway traffic) at most," Evenson said. "But the amount of freeway traffic grows nearly 2 percent each year. So two years of traffic growth is more than all those using transit."

The committee is aiming for a vote in January 2002 on a recommendation. That plan would then be voted on by each of the counties involved.

## Increased traffic means more growth

Milwaukee Journal Sentinel  
Tuesday, October 2, 2001

If Nancy Duersten of Racine is correct, there is a relationship between available traffic lanes and increased traffic ("Adding freeway lanes means adding traffic," The Morning Mail, Sept. 5).

If this is true, and one takes the next giant leap, it isn't hard to imagine that increased traffic can lead to increased economic growth as a result of new jobs facilitated by better-functioning transportation of people, goods and materials.

Why, then, are Milwaukee elected officials looking to tear down freeways and freeway stubs and replace them with surface streets that can, at best, provide only for existing traffic? If increased traffic means growth, why limit traffic? The Southeast-

ern Wisconsin Regional Planning Commission says that public officials have not requested more access. Does this make sense?

As usual, downtown and the suburbs will be well serviced. But what about the west, north and northwest sides, the areas we used to call the "core"? And maybe now the south and southwest sides. No growth equals no new opportunity, no improvement for those trapped within, and no way for transportation to serve the community.

Didn't politicians say "build it, and they will come" to sell Miller Park? This must only be true for jock palaces and museums.

How do these people stay in office?

John Grundahl  
West Bend



## Expandable interchange considered

### Planners' idea upsets city officials opposed to adding more lanes

By LARRY SANDLER  
of the Journal Sentinel staff

*Last Updated: Sept. 25, 2001*

A rebuilt Marquette Interchange could be designed for future expansion in case authorities decide to widen I-94 and I-43 to eight lanes each, engineers said Tuesday.

Although plans call for rebuilding the massive downtown freeway interchange with no new lanes, starting in 2004, planners are studying how they could leave room for more lanes in the future, said Don Reinbold, chief of the state Department of Transportation's Marquette Interchange team, and consultant Mike Paddock.

Widening the freeways is an option under review in a separate study by the Southeastern Wisconsin Regional Planning Commission. The commission staff asked the interchange planners to look at how the interchange redesign could be altered to allow future widening, said Reinbold and Paddock, who works for the engineering firm of CH2M Hill.

Although expanding the Marquette Interchange was discussed earlier, planners lately have focused on rebuilding the interchange to move traffic more safely and efficiently but not to carry more traffic.

As a result, Tuesday's comments stunned city officials, who have been trying to block freeway expansion, but pleased a suburban lawmaker, who says wider freeways are needed as traffic grows.

"Why are they wasting tax dollars planning for something that's never going to happen?" fumed Steve Jacquart, policy chief for Mayor John O. Norquist. "This is strictly a planning exercise that has lost touch with reality, as far as I'm concerned."

By contrast, state Rep. Jeff Stone (R-Greenfield) said designing the interchange for future expansion was "almost a necessity." Leaving room for additional lanes now would be far less expensive than ripping up the interchange in 10 or 15 years to make room, added Stone, the chairman of the Assembly Transportation Committee.

JSOnline Milwaukee Journal Sentinel  
Tuesday, September 25, 2001

Reinbold said he didn't know how design changes could affect the \$1.4 billion cost of rebuilding the interchange and adjacent stretches of I-94, I-43 and I-794. Authorities haven't figured out how to pay for work already planned, Jacquart and Paddock noted.

At this point, "it's a 'what if' scenario," said Ken Yunker, assistant director of the planning commission. The commission's study committee has not decided whether to recommend adding lanes to freeways, Yunker said.

But with design and engineering work already under way on the interchange, planners needed to coordinate the interchange work with the study of rebuilding the entire Milwaukee-area freeway system, Yunker said.

Paddock and Reinbold discussed the interchange plans at a Public Policy Forum luncheon at the Italian Community Center.

Widening freeways is a hot topic, because of the homes, businesses, farms and graves that could be eliminated. In 1997, a proposal to add lanes to I-94 drew fierce opposition on Milwaukee's west side, where it would have meant either condemning large sections of adjacent cemeteries or double-decking the freeway next to the Story Hill neighborhood.

On the other hand, suburban legislators have pushed for increasing capacity as traffic increases. Gov. Scott McCallum vetoed a provision they added to the state budget to force the DOT to boost the capacity of the Marquette Interchange and the east-west part of I-94.

McCallum said he wanted to let interchange planners work toward community consensus. Jacquart said expanding the interchange would upset that consensus, a message that Norquist plans to deliver later this week.

Stone said the interchange is already handling more traffic than it was designed for.

# Slimmer freeways worth a look

When I read headlines like the one that appeared in this newspaper recently, "Planners consider 8-lane freeways," I don't know whether to laugh or cry. It seems both funny and sad that anyone these days could actually believe that pouring more concrete is an answer to congestion.

If you're one who does believe that, I invite you to spend a few hours stalled on the giant parking lot that is the Long Island Expressway. Or on those gazillion-lane freeways in and out of Los Angeles and San Francisco. Or, closer to home, head south onto the always jammed-up spaghetti bowl of freeways around Chicago. More lanes, more gridlock.

Hence my dismay when Larry Sandler, our transportation guru, reported the other day that regional planners were looking at widening most Milwaukee County freeways to eight lanes. It's one of several options under review, in a study under way of how to rebuild the entire area freeway system as it wears out over the next few decades. Also being explored: reconstructing these roads with the present number of lanes; making design and safety improvements, especially at interchanges; a combination of such strategies.

Here's a radical idea that's not on the radar screen but ought to at least be discussed: Downsize.

It sounds counterintuitive, if not downright crazy. But using computer modeling, a reform-minded Florida transportation engineer named Walter Kulash has determined that if you remove lanes from urban freeways, you may actually reduce congestion. How?

"People shift their times of travel, or they shift their routes," Kulash told me in a telephone interview from his Orlando office. "Origin and destination patterns change." Even a modest shift of motorists out of the peak travel times, he said, "is as good as adding more capacity" — planners' lingo for widening freeways. Telecommuting has made it easier to avoid rush-hour travel, he adds.

No one around here has seriously advocated Kulash's approach for I-94 or I-43, our principal urban freeways (although two freeway spurs — the Stadium North and the Fond du Lac Freeway — are considered possible candidates for downsizing). More likely, the calls for expansion will get louder.

I hope decision-makers will not take us down that dead end. More concrete will not only degrade neighborhoods alongside the freeways but also worsen pollution and accelerate suburban sprawl. And experience shows that, after a brief respite, congestion will get worse, not better.

That's because of something called "induced travel": Wider roads siphon traffic from other routes and invite motorists to increase the number and length of trips they might otherwise consolidate. Development follows the cars, worsening congestion.

Mark Hansen, a professor of civil and environmental engineering at the University of California at Berkeley, tells me his research has found that, over a five-year period, a 10% increase in road capacity, measured by lane miles, translates to a 9% increase in vehicle miles traveled. In other words, road-widening is self-defeating.

Meantime, more and more cities are ripping up obsolete freeways. The upcoming demise of Milwaukee's Park East spur, a remnant of an uncompleted freeway network from the '60s, is one example. Deconstruction also beckons for roads in Fort Worth, Cincinnati, Pittsburgh, Hartford, San Francisco, Seattle, Chattanooga and Buffalo. In California, Gov. Gray Davis has cut the ribbon on what he says will be the last stretch of new freeway in that state's future.

Even the Wisconsin Department of Transportation, which has backed away — for now, at least — on widening state Highway 181 (Wauwatosa Road) through Mequon, has been courting consensus on road projects that it might once have rammed down locals' throats.

So why would planners even flirt with the idea of expanded freeways?

Because the explosion of households and jobs in the suburbs has strained our freeway

system to the breaking point, says Ken Yunker, assistant director of the Southeastern Wisconsin Regional Planning Commission.

Yunker dismisses Kulash's thesis as "a political science lecture in propaganda" and says it's not applicable to the Milwaukee area, since most rush-hour commuters here have little leeway in when they leave for work or take their kids to school. Moreover, he says, downsizing major freeways would just dump more cars onto local streets.

Maybe. But the opposite tack doesn't look much more productive: As Yunker concedes, even a small expansion of freeways wouldn't make a big dent in congestion.

