

RECORD OF PUBLIC COMMENTS

REVIEW AND UPDATE OF REGIONAL LAND USE AND TRANSPORTATION SYSTEM PLANS FOR SOUTHEASTERN WISCONSIN

volume three

DECEMBER 1, 2005 THROUGH APRIL 20, 2006

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RECORD OF PUBLIC COMMENTS

REVIEW AND UPDATE OF REGIONAL LAND USE AND TRANSPORTATION SYSTEM PLANS FOR SOUTHEASTERN WISCONSIN

volume three

DECEMBER 1, 2005 THROUGH APRIL 20, 2006

April 2006

Prepared by the

Southeastern Wisconsin Regional Planning Commission
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www.sewrpc.org

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SUMMARY OF RECORD OF PUBLIC COMMENTS AND RESPONSES
REVIEW AND UPDATE OF REGIONAL LAND USE AND TRANSPORTATION
SYSTEM PLANS FOR SOUTHEASTERN WISCONSIN
VOLUME III: DECEMBER 1, 2005 – APRIL 20, 2006

INTRODUCTION

This report presents the public comment received on the review and update of the regional land use and transportation system plans, and in particular, preliminary recommended regional land use and transportation plans during the final formal public comment period of December 1, 2005, through April 20, 2006.

The report presents in a series of appendices:

- Written comments received from December 1, 2005, through April 20, 2006, and oral comments given to court reporters at the public informational meetings and hearings held in April 2006 (Appendix A).
- Attendance records of public information meetings held in April 2006 (Appendix B).
- Materials announcing the nine public information meetings and summary materials distributed prior to and at those meetings (Appendix C).

The following section provides a summary of the comments received, and Commission staff responses to those comments.

SUMMARY OF COMMENTS AND RESPONSES

During the period of December 1, 2005, through April 20, 2006, about 40 comments were received regarding the review and update of the regional land use and transportation system plans and the preliminary recommended regional land use and transportation plans. The comments were provided on comment forms available at public information meetings, or to court reporters at those meetings, or via letter, electronic mail, fax, or through the Commission website (www.sewrpc.org).

A number of comments were made in support of the preliminary recommended regional transportation plan:

- One comment expressed support for the plan and its vision statement, and noted that to achieve overall public good, there may be some negative impacts that must be accepted.
- Six comments expressed support for the transit plan, particularly the rapid and express elements and the proposed potential rail and bus guideway rapid and express systems.

- One comment expressed support for the plan's transit and pedestrian elements, noting their importance for people with disabilities.
- One comment expressed support for the plan's bicycle and pedestrian facilities element.
- One comment each was made in support of three of the plan's arterial capacity expansion projects: the extension of CTH C over Badger Parkway in Walworth County, the construction of a Cedar Creek Road bridge in Ozaukee County, and the widening of STH 50 to provide four traffic lanes between IH 43 and CTH F.

A number of comments suggested minor changes to the preliminary recommended regional transportation plan:

- One comment proposed the addition of a park-ride lot at the interchange of IH 43 with STH 50 in Walworth County.
- One comment proposed relocation of the proposed park-ride lot in the Village of Grafton from Wisconsin Avenue and Chateau Drive to Washington Street and 10th Avenue.
- One comment proposed the addition of Hillside Road as an arterial between STH 164 and the Waukesha-Washington County line.
- One comment proposed utilizing CTH F and Townline Road rather than a new alignment for a realignment of STH 67 between CTH F and Townline Road in Walworth County.
- One comment opposed the widening of STH 100 to eight lanes between IH 43 and Forest Home Avenue. (The regional plan no longer recommends widening, but recommends that during the preliminary engineering for reconstruction now underway, that alternatives be considered including alternatives providing no additional lanes, alternatives providing additional traffic or auxiliary lanes, and alternatives proposing frontage roads.)

Response

- The suggested park-ride lot change and addition will be made in the final plan.
- The suggested changes to the arterial system and capacity improvements will be considered in subsequent county jurisdictional highway system planning over the next year.

A number of comments were made proposing the expansion of plan recommendations:

- One comment suggested a new freeway connecting IH 43 and USH 45 north of STH 60.
- One comment suggested extending paratransit regionwide to serve elderly population travel needs.

Response

- A proposed freeway connecting IH 43 and USH 45 with an alignment between Good Hope Road and Pioneer Road was examined and rejected for inclusion in the plan. The plan

recommends either widening to four traffic lanes or reserving right-of-way for four traffic lanes on STH 60 between IH 43 and USH 45.

- Paratransit is available for the elderly population regionwide on a one to three day advance reservation for medical, nutritional, and shopping trips.

A number of comments were made in opposition to recommendations in the plan:

- Transportation System Management
 - One comment expressed opposition to existing and proposed freeway ramp-meters.

Response

- Ramp-meters provide freeway traffic safety and traffic flow benefits by breaking up platoons of merging traffic, and limiting entering traffic during a major incident. In addition, there is the potential for ramp-meters to be controlled systemwide to achieve systemwide objectives and benefits.
- Public Transit
 - One comment opposed the potential development of commuter rail to West Bend, and another comment opposed guided bus tram development to the northwest and the University of Wisconsin-Milwaukee.

Response

- The plan does not recommend implementation of guideways, but rather that the feasibility and costs and benefits of guideway transit be considered in corridor studies.
- Arterial Streets and Highways
 - Two comments opposed all arterial street and highway capacity expansion.
 - Seven comments opposed the proposed widening to four lanes of STH 164 in Waukesha and Washington Counties, with some proposing construction of a new alternate route.
 - Seven comments opposed the proposed new east-west arterial routes north and south of STH 60 in the Hartford and Slinger areas.
 - Five comments opposed the widening of STH 33 to four lanes in Washington County.
 - Three comments opposed the proposed widening to four lanes of Lannon Road (CTH Y) between the Waukesha-Washington County line and USH 41/45.
 - Three comments opposed the proposed construction of the Waukesha West bypass between CTH X and CTH DE citing impacts on wetlands, and one comment suggested bridging the wetlands.
 - One comment opposed the extension of Springdale Road from STH 190 to CTH K citing wetland impacts, and one comment suggested bridging the wetlands.

- One comment opposed the proposed Calhoun Road interchange on IH 94, and one comment opposed the proposed widening to four lanes of Calhoun Road between USH 18 and STH 59.
- One comment opposed the proposed extension of CTH Z north of STH 33 in Washington County.
- Two comments opposed the proposed widening of Oklahoma Avenue to four traffic lanes between Kinnickinnic Avenue and Clement Avenue.
- One comment questioned the design proposed for a widened STH 33 between the Village of Saukville and the City of Port Washington in Ozaukee County.

Response

- The following arterial capacity expansion has been considered and recommended in preliminary engineering or pre-preliminary engineering feasibility studies, or is being considered in such studies underway at this time, and as a result, will continue to be recommended in the regional transportation plan: the widening or reservation of right-of-way to provide four lanes on STH 164 in Waukesha and Washington Counties, the construction of the new east-west arterials in Washington County, the widening to four lanes of Lannon Road, the construction of a Calhoun Road interchange on IH 94, the widening of Calhoun Road between USH 18 and STH 59, the construction of the Waukesha West bypass between CTH X and CTH DE, and the widening to four lanes of STH 33 between the Village of Saukville and the City of Port Washington.
- Proposed to also remain in the plan is the widening of STH 33 as largely only right-of-way reservation to provide four lanes is recommended, the extension of CTH Z north of STH 33 as it would assist in providing a grid of arterial streets in the West Bend area consistent with long-range planned urban development, and the extension of Springdale Road as it replaces the extension of Barker Road which would have much greater impact on wetlands and primary environmental corridor.
- The widening of Oklahoma Avenue between Kinnickinnic Avenue and Clement Avenue is proposed to be removed from the plan, as it was considered as part of the preliminary engineering for the construction of the Lake Parkway and was not implemented.