That suggests to me that other, more environmentally friendly alternatives ought to get much higher priority. Examples: wider use of demand-management schemes and smart technology, which can manipulate traffic flow; expanded mass transit, especially commuter rail; savvy land-use planning, to promote compact development and discourage auto dependence.

"We forecast traffic congestion even if you did all of those things," Yunker retorts.

But perhaps that's not such a bad thing, after all. It could encourage the construction of more housing near job centers (witness Milwaukee's downtown housing boom), and offices and shops closer to where the people are, instead of in the far-flung countryside. It could expand the constituency for transit (especially if gasoline prices go up again, as seems inevitable).

"Letting things get worse," Kulash says, "might just be the most enlightened public policy you can have."

Whether you agree with him or not on that point, one thing is certain: Traffic is going to get worse. Isn't it time for some fresher thinking on what to do about it?

SPACES



WHITNEY GOULD



**Appendix F**

**ADDITIONAL BRIEFINGS TO INTERESTED GROUPS AND MUNICIPALITIES  
REGARDING THE REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY  
AND THE PRELIMINARY FREEWAY SYSTEM RECONSTRUCTION PLAN**

### **Study Briefings to Interested Groups and Municipalities**

In addition to the efforts to solicit input regarding the Southeastern Wisconsin Regional Freeway System Reconstruction Study and the preliminary plan for freeway system reconstruction previously noted, Commission staff provided briefings regarding the study and preliminary plan to numerous groups and municipalities. Commission staff provided briefings to the following groups and municipalities during, or shortly before or after, the preliminary plan formal comment period (March 21, 2002 through June 14, 2002):

- Village of Brown Deer
- Village of River Hills
- Institute of Transportation Engineers – Wisconsin Section
- Rotary Club - Milwaukee Sunrise
- Ozaukee Traffic Club
- The Business Council, Inc.
- Greater Milwaukee Association of Realtors
- Public Policy Forum
- Metro Milwaukee Association of Commerce – Council of Small Business Executives
- Local Roads and Streets Council
- Neighborhood group in the City of Glendale – attendees’ residences located on the west side of IH 43 south of Hampton Avenue
- Neighborhood group in the City of Milwaukee – attendees’ residences located on the west side of IH 43/ IH 94 at the Plainfield Curve (east of S. 6th Street and south of Howard Avenue)
- Story Hill Neighborhood Association (neighborhood group in the City of Milwaukee) – attendees’ residences located on the north side of IH 94 east of Mitchell Boulevard
- Representatives of minority communities - community leaders, elected officials, and media – through meetings arranged with the assistance of Creative Marketing Resources, Inc.

### **Comment Received at Story Hill Neighborhood Association and Minority Community Leader Meetings**

Attendees at the briefings provided by Commission staff to the Story Hill Neighborhood Association and minority community leaders, in particular, provided input regarding the study and the preliminary plan to Commission staff. The attendees at the briefing provided to the Story Hill Neighborhood Association expressed opposition to the proposed widening of IH 94 between the Marquette and Zoo Interchanges and the proposed elevation of westbound lanes of IH 94 between Mitchell Boulevard and Hawley Road west of the Story Hill Neighborhood. The attendees’ concerns were primarily related to the potential noise and visual impacts of the reconstructed freeway on the neighborhood. The minority community and business leaders, elected officials, and media expressed particularly the need for minority-owned businesses—disadvantaged business enterprise (DBE) firms—to significantly participate in the reconstruction of the regional freeway system, and the building of the capacity of minority-owned and DBE firms through the work of the freeway reconstruction. Also, they particularly expressed the need for minorities to be a significant part of the labor force involved in the reconstruction of the entire regional freeway system.

**Appendix G**

**COMMISSION ANNOUNCEMENTS REGARDING THE PRELIMINARY FREEWAY  
SYSTEM RECONSTRUCTION PLAN AND PUBLIC INFORMATION MEETINGS AND  
HEARINGS HELD MAY 8, 2002, THROUGH JUNE 6, 2002**

COMMISSION LETTERS OF NOTIFICATION

COPY

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION  
 W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607 • TELEPHONE (262) 547-6721  
 FAX (262) 547-1103

Serving the Counties of: KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WALWORTH, WASHINGTON, WISCONSIN

MEMORANDUM

**TO:** All City Clerks in Southeastern Wisconsin  
**FROM:** Gary K. Korb, Regional Planning Educator  
 UW-Extension working with the Southeastern Wisconsin Regional Planning Commission  
**RE:** Freeway Reconstruction Study Newsletter  
**DATE:** April 23, 2002

Enclosed are multiple copies of the fifth Newsletter pertaining to the Regional Freeway System Reconstruction Study. We would very much appreciate you distributing this publication to the members of your Common Council. This Study Newsletter announces a series of public information meetings and hearings and provides information regarding alternatives for freeway system reconstruction and the preliminary plan recommended for the reconstruction of the freeway system of Southeastern Wisconsin. The preliminary plan recommends that the regional freeway system, as it is reconstructed segment-by-segment over the next 30 years, be rebuilt to modern design standards, and with additional lanes on 127 miles of freeway which experience existing or probable future traffic congestion.

Design and design-related safety improvements proposed to be incorporated in freeway system reconstruction would include relocating left hand on- and off-ramps to the right hand side of the freeway; eliminating lane drops at major freeway interchanges; improving driver sight lines and freeway curvature; and providing full inside and outside shoulders. With the additional lanes, a substantial increase in future freeway system congestion will be avoided. The additional lanes are also expected to improve traffic safety on the freeway system, as certain types of crashes, such as rear-end collisions, are five to 15 times more likely to occur on congested freeways.

The Commission staff would be pleased to appear before your Common Council or one of its committees to provide a briefing on the preliminary plan.

Please call me directly at (262) 547-6721 to arrange a briefing.

Thank you for your assistance and consideration.

\*\*\*

PCE/KRY/PAP/kjk  
 #67643

Enclosures

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Please call me directly at (262) 547-6721 to arrange a briefing.

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\*\*\*

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Enclosures

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Please call me directly at (262) 547-6721 to arrange a briefing.

Thank you for your assistance and consideration.

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Enclosures

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 FAX (262) 547-1103

Serving the Counties of: KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WALWORTH, WASHINGTON, WISCONSIN

Dear «salutation»:

Enclosed is a copy of the fifth Newsletter of the Freeway Reconstruction Study for Southeastern Wisconsin. This Study Newsletter announces a series of public information meetings and hearings and provides information regarding alternatives for freeway system reconstruction and the preliminary plan recommended for the reconstruction of the freeway system of Southeastern Wisconsin. The preliminary plan recommends that the regional freeway system, as it is reconstructed segment-by-segment over the next 30 years, be rebuilt to modern design standards, and with additional lanes on 127 miles of freeway which experience existing or probable future traffic congestion.

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Comments and feedback on reconstruction alternatives and the preliminary plan will be solicited from the public, State and local elected officials, and from business, community, and other groups during the next few months. The newsletter announces a series of public informational meetings and hearings scheduled to be held in May and June 2002.

If you would like a briefing on the study, either individually or with your legislative colleagues, or have any questions or comments on the preliminary plan, please do not hesitate to call me at (262) 547-6722, ext. 240.

Thank you very much for your time and attention to this important matter.

Sincerely,

Philip C. Evenson  
 Executive Director

Enclosure

PCE/KRY/PAP/kjk  
 #67127 (Sent to: 40521)

NOTE: THIS LETTER OF NOTIFICATION SENT TO ALL STATE SENATORS AND REPRESENTATIVES FROM SOUTHEASTERN WISCONSIN AT THE TIME OF THE LETTERS TRANSMITTAL (LIST ON FOLLOWING PAGE).