Two comments were made with respect to the regional land use plan:

- One comment proposed that golf courses not be located in primary environmental corridors.
- One comment proposed that open lands along the Lake Michigan lakefront should be preserved.

Response

- The regional land use plan recommends that golf courses only be located in the upland portions of primary environmental corridors, and that less than 20 percent of the upland portion of the corridor be disturbed for the golf course.
- The regional land use plan generally recommends that open lands for a distance of 200 feet from the Lake Michigan lakefront bluff should be preserved.

Three comments identified the rising cost of motor fuel, anticipated substantial future increases in motor fuel cost, and attendant changes in travel behavior, and proposed that the transit element of the plan be accelerated and expanded and the arterial capacity expansion in the plan be limited or eliminated.

Response

- The transportation plan was based on a projected motor fuel cost of \$2.30 per gallon in the year 2035 in 2005 constant dollars (higher than U.S. Department of Energy projections) which, assuming an annual rate of inflation (2.7 percent) typical of that over the last 20 years, would be more than \$5.00 per gallon the year 2035. The transportation plan proposed a doubling of public transit service including development of true rapid and express transit systems and consideration of commuter rail rapid transit and bus guideway express transit systems. Less than a 5 percent expansion of arterial highway system lane-miles was proposed, with most occurring as the arterial facility was being reconstructed. Lastly, it must be recognized that part of the response to motor fuel price will be purchasing more efficient vehicles, and ultimately, the development and widespread use of alternative fuel vehicles.

One comment questioned the need for a runway extension at West Bend Airport, and cited the attendant wetland impacts.

Response

- Airport improvements are part of a separate state and regional airport system plan. This project is now undergoing preliminary engineering and environmental impact statement preparation.

One comment requested that:

- detailed demographic data for minority and low income populations be used in regional transportation planning,
- analyses be conducted determining whether minority and low income populations benefit from proposed transportation improvements—particularly highway improvements as disproportionate numbers of minority and low income populations do not have a car,
- a “transit first” alternative be considered—implementing transit before highway improvements,
- consideration be given to the land use, housing, and employment patterns of minority and low income populations, and
- analyses be done of whether minority and low income populations bear a disproportionate burden of air pollutant emissions from transportation projects.

Response

- Detailed demographic data on minority and low income populations was developed and used throughout the transportation planning process to guide the design and evaluation of transportation alternatives. (See Appendix C)
- Analyses were conducted of the benefits of the transportation proposals to minority and low income populations. While disproportionate numbers of minority and low income populations

do not own an automobile, from 70 to 88 percent of minority and low income population groups do own a car, and use it for travel.

- An alternative was fully examined and evaluated which proposed substantial improvement and expansion of public transit, and no arterial street and highway capacity expansion.
- The land use and housing patterns of minority and low income populations, and providing connection to jobs, was considered in transportation plan design and evaluation.
- Even with increasing traffic, transportation-related air pollutant emissions may be expected to significantly decline due to cleaner, more efficient vehicles by about 80 percent for ozone-related emissions of volatile organic compounds and nitrogen oxides, 55 percent for fine particulates and carbon monoxide, and 70 percent for air toxic substances. The reductions in emissions generated on central Milwaukee County freeways are even greater, as traffic increases on these freeways may be expected to be less than regionwide increases.

Appendix A

**COMMENTS RECEIVED FROM DECEMBER 1, 2005
THROUGH APRIL 20, 2006, REGARDING REVIEW AND
UPDATE OF REGIONAL LAND USE AND TRANSPORTATION
SYSTEM PLANS FOR SOUTHEASTERN WISCONSIN**

Appendix A-1

WRITTEN COMMENTS

Sent: Thursday, April 20, 2006 1:27 PM
To: regionalplans
Subject: Comment on Regional Land Use and Transportation Plans

Submitted: 4/20/2006 1:21:32 PM
Name: William Sell

Organization: Bay View Neighborhood Association
Street: 2827 S. Lenox St.
City: Milwaukee
State: WI
Zip: 53207
Phone:

Comments: The March 2006 SEWRPC Regional Land Use and Transportation System Plan omits consideration of critical variables that may modify the projections of the Plan: tax shifting (or freezing), and gasoline prices. The next 30 years are anything but predictable, but identifying the variables is already in popular discussion, and the Planners must address these same matters to be credible with the public. 1: The price of gasoline will drive mass transit usage. SEWRPC needs to make reasonable projections of this variable and needs to alert local governments to reasonable projections of expenditures for gasoline. There is probably going to be a need to build transit infrastructure to accommodate a growth in transit use. The world is discussing oil shortages; it would seem that SEWRPC would turn its attention to the effects of higher fuel prices whereas those effects would impact its planning. 2: Tax fears have controlled or frozen our governments. SEWRPC has the resources to calculate the long term effects of freezing our tax structures (whether by Constitutional Amendment or by inaction). Current structures are old and not in tune with contemporary need. Building our way out of congestion is not a long term strategy because it never cures the imperative (personal transportation vehicles) that it fosters. Alternatives must come on line if we are to have a livable city. To retain its credibility as the Planning resource for SE Wisconsin, SEWRPC must include in its plans a study of the mechanisms that will pay for alternatives, including a plan to shift taxes to more appropriate sources. When I talk about these things with Planners I expect more than a shrug when the subject shifts to local government decision making. SEWRPC has the resources to imbue the local debates with practical tax shifting strategies. Finally, ordinary citizens can be persuaded to accept reasonable changes in tax policy by showing how new sales taxes, for instance, are specific credits against property taxes. SEWRPC does not make these policies, but it needs to take leadership by developing information that will make the discussion more objective. Case in Point: In November 2005, SEWRPC suggested to the County Board Transportation Committee that a small rise in sales taxes could be used as a dedicated funding source for the Regional Transportation Authority. The County Committee was dissatisfied with the report because it did not consider the overall balance of revenue between the County and the State. I understand SEWRPC has now addressed that issue and is amending its comments at this time. However, these factors belong in a Regional Land Use and Transportation System Plan because paying for the suggested systems is integral to the plan itself. If not, we are burdening the new generation with our policies. Discussing alternatives to freeways, and transit infrastructure are matters that are no longer debatable. At least, put the information - including an assortment of tax-shifting options - in front of the public, please.

April 20, 2006
111 11th St. #5 BN
Racine, WI 53403

Commentary on the 2035 regional transportation plan for SE Wisconsin

I see local transportation issues from an older person's viewpoint. First we have a lack of commuter rail in our area to connect major cities which curbs travel for people who don't feel safe on our major highways. The second is the widening of local highways that makes one fearful to drive because wider highways means greater speed and dangerous situations. I live along Lake Michigan where the traffic is light. When heading away from the city I try to stay on secondary roads but that's not always possible. For instance, I can't avoid the heavy traffic on Hy 20 getting to the Aurora Clinic at the edge of Racine because there is no other way to get there - there are few access roads to Hy 20.