## STATE SENATORS AND REPRESENTATIVES TO WHOM NOTIFICATION LETTER WAS SENT

Senator Kimberly M. Plache  
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Madison, WI 53707-7882

Senator Robert Wirch  
P.O. Box 7882  
Madison, WI 53707-7882

Senator Mary Lazich  
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Madison, WI 53707-7882

Representative Robert L. Turner  
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Representative John Lehman  
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Representative Scott L. Gunderson  
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Representative Michael A. Lehman  
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Representative Mark Gundrum  
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Representative Frank H. Urban  
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Representative John La Fave  
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Representative James Kreuser  
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Representative John P. Steinbrink  
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Representative Samantha Starzyk  
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Senator Brian B. Burke  
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Senator Richard Grobschmidt  
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Senator Gwendolynne S. Moore  
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Representative Christine Sinicki  
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Representative Tony Staskunas  
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Representative Scott K. Walker  
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Madison, WI 53708-8953

Representative Annette P. Williams  
P.O. Box 8953  
Madison, WI 53708-8953

Representative Leon D. Young  
P.O. Box 8953  
Madison, WI 53708-8953



COMMISSION NEWS RELEASES

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION  
 W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607 •



News Release

FOR IMMEDIATE RELEASE

April 23, 2002

For more information:  
 Kenneth R. Yunker,  
 Assistant Director  
 (262) 547-6721 or  
 kyunker@sewrpc.org

**PUBLIC MEETINGS AND HEARINGS SCHEDULED ON  
 PRELIMINARY FREEWAY SYSTEM RECONSTRUCTION PLAN**

Citizens are invited to a series of public information meetings and hearings to learn more about, and to comment on, the Regional Freeway System Reconstruction Study, and specifically on the preliminary recommended freeway system reconstruction plan. The meetings are scheduled throughout the Southeastern Wisconsin Region in May and June.

The first part of the meetings, between 4:00 p.m. and 6:00 p.m., will be of an "open house" format and provide an opportunity to meet one-on-one or in small groups with study staff to receive additional information, ask questions, and provide feedback and input on the study, particularly concerning the preliminary recommended freeway system reconstruction plan. A presentation will be made by study staff at 6:00 p.m., followed at about 6:30 p.m. by a public hearing providing a forum for public comment in "town hall" format. Citizens may also submit written comments by Friday, June 14, 2002, to be included in the Study Record of Public Comments. To provide written comment on the study, and specifically the preliminary plan, citizens should contact:

Southeastern Wisconsin Regional Planning Commission  
 W239 N1812 Rockwood Drive  
 P.O. Box 1607  
 Waukesha, Wisconsin 53187-1607  
 Phone: 262-547-6721 Fax: 262-547-1103  
 E-mail: freewaystudy@sewrpc.org

-more-

The Freeway Reconstruction Study is being conducted by the Southeastern Wisconsin Regional Planning Commission at the request of the Wisconsin Department of Transportation and under the guidance of an Advisory Committee. The Advisory Committee is comprised of elected and appointed local officials, representatives of Federal and State Departments of Transportation, the business and labor communities, and the Wisconsin Department of Natural Resources.

This study is a systemwide evaluation of the network of 270 miles of freeways in the seven county Southeastern Wisconsin Region, and will culminate in a plan providing recommendations for the reconstruction of the freeway system, as it is rebuilt over the next three decades. Previously evaluated as part of this study were the need for, and timing of, reconstruction of the freeway system, and freeway system design, safety, and congestion problems. Freeway system reconstruction alternatives were developed and evaluated, and a preliminary recommended freeway system reconstruction plan, which includes systemwide design and design-related safety improvements and additional lanes on selected freeway segments, has been prepared for public review and comment.

Under the preliminary plan, the freeway system would be reconstructed to modern design standards as it is rebuilt segment-by-segment over the next 30 years. Design and design-related safety improvements proposed to be incorporated in freeway system reconstruction would include relocating left hand on- and off-ramps to the right hand side of the freeway; eliminating lane drops at major freeway interchanges; improving driver sight lines and freeway curvature; and providing full inside and outside shoulders. Also under the preliminary plan, additional lanes would be provided on 127 miles of freeway which experience current or probable future traffic congestion. With the additional lanes, a substantial increase in future freeway system congestion will be avoided. The additional lanes are also expected to improve traffic safety on the freeway system, as certain types of crashes, such as rear-end collisions, are five to 15 times more likely to occur on congested freeways.

[Note: Attached to this press release are the dates and locations of the scheduled 10 public meetings and hearings and the fifth Study Newsletter which announces the public meetings and hearings and describes alternative plans and the preliminary recommended plan for freeway system reconstruction. All Study Newsletters and all materials prepared under the study and the schedule of public meetings are available on the Study website: [www.sewrpc.org/freewaystudy](http://www.sewrpc.org/freewaystudy).]

\* \* \*

**SOUTHEASTERN WISCONSIN  
 FREEWAY RECONSTRUCTION STUDY  
 PUBLIC MEETINGS AND HEARINGS**

<u>Date</u>	<u>Building/Room</u>	<u>Location</u>
May 8, 2002	Kenosha City Hall, Room 202	625 52nd Street, Kenosha, WI
May 9, 2002	Elkhorn Gateway Technical College, Room 112 - 100 Building	400 County Highway H, Elkhorn, WI
May 15, 2002	Washington County Fair Park Pavilion	3000 County Highway PV, Polk, WI
May 16, 2002	Racine Gateway Technical College, Great Lakes Room - Racine Building	1001 S. Main Street, Racine, WI
May 22, 2002	Downtown Transit Center, Harbor Lights Room	909 E. Michigan Street, Milwaukee, WI
May 23, 2002	Goodwill Industries Waukesha Community Center, East/West Conference Room	1400 Nike Drive, Waukesha, WI
May 29, 2002	Martin Luther King Community Center	1531 W. Vliet Street, Milwaukee, WI
May 30, 2002	Northwest Senior Center	7717 W. Good Hope Road, Milwaukee, WI
June 5, 2002	Manitoba Elementary School, Gymnasium	4040 W. Forest Home Avenue, Milwaukee, WI
June 6, 2002	Ozaukee County Administration Center, Auditorium	121 W. Main Street, Port Washington, WI

COPY

# SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607 • TELEPHONE (262) 547-6721  
FAX (262) 547-1103



## News Release

FOR IMMEDIATE RELEASE

May 14, 2002

For more information:  
Kenneth R. Yunker,  
Assistant Director  
(262) 547-6721 or  
kyunker@sewrpc.org

### ADDITIONAL PUBLIC MEETING AND HEARING SCHEDULED ON PRELIMINARY FREEWAY SYSTEM RECONSTRUCTION PLAN

An additional public meeting and hearing on the Regional Freeway System Reconstruction Study has been scheduled for June 4, 2002, at the Zoofari Conference Center, located at 9715 W. Bluemound Road, Milwaukee, WI. Citizens are invited to this public information meeting and hearing and the others scheduled in May and June to learn more about, and to comment on, the Regional Freeway System Reconstruction Study, and specifically on the preliminary recommended freeway system reconstruction plan.

The first part of all of the meetings, between 4:00 p.m. and 6:00 p.m., will be of an "open house" format and provide an opportunity to meet one-on-one or in small groups with study staff to receive additional information, ask questions, and provide feedback and input on the study, particularly concerning the preliminary recommended freeway system reconstruction plan. A presentation will be made by study staff at 6:00 p.m., followed at about 6:30 p.m. by a public hearing providing a forum for public comment in "town hall" format. Citizens may also submit written comments by Friday, June 14, 2002, to be included in the Study Record of Public Comments. To provide written comment on the study, and specifically the preliminary plan, citizens should contact:

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Waukesha, Wisconsin 53187-1607  
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E-mail: freewaystudy@sewrpc.org

[Note: Attached to this press release are the dates and locations of the remaining public meetings and hearings and the previously-distributed fifth Study Newsletter which announces the public meetings and hearings and describes alternative plans and the preliminary recommended plan for freeway system reconstruction. All Study Newsletters and all materials prepared under the study and the schedule of public meetings are available on the Study website: [www.sewrpc.org/freewaystudy](http://www.sewrpc.org/freewaystudy).]