And speaking of medical facilities - driving to the Froedtert medical complex is a challenge. Apparently WisDOT felt that all patients from outlying areas would be fit enough to drive to Milwaukee, plow through heavy traffic to see their doctors or have someone willing at hand with the time to transport them. Doctors realize the problem patients have in getting to their doctors and it has been the subject of medical seminars*. To get there from Racine I take Highway 32 to Hy 100, then Hy 100 to Hy U then north up to the Froedtert area. But Hy 32 is being widened as is Hy 100 and traffic will speed up because of it. Since Hy 32 and Hy 100 up to Hy 38 are close to the lake, I wonder why they must really be so wide. Traffic around Froedtert is huge and when current building expansion is finished, the gridlock will be worse than it already is. I don't know what can be done, but the lack of transportation options demonstrates the shortsightedness of people who have planned our transportation system in the past. I pray this changes.

I fear that the highways close to Lake Michigan between Milwaukee and Kenosha will be widened extensively. It is already beginning. Please realize that these lesser roads are valuable for people who want to avoid heavy traffic. Our desires and safety should be considered when planning highways. Leave some of them for us to travel on with confidence and ease so we don't feel isolated. Since there will be no traffic coming from Lake Michigan, Hy 32 would be the most likely one to be left pretty much as it is.

One of the changes I would like to see immediately, and at the state level, would be to alter the composition of the Transportation Projects Commission so that all stakeholders are represented. It should include senior citizens, mass transit specialists, environmentalists, municipalities as well as legislators who currently make up the commission.

One hopes that highway plan 2035 is realistic. One of the failures of current highway planning is that we are building more capacity without the means to keep up repair on the roads we already have. We need to fix our highways and forgo the capacity for the present. Public transportation of all kinds should take priority before we build more roads. The cost of gas, competition from China and others, dwindling oil supplies makes it prudent that we do this. We could give some small subsidy to businesses who will transport their cargo by rail instead of by truck, freeing up highway space and causing less destruction to highway surfaces, less pollution, and less environmental damage.

Yours truly,
Nancy Duersten
Nancy Duersten

* Told to me by Paul Kaufmann MD at the U. of Wisconsin Eye Clinic when I had to stop going to Madison because of the hazards of driving on I-94.

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND PUBLIC HEARING
REVIEW OF REGIONAL LAND USE AND TRANSPORTATION SYSTEM PLANS FOR SOUTHEASTERN WISCONSIN

April 19, 2006
Milwaukee Downtown Transit Center, Harbor Lights Room
909 E. Michigan Avenue
Milwaukee, Wisconsin

Name: Angie Jones
Affiliation: resident
Mailing Address: 3223 S. Indiana

Comment: Re: Oklahoma Ave from KK to Clement:
- avoid widening; rather, eliminate parking + install bike path.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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

Regional Plan Review and Update
E-mail: regionalplans@sewrpc.org
www.sewrpc.org/regionalplans

Sent: Wednesday, April 19, 2006 5:51 PM
To: regionalplans
Subject: Comment on Regional Land Use and Transportation Plans

Submitted: 4/19/2006 5:50:04 PM
Name: Thomas Leszczynski

Organization:
Street: 4539 Greystone Dr
City: Richfield
State: WI
Zip: 53076
Phone:

Comments: Dear Commission Staff: Please make the following comments part of the public record regarding the Review and Update of the Regional Land Use and Transportation System Plans for Southeastern Wisconsin. There are 4 areas of concern that I have regarding the update of the regional use plan: 1) The continued four-lane expansion of Highway 164 in both Waukesha and Washington Counties. I oppose the unnecessary conversion of this roadway to a super highway. This \$80 million project is destroying homes as well as the natural beauty of the kettle moraine area. By utilizing cost effective and common sense alternatives this highway will remain safe and efficient. Where necessary these low cost improvements include: a) Traffic lights b) Turn lanes c) Lower speed limits Stopping this major four-lane expansion project also will reduce traffic pressures on every roadway which intersects Highway 164 and thus, eliminate the need to widen these other roads in the future. If the WisDOT were to connect the already four-lane, commercial/industrial Highway 74 corridor in Waukesha County to the Lannon Road interchange at Highway 41/45 in Germantown using the wide-open, power line corridor, this more fiscally and functionally-prudent alternate route would eliminate the need to widen both Highway 164 AND Lannon Road. This common sense alternative is a route where no homes, businesses or farms would be disturbed. With this better plan we can eliminate two major road expansion projects now being proposed by SEWRPC and save the taxpayers millions of dollars in the process. 2) The resurrection of both a northern and southern "reliever route" in Washington County. I oppose both of these unnecessary highway creations. Last year, the citizens of Washington County along with Highway J Citizens Group, U.A. successfully convinced the elected Washington County Board of Supervisors to drop both of these extremely unpopular reliever route plans. The traffic in this area is the responsibility of the city of Hartford and they must use proper discretion when developing areas of the city served by western Highway 60. Three improvements along Highway 60 ease traffic moving through Hartford: 1) Eliminate downtown parking on Highway 60 2) Eliminate left turn lanes at the intersection of Highway 60 and Highway 83 3) Electronically connect and time all of the traffic lights on Highway 60 within the Hartford city limits so that traffic does not have to stop at every light. To make it easier for traffic to access the City of Hartford from the west side of town, a much better choice is for Dodge County to improve County Highway P so that industrial and commercial traffic could use this route to travel between Interstate 94 in Waukesha County and Highway 60 in the Town of Rubicon. Improving Dodge County's Highway P to a good, safe two-lane roadway allows this traffic to access the City of Hartford from the west. 3) The four-lane expansion of Lannon Road (also known as County Highway Y) in Washington County. I oppose this unnecessary highway expansion. Lannon Road is currently a two-lane, residential roadway and should stay that way. The destruction of homes and the residential area along this road will unnecessarily and radically change the quality of life in this location. 4) The four-lane expansion of Highway 33 through the Washington County towns of Barton, West Bend and Addison. I oppose this unnecessary highway expansion because current traffic counts do not warrant this massive expansion plan now being proposed by SEWRPC. Finally, State Representative Don Pidmore noted that "the citizen opposition to any further expansion along Highway 164 is overwhelming" given that over 15,000 people have signed petitions to halt this expansion project and several towns and cities have passed resolutions opposing any further expansion. Representative Pidmore also stated that the WisDOT has violated the "spirit of the law" by dividing the Highway 164 four-lane expansion project into segments of five miles or less to avoid the required environmental impact studies and further public hearings on this matter. Representative Pidmore also insisted that the WisDOT must give full consideration to the citizen-backed, alternate route using the Highway 74/power-line corridor to eliminate the need to do other nearby road expansion projects. Thank you. Sincerely yours, Thomas Leszczynski 4539 Greystone Dr Richfield WI 53076-9405 262-628-0727 satum@hughes.net

From: susan munger
Sent: Wednesday, April 19, 2006 8:37 AM
To: regionalplans
Subject: Washington County Road expansions- Just say NO

Dear SEWRPC: I am just writing a quick note to say that I am against widening Hwy 164 in Washington County and against all of the proposed truck reliever routes for Hwy 60. I also think a Lannon Rd expansion is not necessary. Please protect our rural quality of life and do not do these road expansions. People can take a variety of routes. Now the newly widened 164 in Pewaukee and Sussex is becoming a business corridor of congested traffic and not an efficient travel route anyways. I live in Richfield and the town has said they do not want 164 widened, we do not want business on that side of town and they do not want the pioneer-waterford road reliever route. I asked one of your representatives if they have driven the pioneer-waterford road route and the person said no. Waterford road is a beautiful kettle moraine area and it should not be disturbed, the ice age trail goes along there. We need to preserve it! Please! I have written Nancy Anderson about preservation in the area before. Sue Munger 1950 Hwy CC Hartford, WI 53027 (Town of Richfield).