\* \* \*

## SOUTHEASTERN WISCONSIN FREEWAY RECONSTRUCTION STUDY PUBLIC MEETINGS AND HEARINGS

<u>Date</u>	<u>Building/Room</u>	<u>Location</u>
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May 22, 2002	Downtown Transit Center, Harbor Lights Room	909 E. Michigan Street, Milwaukee, WI
May 23, 2002	Goodwill Industries Waukesha Community Center, East/West Conference Room	1400 Nike Drive, Waukesha, WI
May 29, 2002	Martin Luther King Community Center	1531 W. Vliet Street, Milwaukee, WI
May 30, 2002	Northwest Senior Center	7717 W. Good Hope Road, Milwaukee, WI
<b>June 4, 2002</b>	<b>Zoofari Conference Center</b>	<b>9715 W. Bluemound Road, Milwaukee, WI</b>
June 5, 2002	Manitoba Elementary School, Gymnasium	4040 W. Forest Home Avenue, Milwaukee, WI
June 6, 2002	Ozaukee County Administration Center, Auditorium	121 W. Main Street, Port Washington, WI

# SOUTHEASTERN WISCONSIN REGIONAL FREEWAY SYSTEM RECONSTRUCTION STUDY



STUDY NEWSLETTER 5

APRIL 2002

## Introduction

This study is a systemwide evaluation of the network of 270 miles of freeways in the seven county Southeastern Wisconsin Region, and will culminate in a plan providing recommendations for the reconstruction of the freeway system over the next three decades. The freeway system of Southeastern Wisconsin is an important element of the regional transportation system as the freeway system carries on an average weekday over one-third of all travel within Southeastern Wisconsin, and nearly all vehicle traffic travelling through Southeastern Wisconsin.

Much of the freeway system was built in the 1960s and early 1970s and is approaching the end of its 40- to 50-year design life, and will need to be reconstructed over the next 30 years. Consequently, decisions must be made at this time whether the freeway system should be rebuilt to modern design standards to address design and design-related safety problems, and also whether the freeway system should be rebuilt with additional lanes where traffic volumes warrant.

The study is being conducted by the Regional Planning Commission and is being guided by an Advisory Committee of elected and appointed local officials, representatives of Federal and State Departments of Transportation, the business and labor communities, and the Wisconsin Department of Natural Resources (see box on following page).

This newsletter, the fifth in a series of newsletters prepared under this study, describes and compares the alternatives for freeway system reconstruction considered under this study, and a preliminary recommended plan for freeway system reconstruction. Over the months of April through July 2002, comment and feedback will be gathered on the reconstruction alternatives and preliminary plan. A series of public informational meetings and hearings has been scheduled as one means of obtaining comment (see box at right). In addition, the preliminary plan and reconstruction alternatives will be presented to each of the seven county boards within Southeastern Wisconsin, as well as transmitted to each municipality and state legislator. Presentations will also be made to, and comment obtained from, business, community, and other groups. If your group would like a presentation on, or to comment on, the freeway reconstruction alternatives and the preliminary plan, please contact the Commission staff.

## Background

The previous work under this study has been summarized in the previous four newsletters. These four newsletters are available on the study website ([www.sewrpc.org/freewaystudy](http://www.sewrpc.org/freewaystudy)), along with all the materials developed under the study to date—including study report chapters, freeway system reconstruction alternative fact sheets, every PowerPoint presentation made to the Study Advisory Committee, and the minutes of their meetings.

## STUDY PUBLIC INFORMATION MEETINGS AND HEARINGS

A series of public information meetings and hearings have been scheduled throughout the Region in May and June. The table below highlights the dates and locations of the upcoming meetings. Please mark these dates on your calendar. The first part of the meetings between 4:00 p.m. and 6:00 p.m. will be of an "open house" format and provide an opportunity to meet one-on-one or in small groups with study staff to receive additional information, ask questions, and provide feedback and input on the study, particularly the preliminary freeway system reconstruction plan. A presentation will be made by study staff at 6:00 p.m., followed at 6:30 p.m. by a public hearing providing a forum for public comment in "town hall" format.

Date	Location
May 8, 2002.....	Kenosha City Hall, Room 202, 625 52nd Street, Kenosha
May 9, 2002.....	Elkhorn Gateway Technical College, Room 112 - 100 Building, 400 County Highway H, Elkhorn
May 15, 2002.....	Washington County Fair Park Pavilion, 3000 County Highway PV, Town of Polk
May 16, 2002.....	Racine Gateway Technical College, Great Lakes Room - Racine Building, 1001 S. Main Street, Racine
May 22, 2002.....	Downtown Transit Center, Harbor Lights Room, 909 E. Michigan Street, Milwaukee
May 23, 2002.....	Goodwill Industries Waukesha Community Center, East/West Conference Room, 1400 Nike Drive, Waukesha
May 29, 2002.....	Martin Luther King Community Center, 1531 W. Vliet Street, Milwaukee
May 30, 2002.....	Northwest Senior Center, 7717 W. Good Hope Road, Milwaukee
June 5, 2002.....	Manitoba Elementary School, Gymnasium, 4040 W. Forest Home Avenue, Milwaukee
June 6, 2002.....	Ozaukee County Administration Center, Auditorium, 121 W. Main Street, Port Washington

The work completed earlier in the study and summarized in the previous four newsletters includes:

- The need for, and expected timing of, the reconstruction of the freeway system.
- The type and pattern of traffic on the freeway system.
- Existing freeway system design and safety problems.
- Historic and existing freeway system traffic congestion.
- Projected future freeway system traffic congestion. All projections of future freeway system traffic congestion—including for the rebuild-as-is and rebuild to modern design standards alternatives—were completed under the assumption that regional land use and transportation plans would be fully implemented, including “smart growth” land use development and redevelopment at regional and neighborhood levels, substantial improvement and expansion of public transit (an over 70 percent expansion of public transit service, including potential light rail and commuter rail systems), continued planned improvement and expansion of the surface arterial street system, and implementation of travel demand management and transportation system management measures. The forecasts of traffic congestion were prepared in this manner, as it was expected that some would suggest that better land use development, expanded public transit, improved surface streets, and travel demand management and transportation systems management were alternatives to additional freeway lanes in addressing traffic congestion.

A vision was proposed for the regional freeway system identifying the goals and objectives for freeway system reconstruction. The key components of this vision include:

- Improve traffic safety by addressing freeway design and safety problems.
- Avoid a substantial increase in future freeway traffic congestion and reduce the extent, severity, and duration of existing congestion.
- Provide the capacity and accessibility to serve existing and future needs.
- Assure that the reconstructed freeway system is compatible with, and will promote the development of, a desirable regional land use pattern.
- Minimize negative impacts and costs while meeting other objectives.

A series of public informational meetings was held during the months of July and August 2001 to provide the public an early opportunity to ask questions, to provide study input, and to provide information about the work of the study completed at that point—need for reconstruction; design, safety, and congestion problems; proposed vision for reconstruction; and the alternatives proposed for design and evaluation.

#### **FREWAY SYSTEM ADVISORY COMMITTEE MEMBERSHIP**

William R. Drew Chairman	Vice-Chairman, SEWRPC
Philip E. Barnes	Acting Wisconsin Division Administrator, Federal Highway Administration U.S. Department of Transportation
Kathryn C. Bloomberg	Mayor, City of Brookfield
Frank Busalacchi	Secretary/Treasurer, Teamsters Local 200
James T. Dwyer	Chairperson, Waukesha County Board of Supervisors
Theresa Estness	Mayor, City of Wauwatosa
Leslie J. Fafard	Director, District 2, Wisconsin Department of Transportation
Daniel M. Finley	Waukesha County Executive
Janine Geske	Interim Milwaukee County Executive
Jean M. Jacobson	Racine County Executive
Allan K. Kehl	Kenosha County Executive
Kenneth J. Leonard	Director, Bureau of Planning Wisconsin Department of Transportation
Gloria L. McCutcheon	Southeast Regional Director Wisconsin Department of Natural Resources
Kenneth F. Miller	Chairperson, Washington County Board of Supervisors
Allen L. Morrison	Chairperson, Walworth County Board of Supervisors
John O. Norquist	Mayor, City of Milwaukee
Karen Ordians	Chairman, Milwaukee County Board of Supervisors
Betty Pearson	Vice-President (retired), West Bend Chamber of Commerce
Marvin E. Pratt	President, City of Milwaukee Common Council
Dale J. Richards	Mayor, City of Oak Creek
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Tim Sheehy	President, Metropolitan Milwaukee Association of Commerce
Katherine L. Smith	Chairperson, Ozaukee County Board of Supervisors
James G. White	1st District Supervisor Milwaukee County Board of Supervisors
Thomas H. Buestrin (Ex-officio)	Chairman, SEWRPC

### **Consideration of Freeway System Reconstruction Alternatives and Development of a Preliminary Recommended Plan**

The Advisory Committee considered the options for potential future reconstruction of the freeway system beginning with the alternative of rebuilding the freeway system “as-is,” followed by rebuilding the freeway system to modern design standards, and lastly rebuilding the freeway system with additional lanes as well as to modern design standards.

#### **Replace-in-Kind**

The freeway system would be rebuilt as it currently exists under this reconstruction alternative, with no improvements to address existing and future design, safety, and congestion problems. The following are key facts regarding this alternative:

- Estimated construction cost of \$3.4 billion, or \$112 million annually over the next 30 years (year 2000 dollars).
- No additional right-of-way required.

- Traffic congestion would increase significantly from 65 miles, or 24 percent of the freeway system affected by congestion on an average weekday in 1999, to 122 miles, or 44 percent of the freeway system in the year 2020. In addition, the extent of the freeway system which may be affected by extreme or severe traffic congestion may be expected to increase from 53 miles, or 20 percent of the freeway system in 1999, to 76 miles, or 28 percent of the system in the year 2020. (Even with the implementation of “smart” land use growth, significantly improved and expanded public transit, and continued improvement of surface arterials.)
- Increased safety problems expected due to the failure to address design deficiencies and increased traffic congestion.

Reconstruction under this alternative may be expected to lead to an increasingly unsafe and unreliable freeway system.

### Reconstruction to Modern Design Standards

The Advisory Committee then considered the alternative of reconstructing the freeway system to modern design standards. This alternative includes improvements necessary to address the existing design and design-related safety problems of the freeway system, including design improvements to freeway-to-freeway interchanges, freeway-to-surface street interchanges, and the freeway mainline. (see improvements listed in the box at the top of this page).

The following are key facts regarding this alternative:

- Estimated construction cost of \$5.5 billion, or \$184 million annually over the next 30 years. This represents a \$2.1 billion, or 64 percent increase over the replace-in-kind alternative (year 2000 dollars).
- The right-of-way required includes 577 acres of land, 166 residential relocations, 23 commercial/industrial buildings, and two governmental/institutional buildings. These right-of-way acquisition needs represent a 5 percent expansion of total freeway system right-of-way, and amount to an additional 0.03 percent of the Region to be dedicated for freeway purposes. Over 50 percent of the identified necessary land for right-of-way and relocation of commercial/industrial buildings has already been approved through preliminary engineering and environmental assessment—IH 94 in Kenosha and Racine Counties and the Marquette Interchange in Milwaukee County.
- Reconstruction under this alternative would require right-of-way expansion into 68 acres of primary environmental corridors, including 29 acres of wetlands, and another nine acres of wetlands located outside the primary environmental corridors. The required land would represent 0.02 percent of the Region’s primary environmental corridors and 0.01 percent of the Region’s wetlands. Over 65 percent of the right-of-way expansion into the Region’s primary environmental corridors and wetlands would occur along IH 94 in Kenosha and Racine Counties, where the attendant additional right-of-way has already been approved through preliminary engineering and environmental assessment. Any wetland

#### DESIGN AND DESIGN-RELATED SAFETY IMPROVEMENTS REQUIRED TO BUILD THE FREEWAY SYSTEM TO MODERN DESIGN STANDARDS

*Freeway-to-freeway interchanges* would be reconstructed to:

- Relocate left hand on- and off-ramps to the right hand side of the freeway;
- Minimize lane drops and provide route continuity;
- Improve freeway-to-freeway ramps to provide ramp speeds that are closer to freeway mainline speeds; and
- Address closely spaced service interchanges with grade-separated or collector-distributor roadways.

Improvements to *freeway to-surface street interchanges* would include the following:

- Ramp tapers would be lengthened and widened;
- Multi-point exits would be converted to single point exits;
- Ramps would be separated from frontage roads in Kenosha and Racine Counties; and
- Selected auxiliary lanes would be added to address closely spaced interchanges.

The *freeway mainline* would be improved to include the following:

- Improved horizontal and vertical curves, grades, and vertical clearance to meet modern standards; and
- Full inside and outside shoulders.

loss may be expected to be mitigated through standard State processes.

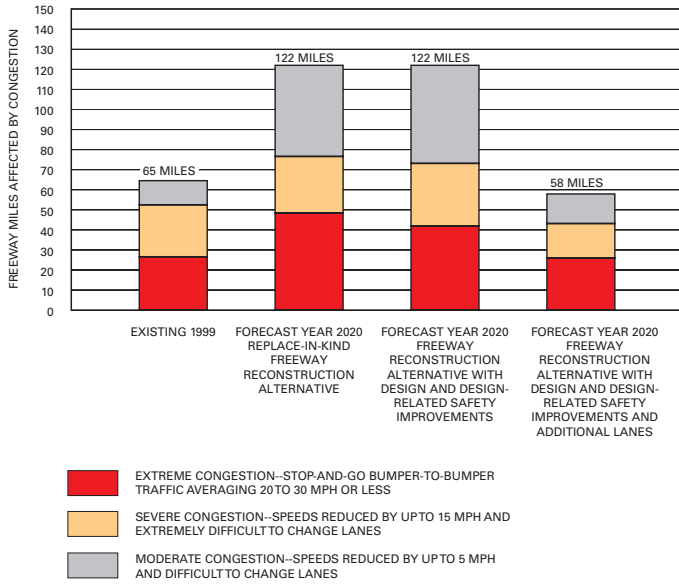
- Safety improvements would be achieved due to reductions in the need for lane changing, easier merging maneuvers, increased stopping and decision sight distances, improved interchange entrances and exists, and provision of full inside and outside shoulders.

Rebuilding the freeway system only with design and design-related safety improvements may not be expected to permit avoiding a significant increase in freeway system traffic congestion. Only a minor improvement in the severity of congestion projected under the replace-in-kind freeway alternative may be expected as the traffic-carrying capacity of the freeway system remains largely unchanged under this alternative (see chart above). As a result of the substantial increase in freeway system traffic congestion under this alternative, safety problems due to rear-end accidents may be expected to substantially increase. Rear-end accident rates are five to 15 times greater on congested freeway segments, with the highest rates on the most extremely congested freeways. On congested freeways, rear-end accidents account for 40 to 70 percent of all freeway accidents.

- Travel time reliability may be expected to decrease during peak travel periods, and increasingly during off-peak travel periods. As the level of traffic congestion increases on the freeway system, the potential will



## EXISTING AVERAGE WEEKDAY YEAR 1999 AND FORECAST FUTURE YEAR 2020 TRAFFIC CONGESTION



increase for greater variation in traffic congestion delay and travel times, and for the occurrence of significantly longer than average trip travel times.

- The total traffic delay on an average weekday on the regional freeway system is expected to more than double by the year 2020 from the amount of delay on an average weekday currently experienced on the freeway system, increasing by about 130 percent, from 11,500 hours in 1999 to 26,200 hours in 2020.

### Reconstruction to Modern Design Standards and with Additional Lanes

The Advisory Committee then considered an alternative which would include all of the design and design-related safety improvements included in the previous alternative to reconstruct the freeway to modern design standards, and additional lanes on approximately 127 miles of the freeway system (see map on the next page). These 127 miles of freeway have existing and/or future traffic congestion problems.

The following are key facts regarding this alternative:

- Estimated construction cost of \$6.2 billion, or \$208 million annually over the next 30 years. This represents a \$700 million, or 13 percent, increase over the alternative with design and design-related safety improvements only (year 2000 dollars).
- Right-of-way acquisitions would be required in addition to that required for design and design-related safety improvements, including 81 acres of land, 50 residences, eight commercial/industrial buildings, and one governmental/institutional building (about a 1 percent expansion of freeway right-of-way and less than an additional 0.01 percent of the Region to be dedicated for the freeway system).