Sent: Wednesday, April 19, 2006 10:57 PM
To: regionalplans
Subject: Comment on Regional Land Use and Transportation Plans

Submitted: 4/19/2006 10:56:24 PM
Name: Laurie Dlouhy

Organization:
Street: 4539 Greystone Dr
City: Richfield
State: WI
Zip: 53076
Phone:

Comments: Dear Regional Planning Commission: I would like to make these following comments part of the public record regarding the Review and Update of the Regional Land Use and Transportation System Plans for Southeastern Wisconsin. The issues that I am commenting on are as follows: I am against the four-lane expansion of Highway 164 in both Waukesha and Washington Counties. This is an unnecessary and costly upgrade of this road to a freeway. This is an \$80 million project that costs people their homes, businesses, and farms as well as the natural beauty of the kettle moraine area and is opposed by thousands of people in this area. There are less costly but just as effective alternatives that keep Highway 164 safe and efficient. These low cost improvements are paved shoulders, traffic lights, turn lanes, and lower speed limits. By connecting the four lane industrial Hwy 74 corridor in Waukesha County to the Lannon Road interchange at Highway 41/45 in Germantown along the wide open power line corridor, traffic pressures on every roadway which intersects Highway 164 is reduced. Having the Wisconsin DOT stop this major four-lane expansion project eliminates the need to widen these other intersecting roads in the future. This cheaper, neighborhood and ecologically friendly alternate route eliminates the need to widen both Highway 164 and Lannon Road. It is common sense to use a route where fewer homes, businesses or farms would be torn down or destroyed. Both of these major road expansion projects now being proposed by SEWRPC can be eliminated, saving the taxpayers millions of dollars in the process. The bringing back of both a northern and southern reliever route plan for Hwy 60 is extremely frustrating. Both of these completely unnecessary highways were taken off the drawing board last year after the citizens of Washington County successfully convinced the elected Washington County Board of Supervisors to drop these extremely unpopular reliever routes. The city of Hartford caused the congestion problem by developing business parks in the western portion of the city without adequate transportation plans, and they now want the whole county and state to pay for their poor planning. They must use proper discretion when developing areas of the city served by Hwy 60, but first enact these highway improvements to ease traffic moving through Hartford: 1) Ban all parking on Highway 60 in downtown Hartford 2) Remove the turning lanes at the intersection of Hwy 60 and Hwy 83 3) Synchronize the timing of all of the traffic lights on Highway 60 within the Hartford city limits so that traffic does not have to stop at every light. Dodge County should improve County Highway P so that industrial and commercial traffic could use this route to travel between I-94 in Waukesha County and Hwy 60 in the Town of Rubicon. Upgrading Dodge County's Highway P to a safe two-lane roadway will allow this traffic to access the City of Hartford from the west. I also oppose the unnecessary four-lane highway expansion of Lannon Road (City Y) in Washington County. Currently a two-lane, residential roadway, Lannon Road should stay that way. Eliminating these unnecessary road projects and undertaking the other common sense measures in this letter will protect the preservation of people's homes and quality of life. Another unnecessary four-lane expansion is of Highway 33 through the Washington County towns of Barton, West Bend and Addison. I oppose this uncalled for highway expansion because current traffic counts do not warrant this massive expansion plan now being proposed by SEWRPC. Taxpayer money should not be spent on unneeded road projects. State Representative Don Pridemore noted that "the citizen opposition to any further expansion along Highway 164 is overwhelming" given that over 15,000 people have signed petitions to halt this expansion project and several towns and cities have passed resolutions opposing any further expansion. Representative Pridemore also stated that the WisDOT has violated the "spirit of the law" by dividing the Highway 164 four-lane expansion project into segments of five miles or less to avoid the required environmental impact studies and further public hearings on this matter. Finally, Representative Pridemore also insisted that the WisDOT must give full consideration to the citizen-backed, alternate route using the Highway 74/power-line corridor to eliminate the need to do other nearby road expansion projects. Thank you. Sincerely, Laurie Dlouhy 4539 Greystone Dr Richfield WI 53076-9405 262-628-0727 mjld@excpc.com

Sent: Wednesday, April 19, 2006 9:28 PM
To: regionalplans
Subject: Comment on Regional Land Use and Transportation Plans

Submitted: 4/19/2006 9:12:10 PM
Name: Christa Mariow

Organization:
Street: 2428 S. Lenox St.
City: Milwaukee
State: WI
Zip: 53207
Phone:

Comments: Given the global oil situation, this plan can not be legitimate without consideration of oil, gas, and energy prices. Many scientists and analysts agree that we are reaching peak oil production soon. Omitting this basic concern in a 30 year transportation prediction is irresponsible. If there is evidence of this consideration in your planning, I have not been able to find it in the publications. The third-generation transportation model explained in the report takes household income into consideration to determine the number of automobiles the Region may contain in 2035, but fails to mention what effect rising energy prices may have on transportation choices for households. 30 years of high gasoline prices will very likely drastically alter our choices and your predictions. If the current plan is carried out with no consideration of energy prices, we very well could be left with expensive infrastructure that most citizens are unable to use-i.e. the expanded freeways. We will be wishing we had spent a much larger portion of our development funds on more drastic, alternative transportation arrangements such as light-rail or walkable communities. Please consider updating your models and plans using oil price considerations.

A-2

SEWRPC
APR 18
Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
Waukesha WI 53187-1607

Concerning: Review and Update of Regional Land Use and Transportation System Plans for Southeastern Wisconsin

After attending the April 13 informational meeting about this plan and reviewing your "Newsletter 4" on this project, I have a few comments.

(1) I agree with others at that meeting that two important wetlands in Waukesha County will be adversely impacted by the highway plan: the Peble Creek wetland southwest of the City of Waukesha; and the wetland north of Capitol Drive along the border between Brookfield and Pewaukee ("extension of County SR," Springdale Road).

SEWRPC should consider recommending the use of bridges rather than fill in such cases. It's true that the wetlands would be seriously disrupted by the construction of bridges, but over time the land beneath them could heal and allow resumption of plant and animal life. Certainly the ability of animals to move about would be restored. The cost would probably be much higher than for the usual wide filling, but the usual type of construction results in mass movement of fill material, high fuel costs, traffic, etc. The higher costs should be weighed against the smaller impact on everything else.

(2) In informal discussion after the formal hearing on April 13 people in the audience recommended more emphasis on transit by other means than by cars: busses, bikes, walking, etc. Mr. Evenson's response was, as I heard it, that one can't foresee what will happen when/if gasoline gets so expensive that people can't enjoy our present state of mobility. Even though the plan calls for "a near doubling of transit service" that amount could not accommodate the present and future needs of the exurbanites who now rely on cars. (Incidentally, even though your plans commendably discuss bicycle transportation the weather factor doesn't seem to be taken into account: at least half the time bicycling is not a reasonable possibility for most people.)

I believe that this situation will get much "worse" during the time-period you are planning for, so an alternate plan for coping with, say, \$12 per gallon gasoline should be considered. At the least you should consider recommending extension of bus lines throughout the region along most arterial streets and roads--perhaps two or four times a day, similar to school bus schedules.