- Reconstruction of the regional freeway system with additional lanes would require the acquisition of an estimated seven acres of primary environmental corridor including four acres of wetlands and another one acre of isolated wetlands in addition to the requirements related to design and design-related safety improvements. This represents the additional potential conversion of 0.002 percent of the Region's primary environmental corridors and 0.001 percent of the Region's wetlands to freeway right-of-way.
- Under this alternative, freeway system traffic congestion may be expected to be substantially reduced from 122 miles of freeways, or 44 percent of the freeway system affected by congestion on an average weekday in 2020 without additional lanes, to 58 miles, or 21 percent of the freeway system in the year 2020 with additional lanes. In addition, the extent of the freeway system which may be affected by extreme or severe traffic congestion may be expected to be reduced from 73 miles, or 26 percent of the freeway system in the year 2020 without additional lanes, to 43 miles, or 16 percent of the system in the year 2020 with additional lanes (see chart at left).
- By avoiding a significant increase in freeway system traffic congestion—a modest decrease compared to existing congesting levels—reconstruction of the freeway system with additional lanes may be expected to permit avoiding further declines in travel time reliability during peak and off-peak travel periods.
- The total traffic delay on the freeway system on an average weekday may also be expected to be significantly less if the freeway system is rebuilt with additional lanes compared to if it is rebuilt without additional lanes. Even if the regional freeway system is rebuilt with additional lanes, the amount of delay is expected to increase by about 18 percent, from 11,500 vehicle-hours in 1999 to 13,600 hours in the year 2020 on an average weekday, with this increase largely due to a greater number of vehicles using the freeway system at similar levels of congestion as in 1999. However, if the freeway system is not built with additional lanes, the amount of delay on an average weekday is expected to more than double by 2020.
- The additional lanes are also expected to improve traffic safety on the freeway system, as certain types of crashes, such as rear-end collisions, are five to 15 times more likely to occur on congested freeways.
- Expansion of freeway traffic carrying capacity with additional traffic lanes may be expected to result in a reduction in future traffic which may otherwise be expected to be carried on surface arterials—about 1.4 million vehicle-miles of travel on an average weekday in 2020, or about a 5 percent reduction in total surface arterial traffic. Selected surface streets would experience traffic volume reductions ranging from 1,000 to 9,000 vehicles per weekday.
- Additional lanes are expected to have a negligible impact on air pollutant emissions and fuel consumption because the same level of total vehicle travel is forecast

for the Region whether additional freeway lanes are provided or not. Air pollutant emissions from transportation—including volatile organic compounds (VOC) and nitrogen oxides (NOX), the principal precursors to ozone—have substantially declined over the last decade, and are projected to continue to decline, principally due to new motor vehicle standards. Over the last decade, VOC emissions have declined about 64 percent, and NOX emissions have declined about 5 percent. By the year 2020, VOC emissions are forecast to decline an additional 64 percent, and NOX emissions are forecast to decline an additional 60 percent, compared to current levels.

- The proposed additional lanes are not expected to have a significant impact on land use patterns because the levels of congestion in the year 2020 are expected to be about the same as existing levels, and transportation is considered neither a principal nor significant cause of urban decentralization compared to rising affluence, cost of living, schools, and environmental amenities.
- The proposed additional lanes should not induce more travel principally because adding freeway lanes is expected to result in levels of congestion in the year 2020 that are about the same as current levels of congestion.

#### Other Alternatives with Additional Lanes

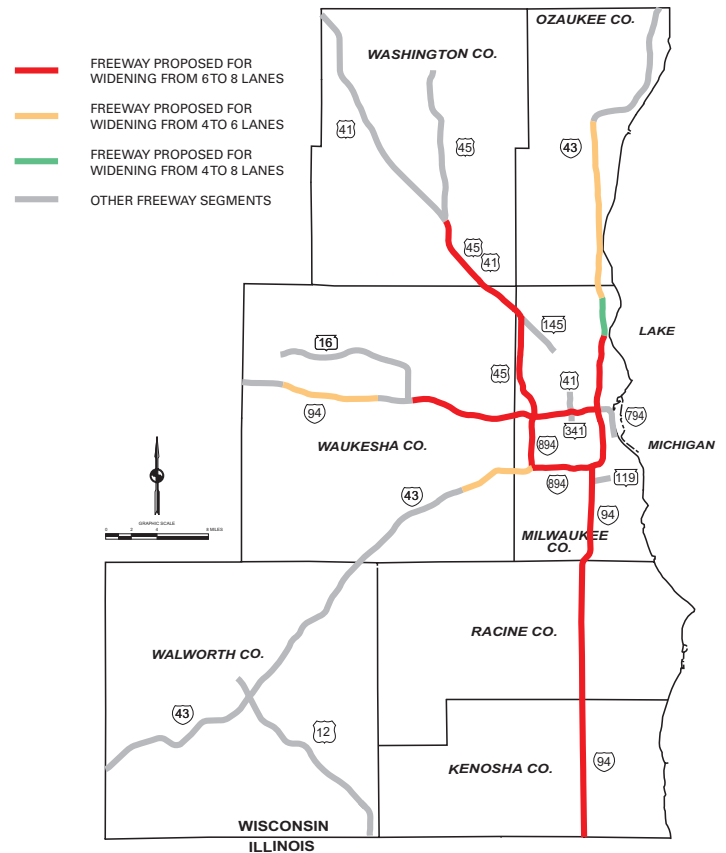
Some of the Advisory Committee members from the City of Milwaukee and Milwaukee County and their staffs requested that consideration be given to not widening IH 94 between the Marquette and Zoo Interchanges, and to not widening IH 43 between the Mitchell Interchange and Bender Road, and to reduce the widening on IH 43 between Bender Road and Brown Deer Road to six, rather than eight, lanes. Therefore, two subalternatives to the full proposed 127 miles of freeway widening were evaluated and compared.

The first subalternative included 121 miles of freeway widening: all proposed freeway widening except on IH 94 between the Zoo and Marquette Interchanges. The second subalternative included 108 miles of freeway widening: all proposed freeway widening except that segment of IH 94 and of IH 43 between the Mitchell Interchange and Bender Road and with reduced widening from eight to six lanes on IH 43 between Bender and Brown Deer Roads. Each subalternative, like the alternative with the full 127 miles of additional lanes, would include rebuilding to modern design standards and include the design and design-related safety improvements described earlier in this newsletter.

The following are key facts concerning the alternative with 121 miles of freeway widening:

- Estimated construction cost of \$6.16 billion, a \$90 million, or a little more than a 1 percent reduction compared to the estimated construction cost of \$6.25 billion under alternative with the full 127 miles of additional lanes (year 2000 dollars).
- Right-of-way acquisitions would be reduced by 22 acres of land, 18 residences (south of IH 94 between S. 70th and S. 76th Streets), and five commercial/industrial

### SOUTHEASTERN WISCONSIN FREEWAY SEGMENTS BEING CONSIDERED FOR WIDENING



buildings (south of IH 94 between N. 30th and N. 13th Streets) compared to the alternative with the full 127 miles of additional lanes.

- The reconstruction of IH 94 between Mitchell Boulevard and Hawley Road (where Wood National Cemetery and other cemeteries are located adjacent to the freeway) can be accomplished without relocating or disturbing any graves. With or without additional lanes, the elevation of the westbound lanes of IH 94 between Mitchell Boulevard and Hawley Road to overlap the eastbound lanes and the cemeteries to the north by up to 25 feet will be required if grave disturbance is to be avoided and modern design standards are to be met (including safety shoulders). The map on page 6 displays the location of the westbound lanes of IH 94 that would be elevated. Two perspectives were developed that display how that freeway segment appears today and how it would appear following reconstruction with the proposed elevated westbound lanes of IH 94. Those perspectives are included on page 7 of this newsletter.
- The traffic congestion in the year 2020 on IH 94 between the Zoo and Marquette Interchanges would be increased if this freeway were rebuilt without additional lanes compared to if it is rebuilt with additional lanes. Without additional lanes, 16 hours of congestion are expected on an average weekday in the year 2020 (including four hours of extreme congestion), but with additional lanes,

13 hours of congestion would be expected (including two hours of extreme congestion).

- The peak hour travel time on IH 94 between the Zoo and Marquette Interchanges in the year 2020 would be five minutes longer without additional lanes than if the freeway segment is reconstructed with additional lanes—19 minutes without additional lanes, 14 minutes with additional lanes.
- Reconstruction of this freeway segment without additional lanes would result in additional traffic on surface arterial streets, including approximately 3,000 to 4,500 vehicles per average weekday on Wisconsin Avenue and approximately 1,000 to 3,000 vehicles per average weekday on Greenfield Avenue, St. Paul Avenue, Lisbon Avenue, and 27th Street.
- Increased traffic congestion without additional lanes may be expected to result in reduced reliability of travel time and increased congestion-related safety problems, related to rear-end collisions.
- While not widening this freeway segment would affect the traffic congestion on this freeway segment, minimal effects including traffic diversion and traffic congestion and delay would be expected on the remainder of the freeway system



of congestion, including two hours of which extreme congestion; with additional lanes, four hours of congestion, including no extreme congestion.