(3) Paratransit service, as discussed on page 4 of Newsletter 4, should be provided throughout the region. As a driver for a too-local service in Waukesha County I am very aware of the needs of the "disabled." With the probable increases in the aged population (and at the present time) a complete system is needed to provide for people no longer able to drive for themselves.

Russel C. Evans
Russel C. Evans
S19 W29051 Cambria Road
Waukesha WI 53188

SEWRPC
APR 21 3
April 14, 2006

Kenneth Yunker, PE
SEWRPC Deputy Director
P. O. Box 1607
Waukesha, WI 53187

Dear Kenneth Yunker:

I am writing this letter to express my opposition of any rapid transit commuter rail from Milwaukee to West Bend. Added public transportation in this way, would increase major erosion of our cherished rural environment. I believe the creation of this rail line would be too costly, both financially and environmentally. Creating this commuter line will not only degrade neighborhoods alongside but also worsen pollution by accelerating suburban sprawl. After a brief respite, congestion will get worse, not better.

Furthermore, there has been inadequate communication of this project to the public. There is no news regarding public meetings or information in any local newspapers or websites. The West Bend Daily News, The Milwaukee Journal Sentinel or SEWRPC's webpage does not provide any information regarding this matter. The majority of the population in this area rely on these news sources for information.

I am in strong opposition of a commuter rail from Milwaukee to West Bend.

Sincerely,

Kris Jack
Kris Jack
Town of Jackson resident

cc: Canadian Natl Railway

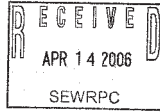
JAHNKE & JAHNKE ASSOCIATES INC.

CONSULTANTS IN
ENGINEERING, PLANNING, SUBDIVISIONS AND SURVEYING

711 W. Moreland Blvd.
Waukesha, WI 53188-2479

Telephone: 262-542-5797
Fax: 262-542-7698
E-Mail: bdupton@jahnkeandjahnke.com

April 14, 2006



Philip Evenson, Executive Dir. SEWRPC
W239 N1812 Rockwood Dr.
PO Box 1607
Waukesha, WI 53187-1607

RE: Request for Revision to Arterial Street and Highway System Plan in the Town of Lisbon

Dear Mr. Evenson:

Jahnke & Jahnke Associates Inc., as Town of Lisbon Engineer, is requesting that SEWRPC and the Waukesha County Jurisdictional Highway Committee include Hillside Road from Good Hope Road to CTH "Q" as a 2-Lane Arterial Street in the 2035 Regional Transportation Plan. Hillside Road is the only continuous North-South street extending from Good Hope Road to CTH "Q" in the Four Mile spacing between Waukesha CTH "V" and STH "164". As such, Hillside Road serves a North-South arterial street function in this portion of Northern Waukesha County, in particular between the Village of Sussex and Washington County. It should be noted that Hillside Road extends North in to Washington County 4 miles to STH 167 and therefore serves as a North-South connection between both counties.

The 2003 Traffic Counts prepared by the Wisconsin Dept. of Transportation indicate that the Annual Average Daily Traffic (ADT) on Hillside Road immediately North of Good Hope Road is 5400. This volume is significantly higher than other vital arterials currently on the recommended plan. While we are not aware of additional traffic counts on Hillside between Good Hope and CTH "Q" we believe that counts in excess of 3000 ADT exist on most portions of this segment. As evidence of this supposition, the 2003 Traffic Counts on CTH "Q" show a reduction from 11,600 West of CTH "V" to 6,500 East of STH "164". Since the majority of residential development in the northern portion of the Town of Lisbon is abutting Hillside Road it is likely that a significant portion of the 5100 ADT reduction along CTH "Q" is turning off CTH "Q" onto Hillside Road.

Residential development along Hillside Road has occurred since the Fourth Generation Transportation Plan in 1997. Much of this development must utilize Hillside Road because it is the only road link to access the Arterial Street and Highway System. A number of other developments along Hillside Road have provided a connection from existing subdivisions to Hillside Road which provides a more direct route to the Arterial System.

Page 2
Philip Evenson

Hillside Road also serves as access to two large quarry operations. The LaFarge Quarry on the East side of Hillside Road South of CTH Q only has street access to Hillside Road. The Waukesha Lime & Stone Quarry is located North of Plainview Road between STH 164 and Hillside Road. Currently the Hillside Road entrance is the primary ingress/egress. The Waukesha Lime & Stone Quarry also houses an asphalt plant for Payne & Dolan, a major paving contractor. These quarries have significant trucking operations utilizing Hillside Road to serve the regional customer base.

The Town of Lisbon is planning on extending sewer service from the Village of Sussex to serve areas to the North of Good Hope Road on both sides of STH "164" for anticipated development by 2010. The area on the east side of STH "164" will be connected to Hillside Road and will certainly add to its ADT.

The Town of Lisbon Department of Public Works, Police Dept. and Fire Department are located at the North-East corner of Good Hope Road and Hillside Road intersection. Hillside road is utilized on a daily basis by Town Staff to service the Northern portion of the Town. Acceptable response times for emergency vehicles in this area are predicated on Hillside Road providing direct access to the northern portion on the Town.

In conclusion we are requesting inclusion of Hillside Road as an Arterial Street in the 2035 Regional Transportation Plan because it has significant current ADT, serves 2 quarries with regional trucking operations, is a continuous North-South connection between Good Hope Road and STH "167" (7 miles in length), is a vital facility for Town Emergency Services and for future development in the Town which will significantly increase its ADT in the next 5 years.

Please forward the request to the appropriate reviewing committees. If you have any questions please contact us at 262-542-5797.

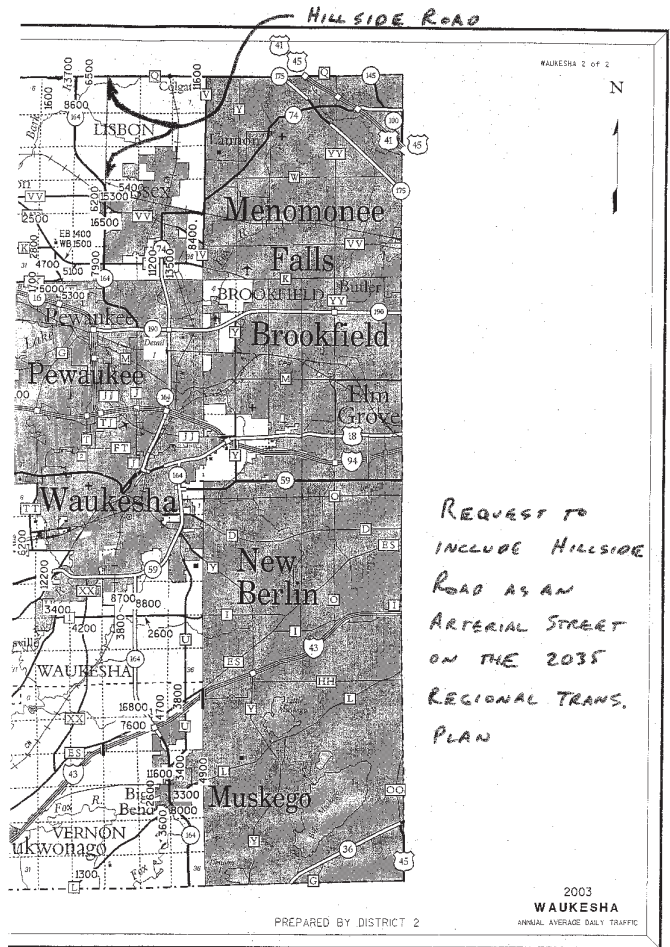
Sincerely,

JAHNKE & JAHNKE ASSOCIATES INC.
Town of Lisbon Engineers

Brian DuPont
Brian DuPont, P.E.