The following are key facts concerning the alternative with 108 miles of freeway widening:

- Estimated construction cost of \$5.99 billion, a \$260 million, or 4 percent reduction compared to the estimated construction cost of \$6.25 billion under alternative with the full 127 miles of additional lanes (year 2000 dollars).
- Right-of-way acquisitions would be reduced by 46 acres of land, 36 residences, eight commercial/industrial buildings, and one governmental/institutional building compared to the alternative with the full 127 miles of additional lanes.
  - IH 94 segment—22 fewer acres, 18 fewer residences (south of IH 94 between S. 70th and S. 76th Streets), and five fewer commercial/industrial buildings (south of IH 94 between N. 30th and N. 13th Streets).
  - IH 43 segment—24 fewer acres, 18 fewer residences (three at W. North Avenue and 15 between Bender and Brown Deer Roads), three fewer commercial/industrial buildings between Bender and Green Tree Roads, and the Milwaukee County Courthouse Annex.
- The traffic congestion on IH 43 between the Mitchell Interchange and Brown Deer Road would be increased under this alternative compared to under the alternative with the full 127 miles of freeway widening. Expected year 2020 average weekday congestion levels are as follows:
  - Between the Mitchell and Marquette Interchanges on IH 43 and IH 94—without additional lanes, 11 hours
- of congestion, including two hours of which extreme congestion; with additional lanes, four hours of congestion, including no extreme congestion.
- Between the Marquette Interchange and Bender Road on IH 43—without additional lanes, six hours of congestion, one of which would be extreme congestion; with additional lanes, four hours of congestion, including no extreme congestion.
- Between the Bender and Good Hope Roads on IH 43—with widening to six lanes, three hours of congestion, including one hour of severe congestion; with widening to eight lanes, no congestion is expected.
- Between Good Hope and Brown Deer Roads on IH 43—with widening to six lanes, one hour of congestion, including no extreme or severe congestion; with widening to eight lanes, no congestion is expected.
- The peak hour travel times in the year 2020 would be longer on IH 43 between the Mitchell and Marquette Interchanges and on IH 43 between the Marquette Interchange and Brown Deer Road under this alternative compared to the alternative with the full 127 miles of freeway widening. Expected year 2020 average weekday peak hour travel time are expected as follows:
  - Between the Mitchell and Marquette Interchanges on IH 43—12 minutes without additional lanes; nine minutes with additional lanes.
  - Between the Marquette Interchange and Brown Deer Road on IH 43—17 minutes without additional lanes between the Marquette Interchange and Bender Road and reduced widening between Bender and Brown Deer Roads; 13 minutes with all proposed additional lanes.
- Reconstruction without additional lanes would result in additional traffic on surface arterial streets, including approximately 3,000 to 4,500 vehicles per average weekday on Wisconsin Avenue and approximately 1,000 to 3,000 vehicles per average weekday on Greenfield Avenue, St. Paul Avenue, Lisbon Avenue, 27th Street, Fond du Lac Avenue, Capitol Drive,



National Avenue, Forest Home Avenue, Howell Avenue, Lincoln Memorial Drive, Port Washington Road, and 43rd Street.

- Increased traffic congestion without additional lanes may be expected to result in reduced reliability of travel time and increased congestion-related safety problems related to rear-end collisions.
- While not widening these freeway segments would affect the traffic congestion on these freeway segments, minimal effects including traffic diversion and traffic congestion and delay would be expected on the remainder of the freeway system.

### Preliminary Freeway System Reconstruction Plan

After considering and comparing the costs, benefits, and impacts of the freeway system reconstruction alternatives, the recommendations of the Advisory Committee for incorporation into a preliminary plan for the reconstruction of the Southeastern Wisconsin freeway system were as follows:

- The freeway system should be fully rebuilt to meet modern design standards entailing systemwide design and design-related safety improvements.

- The freeway system should be rebuilt with additional lanes on the full 127 miles of freeway as proposed.

This preliminary plan is the freeway system reconstruction alternative as described on pages 4 and 5 of this newsletter. The purpose of the preliminary plan is to promote public review and discussion of its recommendations, and to permit the public comment to shape a final plan of recommendations for freeway system reconstruction.

The Advisory Committee preliminary recommendation with respect to additional lanes was not unanimous, and was not made without substantial discussion and expression of concerns and opposition. City of Milwaukee Mayor John O. Norquist registered his opposition to any freeway widening. The Wisconsin Department of Natural Resources through a position paper noted their support for widening only on the most congested freeway segments: IH 94 between the Marquette Interchange and Barker Road, IH 43 between the Mitchell Interchange and Brown Deer Road, IH 894 between the Mitchell and Zoo Interchanges, USH 45 between the Zoo Interchange and Mill Road, IH 94 between the Mitchell

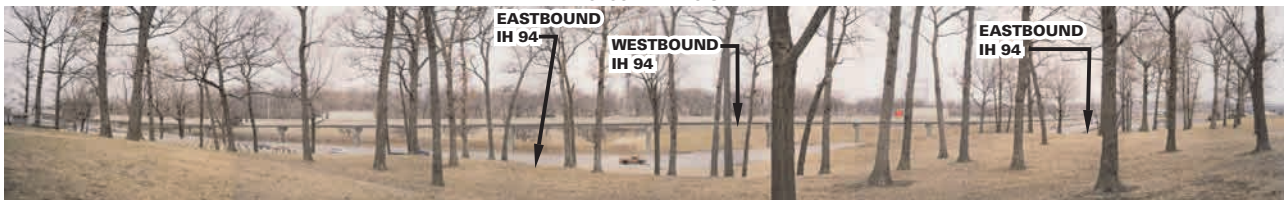
## COMPARISON OF EXISTING DESIGN AND PROPOSED REDESIGN OF IH 94 FREEWAY SEGMENT BETWEEN MITCHELL BOULEVARD AND HAWLEY ROAD

LOOKING NORTH FROM WOOD MEMORIAL CEMETERY

EXISTING DESIGN



PROPOSED REDESIGN

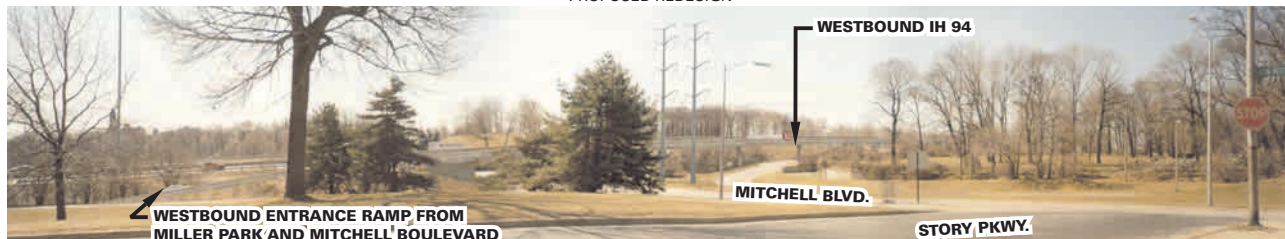


LOOKING SOUTH FROM MITCHELL PARK

EXISTING DESIGN



PROPOSED REDESIGN



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Interchange and Rawson Avenue, and IH 43 between the Hale Interchange and STH 100. Interim Milwaukee County Executive Janine Geske abstained from the Advisory Committee vote regarding additional lanes, noting that her position was an interim, and not a policymaking, position. Additionally, while approving the inclusion of the proposed widening of IH 94 between the Zoo and Marquette Interchanges in the preliminary plan for the purpose of public discussion—Milwaukee County Board Chairman Karen Ordians noted her opposition to the widening, and City of Wauwatosa Mayor Theresa Estness and Milwaukee Metropolitan Association of Commerce President Tim Sheehy expressed substantial concerns.

### Next Steps in the Study Process

The completion of a preliminary recommended plan means that comments and feedback on that plan and the alternatives considered will now be solicited through public informational meetings and hearings. (see announcement of public meetings and hearings in the box on the first page of this newsletter). Formal review and comment on the preliminary plan will also be solicited from each county board and executive. The preliminary plan and alternatives considered will also be transmitted to municipalities and State legislators for their review and comment. Presentations will be made to, and comment obtained from business, community, and other groups. If your group would like a presentation and/or opportunity to comment, please contact the Commission staff.

Following the period of review and comment, the Advisory Committee will consider the comments made and formulate a final recommended plan to be formally considered by the county boards of each county within the Southeastern Wisconsin Region. Following action by the county boards, the Regional Planning Commission will give formal consideration to the actions of the counties and make a final set of recommendations to the Secretary of the Wisconsin Department of Transportation.

### Additional Information

An electronic version of each issue of the study newsletter, report chapters, meeting minutes, public meeting notices, and all other project materials are available at [www.sewrpc.org/freewaystudy](http://www.sewrpc.org/freewaystudy).

### For more information:

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(262) 547-6721

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with SEWRPC  
(262) 547-6721

To provide written comment on the preliminary plan:

U.S. Mail: PO Box 1607, Waukesha, WI 53187-1607  
E-mail: [freewaystudy@sewrpc.org](mailto:freewaystudy@sewrpc.org)  
Fax: (262) 547-1103

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SOUTHEASTERN WISCONSIN  
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PAID NEWSPAPER ADVERTISEMENTS

**PUBLIC INFORMATION MEETINGS AND HEARINGS SCHEDULED ON PRELIMINARY FREEWAY SYSTEM RECONSTRUCTION PLAN**

Citizens are invited to a series of public information meetings and hearings to learn more about, and to comment on, the Regional Freeway System Reconstruction Study for Southeastern Wisconsin, and specifically on the preliminary recommended freeway system reconstruction plan. The preliminary recommended plan proposes that the regional freeway system, as it is reconstructed over the next 30 years, be rebuilt to meet design standards and with additional lanes on 127 miles of freeway which experience existing or probable future traffic congestion. Each session will begin with a meeting in "open house" fashion from 4:00-6:00 p.m. A presentation will be made by study staff at 6:00 p.m., followed at 6:30 p.m. by a public hearing providing a forum for public comment in "town hall" format.

Date	Building/Room	Location
May 8, 2002	Kenosha City Hall, Room 202	625 52nd Street, Kenosha, WI
May 9, 2002	Elkhorn Gateway Technical College, Room 112 - 100 Building	400 County Highway H, Elkhorn, WI
May 15, 2002	Washington County Fair Park Pavilion	3000 County Highway PV, Polk, WI
May 16, 2002	Racine Gateway Technical College, Great Lakes Room - Racine Building	1001 S. Main Street, Racine, WI
May 22, 2002	Downtown Transit Center, Harbor Lights Room	909 E. Michigan Street, Milwaukee, WI
May 23, 2002	Goodwill Industries Waukesha Community Center, East/West Conference Room	1400 Nike Drive, Waukesha, WI
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June 5, 2002	Manitoba Elementary School, Gymnasium	4040 W. Forest Home Avenue, Milwaukee, WI
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Milwaukee Journal Sentinel  
 April 28, 2002

**PUBLIC INFORMATION MEETINGS AND HEARINGS SCHEDULED ON PRELIMINARY FREEWAY SYSTEM RECONSTRUCTION PLAN**

Citizens are invited to a series of public information meetings and hearings to learn more about, and to comment on, the Regional Freeway System Reconstruction Study for Southeastern Wisconsin, and specifically on the preliminary recommended freeway system reconstruction plan. The preliminary recommended plan proposes that the regional freeway system, as it is reconstructed over the next 30 years, be rebuilt to meet design standards and with additional lanes on 127 miles of freeway which experience existing or probable future traffic congestion. Each session will begin with a meeting in "open house" fashion from 4:00-6:00 p.m. A presentation will be made by study staff at 6:00 p.m., followed at 6:30 p.m. by a public hearing providing a forum for public comment in "town hall" format.

Date	Building/Room	Location
May 8, 2002	Kenosha City Hall, Room 202	625 52nd Street Kenosha, WI
May 9, 2002	Elkhorn Gateway Technical College, Room 112 - 100 Building	400 County Highway H, Elkhorn, WI
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Milwaukee Community Journal  
 May 1, 2002

**PUBLIC INFORMATION MEETINGS AND HEARINGS SCHEDULED ON PRELIMINARY FREEWAY SYSTEM RECONSTRUCTION PLAN**

Citizens are invited to a series of public information meetings and hearings to learn more about, and to comment on, the Regional Freeway System Reconstruction Study for Southeastern Wisconsin, and specifically on the preliminary recommended freeway system reconstruction plan. The preliminary recommended plan proposes that the regional freeway system, as it is reconstructed over the next 30 years, be rebuilt to meet design standards and with additional lanes on 127 miles of freeway which experience existing or probable future traffic congestion. Each session will begin with a meeting in "open house" fashion from 4:00-6:00 p.m. A presentation will be made by study staff at 6:00 p.m., followed at 6:30 p.m. by a public hearing providing a forum for public comment in "town hall" format.

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Kenosha News  
 April 29, 2002

**Public Information Meeting and Hearings Scheduled on Preliminary Freeway System Reconstruction Plan**

Citizens are invited to a series of public information meetings and hearings to learn more about, and to comment on, the Regional Freeway System Reconstruction Study for Southeastern Wisconsin, and specifically on the preliminary recommended freeway system reconstruction plan. The preliminary recommended plan proposes that the regional freeway system, as it is reconstructed over the next 30 years, be rebuilt to meet design standards and with additional lanes on 127 miles of freeway which experience existing or probable future traffic congestion. Each session will begin with a meeting in "open house" fashion from 4:00-5:00 p.m. A presentation will be made by study staff at 6:00 p.m., followed at 6:30 p.m. by a public hearing providing a forum for public comment in "town hall" format.

Date	Building/Room	Location
May 8, 2002	Kenosha City Hall Room 202	625 52nd St. Kenosha, Wis.
May 9, 2002	Elkhorn Gateway Technical College Room 112 - 100 Building	400 County Highway H Elkhorn, Wis.
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Elkhorn Independent  
 May 2, 2002

**PUBLIC INFORMATION MEETINGS AND HEARINGS SCHEDULED ON  
PRELIMINARY FREEWAY SYSTEM RECONSTRUCTION PLAN**

Citizens are invited to a series of public information meetings and hearings to learn more about, and to comment on, the Regional Freeway System Reconstruction Study for Southeastern Wisconsin, and specifically on the preliminary recommended freeway system reconstruction plan. The preliminary recommended plan proposes that the regional freeway system, as it is reconstructed over the next 30 years, be rebuilt to meet design standards and with additional lanes on 127 miles of freeway which experience existing or probable future traffic congestion. Each session will begin with a meeting in open house fashion from 4:00-6:00 p.m. A presentation will be made by study staff at 6:00 p.m., followed at 6:30 p.m. by a public hearing providing a forum for public comment in town hall format.

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Racine Journal Times  
May 5, 2002

**PUBLIC INFORMATION MEETINGS AND HEARINGS SCHEDULED ON  
PRELIMINARY FREEWAY SYSTEM RECONSTRUCTION PLAN**

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May 30, 2002	Northwest Senior Center	7717 W. Good Hope Road, Milwaukee, WI
<b>NEW!</b> June 4, 2002	<b>Zoofari Conference Center</b> Milwaukee, WI	<b>9715 W. Bluemound Ave,</b> Milwaukee, WI
June 5, 2002	Manitoba Elementary School, Gymnasium	4040 W. Forest Home Avenue, Milwaukee, WI
June 6, 2002	Ozaukee County Administration Center Auditorium	121 W. Main Street Port Washington, WI

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Milwaukee Community Journal  
May 17, 2002

**PUBLIC INFORMATION MEETINGS AND HEARINGS SCHEDULED ON  
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Waukesha Freeman  
May 11, 2002

**PUBLIC INFORMATION MEETINGS AND HEARINGS SCHEDULED ON  
PRELIMINARY FREEWAY SYSTEM RECONSTRUCTION PLAN**

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Milwaukee Journal Sentinel  
May 19, 2002

## **PUBLIC INFORMATION MEETINGS AND HEARINGS SCHEDULED ON PRELIMINARY FREEWAY SYSTEM RECONSTRUCTION PLAN**

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**June 6, 2002**

**Ozaukee County Administration Center Auditorium  
121 W. Main Street • Port Washington, WI**

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Ozaukee News Graphic  
May 28, 2002