John R. Stigler
John R. Stigler, President

BD/JRS/amf
cc: Jeff Musche, Clerk/Admin.



Sent: Friday, April 14, 2006 9:47 AM
To: regionalplans
Subject: Expansion of HWY 164 in Washington County

Please stop the continued plans to expand Highway 164 in Washington County. An alternate route would make much more sense, than putting this 4 lane highway into residents front yards.

Steven Rosins

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND PUBLIC HEARING
REVIEW OF REGIONAL LAND USE AND TRANSPORTATION
SYSTEM PLANS FOR SOUTHEASTERN WISCONSIN

April 13, 2006
Rotary Building, Frame Park
1150 Baxter Street
Waukesha, Wisconsin

Name: *Amal Rosengberg*
Affiliation: *WEAL*
Mailing Address: *2914 N 74TH St
Waukesha WI 53222*

Comment: *I am ready in Waukesha County are planned to go through PDC's in Springfield Rd. intersection. The building of new roads will reduce the opportunity for construction, erosion & negative impacts to the corridor. After construction, the road will be impeded by traffic congestion, polluted stormwater runoff & surrounding woods with the new road. I believe that the PDC's need to be protected and the need to be protected. The quality measures are very good and should be put into roads through them.*

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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

Regional Plan Review and Update
E-mail: regionalplans@sewrpc.org
www.sewrpc.org/regionalplans

Sent: Tuesday, April 11, 2006 10:35 PM

To: pbeitzel@mmac.org; mikaminski@HNTB.com; mdatam@milwaukee.gov; rjbaum@milwaukee.gov; mayor@milwaukee.gov; fcumberbatch@milwaukee.gov; sanderson@polacheckmgmt.com; dneilson@milwaukee.org; countyexec@milwenty.com; rdennik@milwenty.com; jwhite@milwenty.com; wdrew@sewrpc.org; Robert E. Beglinger; rbusalacchi@dot.state.wi.us; acac@amtrak.com; editor@shepherd-express.com

Subject: Connecting the Connector Rail in Milwaukee

April 11, 2006

To Whom It May Concern:

Dear Sirs and Madams:

I was greatly encouraged from reading the Shepherd Express March 9th article regarding the Milwaukee Connector transit project. Such a system would address many of the problems cited in the adjacent article regarding the demise of Milwaukee's earlier trolley/rail system: traffic tie-ups, urban sprawl, loss of green space and global warming. The proposed new rail system would mark Milwaukee as progressive; a leader among American cities. With respect to increasing commercial development, I have a humble transit suggestion that I believe would positively impact the Grand Ave and surrounding downtown businesses that are currently in decline:

Extend a finger of the proposed rail line three blocks south of Wisconsin Ave down Fourth St. to hook up directly with our Amtrak station on St. Paul Ave.

One of the economic benefits of Chicago's Amtrak station is its downtown location. A passenger emerges directly from the station into the immediate down town shopping district. The commuter's instant proximity to stores and restaurants is an obvious boon to local businesses.

In contrast, a passenger or commuter arriving in Milwaukee's train station is released to an isolated, desolate parking area beneath a freeway skeleton. They get into their car and go home.

An alternative to Milwaukee's current situation would be to have a welcoming Amtrak ticket/reception area inside the Grand Ave, adjacent to a convenient and safe parking structure section reserved for train passengers. After easily parking their car, the rider could use their train ticket for a free ride on the Connector extension to be taken directly inside the Amtrak station to catch their train without concern for the weather. The return connector ride back to Grand Ave would also be free with their train ticket. Regardless of the weather, the passenger would arrive safe and dry in the Grand Ave.

This Amtrak rail extension would provide a significant increase of people with money strategically routed through the Grand Ave. Combined with a user-friendly designed reception/ticketing area, providing an inviting, comfortable, clean and safe environment,

Page 2 of 3

passengers would be encouraged to spend money at surrounding shops and restaurants, as they go to and from their trains.

I would appreciate receiving a response from you as to my suggestion regarding the Amtrak extension. I will be very proud of a connector rail system in Milwaukee and can't wait to ride it.

A further idea for the future would be to extend the west-bound Wisconsin Ave leg to pick up Blue Mound Rd. at Miller Park, and carry the rail out to State Fair Park and then eventually to Brookfield near Barker Rd and the Goerke's Corner Park N Ride. Just think of the I-94 traffic congestion that could be avoided today if the Connector had been completed to that section of town prior to the current expressway re-construction. Similarly, the rail could continue North from UWM on Port Washington Rd out to Brown Deer Rd, as well as south to the airport.

Dianne Dagen

CC: Peter Beitzel, Milwaukee Connector Steering Committee; Metropolitan Milwaukee Association of Commerce

Mark Kaminski, senior planner, HNTB Corporation

Mike D' Amato, Milwaukee Alderman; Milwaukee Connector Steering Committee

Robert Bauman, Milwaukee Alderman, fourth ward

Tom Barrett, Mayor, City of Milwaukee

Frank Cumberbatch, City of Milwaukee Economic Liaison

Erica Anderson, Grand Avenue Marketing Director

Doug Neilson, President & CEO, Greater Milwaukee Committee

Scott Walker, County Executive, Milwaukee County

Robert Dennik, Milwaukee County Director of Economic Development

James White, County Supervisor; Chair, Milw. Co. Board Transit Committee

Wm R. Drew, Vice Chairman, Southeast Regional Planning Committee

Robert E. Beglinger, Chief Transportation Planner, SEWRPC

Frank Busalacchi, Secretary, Wis. Dept. of Transportation

Amtrak—National Rail Passenger Service

Doug Hissom, Editor, Shepherd Express

Village of Hales Corners

5635 S. New Berlin Road
Hales Corners, Wisconsin 53130
Telephone (414) 529-5161
Fax (414) 529-6179



April 10, 2006

Kenneth Yunker, P.E.
Deputy Director
Southeastern Wisconsin Regional Planning Commission
PO Box 1607
Waukesha, WI 53187-1607

Dear Mr. Yunker:

The Village of Hales Corners has received and reviewed the preliminary Recommended Year 2035 Regional Transportation Plan for Southeastern Wisconsin, which includes a recommendation to widen STH 100 within the Village from six (6) to eight (8) lanes. The Village continues to oppose the proposed widening for STH 100.

STH 100 bisects our relatively small village of 3.2 square miles and represents the primary retail and commercial corridor in the Village. This proposed widening will be detrimental to the Village's economic viability and the quality of life, effectively splitting the community into two.

It is anticipated that businesses will be lost and property values diminished through additional right-of-way acquisition. As a built-out community, it will shift further tax burden to our homeowners.

The Village has undertaken extensive planning and redevelopment efforts to improve the pedestrian environment along STH 100 and create a vibrant community for our residents.

The commercial parcels adjacent to STH 100 provide a buffer to the residential neighborhoods that lie immediately to the east and west of the highway. Widening of STH 100 brings the traffic and noise to the doorsteps of our neighborhoods. It will be more difficult to cross this expanded portion of the arterial, which may be a short segment of STH 100, but constitutes the entire length of the Village.

The Village continues to work towards implementation of the access management plan as recommended in SEWRPC's "Land Use, Urban Design, and Transportation Plan for Selected Arterial Street Corridors in the Village of Hales Corners" (Community assistance planning Report No. 195). As opportunities arise with redevelopment of commercial properties along STH 100, the Village works with property owners and developers to implement recommendations from the access management plan and mitigate traffic impacts on STH 100.

The widening of STH 100, as recommended in the 2035 Regional Transportation Plan, will adversely impact businesses and neighborhoods within our community. These community impacts must be properly weighed and considered, in addition to transportation needs, and alternatives developed that are more community friendly.

The Village would welcome any opportunity to explore these alternatives.

Sincerely,

James Ryan
Village President

Sent: Monday, April 10, 2006 12:18 PM
To: regionalplans
Subject: Comment on Regional Land Use and Transportation Plans

Submitted: 4/10/2006 12:14:18 PM
Name: Michael Komro

Organization:
Street: 6375 Pleasant Hill Drive
City: West Bend
State: WI
Zip: 53095
Phone:

Comments: I was wondering if you will be altering the regional transportation plan considering it was based on an average fuel cost of \$2.85 per gallon and we have already hit that mark in 2006. It does not appear that the U.S. will continue to benefit from cheap oil in the future and your transportation plan should reflect that. Alternatively, we face the possibility of spending an enormous amount of money for underutilized infrastructure.

From: michael.komro
Sent: Monday, April 10, 2006 12:11 PM
To: regionalplans
Subject: Comment

Hi,

I was wondering if the comment below could be included in the record.

It is my understanding that the regional transportation plan expects fuel prices to be around \$2.85. Considering that fuel prices in Wisconsin are already nearing that point in spring 2006 and projected by some to reach the \$4.25 per gallon range in the near future, what changes should be made to the plan. Should there be stronger focus on public transportation, smaller vehicles and smaller roads to accommodate them etc.

Let me know.

Cheers,
Mike

Sent: Sunday, April 09, 2006 3:28 PM
To: regionalplans
Subject: Comment on Regional Land Use and Transportation Plans

Submitted: 4/9/2006 3:02:35 PM
Name: Jeff Phillips
E-mail: jeff@ultrafiber-glass.com
Organization: Waterford Road Citizens Group
Street:
City: Erin
State: WI
Zip: 53027
Phone:

Comments: I feel that the planning commission has not listened to the people that come to the meetings and speak. I keep hearing people telling the commission that they don't want a southern bypass for Hartford Wisconsin, and yet the commission keeps bringing it up as a suggestion for new construction. Please listen to us, we don't want a southern bypass for Hartford. Hwy 60 is not being used anywhere near it's potential. First of all, 60 should be two full lanes as well as full sized shoulder lanes all the way from hwy 45 thru Slinger and Hartford to Dodge County. As a matter of fact, if needed 60 could easily be made three lanes both ways. There are already business on 60 that would appreciate the extra traffic and business that it will bring. Also, the congestion that is expected on 60 will come from an increase in business interests that have been promoted by Hartford and are on the west side of Hartford. Waterford Road where I live is a very quiet "Kettle Moraine Scenic Road". We moved here for the piece and quiet that this farm country has to offer. It would be a sin if you were to come thru here with a highway. Please listen to us.

APR 19

Review of Regional Land Use and Transportation System Plans For Southeastern Wisconsin April 6, 2006

Public Hearing Comments

Tug on anything at all and you'll find it connected to everything else. John Muir Think of the polluted runoff, for example, draining into the Wisconsin River, flowing into the Mississippi and eventually creating dead zones for aquatic life in the Gulf of Mexico. The same scenario applies to the Great Lakes. We all need to live by John Muir's words.

My name is Marilyn John and I'm representing Watershed Watchers, Inc., a 501(c)(3) nonprofit grassroots organization and Taxpayers Against Airport Growth. As watchdogs for the Milwaukee River Watershed, our mission is to protect the natural resources in the area and our quality of life, and I hope that is also the mission of everyone here tonight. Groundwater, clean water, clean air, wildlife and habitats are part of this pristine watershed that should be preserved forever. My comments focus on the environment, air transportation, land use, and responsibility. (I noticed not much was presented tonight about air transportation.)

Environment

Mr. Leitner spoke at a County Smart Growth meeting and also had an interview with a local paper, Express News, January 14. He mentioned "the seemingly unnoted disappearance of natural areas. We were losing them and we didn't even know we were losing them." He went on to say, "The main concern, in all honesty, is that not enough has been preserved over the 10 years since we published the plan." He was speaking of the regional natural areas plan released, I believe, in 1997. Watershed Watchers, Inc. would like to form a coalition with SEWRPC, along with our other coalition partners: Wisconsin Wetlands Association, Friends of Milwaukee's Rivers, Wisconsin Wildlife Federation, to monitor the wasteful use of wetlands and natural resources. Watchdogs are necessary.

In 1933 a grass strip was used for a farmer's crop dusting plane, and eventually an airport was built and later expanded, all of this took place in the Milwaukee River watershed wetlands. At that time ignorance prevailed and wetlands were being tiled, filled, or worse, removed. Today scientific research has changed the thinking in many states, but not in Wisconsin. In 2006, a plan to destroy 150 acres of Wisconsin wetlands for a West Bend airport expansion is reprehensible, the largest destruction of wetlands in the state since the Clean Water Act in 1972.

The DNR and SEWRPC completed a delineation of the airport wetlands in February 2004 for the Department of Transportation. I fail to see the wisdom of spending taxpayer's dollars to conduct a wetlands' delineation during the winter months, a rather unusual time to assess wetlands. We all know what wetlands look like in the winter, especially ephemeral ponds, but the picture is quite different in the spring. A handout at the Smart Growth meeting showed environmental areas, and the Poplar Road Lacustrine Forest was listed as NA-3 property, a disturbed lowland hardwoods stand. Are the large ephemeral ponds not worth more recognition? It appeared that the Poplar Road property was lumped together under NA-3. The quality of the ephemeral ponds in the Lacustrine Forest have been viewed by representatives from the EPA, WI Fish and Wildlife Service, Corps of Engineers, West Bend Mayor, DOT, WI Wildlife Federation, WI Wetlands Association, Friends of Milwaukee's Rivers, SEWRPC, and a well known herpetologist. These ephemeral ponds may not be the biggest, compared to some that no longer exist, but they represent a large area and some of the best left in the state. Are we going to destroy the last vestiges of ephemeral ponds because they weren't evaluated during the spring?

Riveredge Nature Center is sponsoring The Ephemeral Pond Monitoring Program, a pilot program for the state where volunteers will be trained to locate, describe, monitor, and facilitate the conservation of ephemeral ponds. Watershed Watchers is grateful for the attention finally given to these important resources, and we will make every effort to have volunteers visit the ephemeral ponds in the proposed airport footprint. Our mission is to protect the natural resources and to educate citizens in good land use policies. These ponds should be used for groundwater recharge areas to supply clean water, not mitigated for an unsubstantiated airport expansion.

Air Transportation

Planners responsible for the Regional Airport System Plan for the proposed West Bend airport expansion should visit the ephemeral ponds, the river watershed, and the other ponds in the area to see firsthand the beautiful primary environmental corridor. If the airport expansion is allowed to move forward, the primary environmental corridor as described in the Town of Trenton 2010 Land Use Plan will be annihilated because of a poorly designed, irresponsible permitting for a strip mall that citizens were told would not happen until the airport expansion was approved. The amount of wetlands fill needed for the project was unbelievable, and the result is an abominable disgrace. Watershed Watchers is investigating the permitting process for the development, and in the future will work with the appropriate offices to monitor the permitting process and question motives, need and purpose. We ask that all planning commissions join us in carefully utilizing our natural resources, not catering to a few special interest groups, but keeping natural resources available for all citizens.

The closing of yet another manufacturing company in West Bend, Gehl Company, only emphasizes the downward trend of business in West Bend. Do we need expanded airports in both Hartford and West Bend? The City of Hartford, with its small airport, is experiencing robust business growth in many areas. Hartford according to the Legend, page 309 of the Regional Airport System Plan has wetlands, but not the Milwaukee River Watershed wetlands or ephemeral ponds. Watershed Watchers questions why the legend maps have not been updated to show the 2004 delineation of wetlands, because the increased number of wetlands should be a major consideration in the evaluation of alternative sites.

With the price of oil and the attention given today to clean water, clean air, and quality of life, a closer look at need, purpose, and location for airports is essential. The EIS should answer all questions, but we ask the SEWRPC Regional Airport System Planners to review the initial plans to address the extrapolation of errors through the years, and update the available 2006 information, and review the Benefit Cost Analysis (BCA) that has not been released in any of the expansion documents.

Land Use

Land Use requires the best, responsible planning possible to address sustainability, need, and purpose. Error number 1 was using the Milwaukee River and watershed for an airport in 1933, but the land was cheap. Error number 2 was filling wetlands for the first expansion of the airport. Error number 3 was the ridiculous plan that West Bend should be a reliever airport. Is it good land use planning to perpetuate the same error repeatedly? Maybe West Bend was a wise choice in the late 80's, but that was before the preservation of wetlands was deemed necessary by scientific studies. We have been educated to be visionaries, think outside of the box, (not continue thinking inside the box), and today we are all aware of the need to protect our natural resources; they are neither renewable, nor can they be mitigated and maintained properly because of lack of funding. Watershed Watchers encourages SEWRPC to make better decisions to protect our rights

to clean water, clean air, wildlife and habitats, and to protect our rivers and Great Lakes through wise land use.

Responsibility

Organizations around the Great Lakes are working diligently to preserve our greatest fresh water assets. Our streams and the Milwaukee River flow into Lake Michigan, and it is everyone's responsibility to keep the streams/rivers as pure as possible for aquatic life and keep our recharge areas functioning. Expanding an airport into 150 acres of wetlands is poor planning, lacking careful attention to long-term effects and impacts. Our coalition partners and other groups across Wisconsin are interested in protecting our water systems and open spaces, creating green spaces, and promoting a Smart Growth plan worthy of all citizens' needs. It can be done and we ask SEWRPC to work with our groups to make both ground and air transportation plans logical, economic, and free from political and special interest influences.

Thank you for this opportunity to express concerns of our grassroots groups

Respectfully Submitted, Marilyn A. John

Marilyn A. John Watershed Watchers/ Taxpayers Against Airport Growth

- cc: Governor Doyle U.S. Senator Feingold U.S. Senator Kohl Kenneth Westlake, U.S. Environmental Protection Agency Virginia Laszewski, U.S. Environmental Protection Agency Christopher Blum, Regional Great Lakes FAA Administrator Robert Whiting, U.S. Army Corps of Engineers Rebecca Gruber, U.S. Army Corps of Engineers Louise Clemency, U.S. Fish & Wildlife Service Leakhana Au, U.S. Fish & Wildlife Service Secretary Busalacchi, WI Department of Transportation Secretary Hassett, WI Department of Natural Resources Joanne Kline, WI Department of Natural Resources Ted Warpinski Erin O'Brien

WRITTEN COMMENT

PUBLIC INFORMATION MEETING AND PUBLIC HEARING REVIEW OF REGIONAL LAND USE AND TRANSPORTATION SYSTEM PLANS FOR SOUTHEASTERN WISCONSIN

April 6, 2006 Washington County Fair Park Pavilion, Room 112 3000 County Highway PV Polk, Wisconsin

Name: ALOIS WILHELM Affiliation: NY & CITIZEN GROUP Mailing Address: 2760 SLINGER RD RICHIE WI 53026 Comment: MAKE ROAD SAFER BY INSTALLING TURN LANE ROUND ABOUT DO NOT INCREASE THE SIZE OF THE ROAD

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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

Regional Plan Review and Update E-mail: regionalplans@sewrpc.org www.sewrpc.org/regionalplans

FROM THE DESK OF

GERALD PELISHEK

Memo
LETTER

P.O. BOX 668 - 250 ALLEN STREET - CLINTON, WI 53525
(608) 676-4554 - TOLL-FREE 1-877-855-4367
FAX: (608) 676-4181

To: *Mr. Kenneth R. Yunker P.E.*
Mr. Gary Korb, Reg. Planner
Fax 262 547 1103

3 pages including this.

Gentlemen:

Please respond A.S.A.P.

that you personally have

received and read this

for communication.

Thank you
Gerald Pelishek

Please reply No reply necessary

April 3, 2006

Mr. Kenneth R. Yunker P.E.
Mr. Gary Korb Regional Planning
S.E. Wisconsin Regional Planning Commission
P.O. Box 1607
Waukesha, WI 53187-1607
Fax 262-547-1103

Gentlemen,

On 3-23-06, an annual informal informational event was held at "Danes" in the Village of Darien, Wisconsin. The audience of local business people was informed of the various aspects of the upcoming Darien Highway 14 major drainage project scheduled for 2007 construction.

Of concern to the audience was the disruption of normal traffic during construction and the accumulated thousands of expensive extra miles (perhaps unnecessary) that would be imposed on local businesses during the construction.

A general consensus of opinion among those attending was that if the project could be performed in two stages - the potential traffic concerns would be minimal.

In order to accomplish this however coordination between the governmental entities involved needs to be achieved, namely the village and township of Darien, Walworth County, The Wisconsin D.O.T. and SEWRPC.

County Highway "C" in Sharon and Darien Townships has been an aggravating issue for at least 25 years. Long range planning to connect northern and southern segments of Hwy "C" thru the gap in the Village of Darien has existed all this time.

As a local developer, it has been a costly and confusing issue. During the 1980's our planned subdivision was rejected - because we had not made any consideration for Hwy "C" (We had not been informed.) Later, I was compelled to grant a 100 ft. wide road corridor (now Badger Parkway) instead of a conventional 66 foot wide roadway and with extra heavy base thickness because of planned future highway "C". Then that route was changed and entirely new routes were advised - which is cause for more confusion and uncertainties.

That is where we stand today - no solution or action for a way too long standing problem and the possibility of more unnecessary costs and inconvenience to the public.

The facts are - if the highway "C" connection is accomplished in a timely manner, our local industries and populace need not be burdened with the expense of thousands of unnecessary travel miles transporting local products because of a single stage highway construction project. That is cause alone for urgency, to say nothing of the long range conveniences to the general public. "C" is an important transportation link to the Interstate highways. It can beneficially relieve over congestion of traffic at the highway 14 and X intersection in Darien. It will provide better access to hospitals and other public services. It would be a key factor for future development planning.

SEWRPC in their latest "Review and Updates of Regional Land Use and Transportation System Plans for the Southeast Wisconsin" newsletter # 4 of March 2006 continues to address the "C" situation.

Is it only a happy coincidence that SEWRPC had previously scheduled a public informational meeting and hearing for April 12, 2006 at Elkhorn Gateway Tech College beginning at 4:30 P.M. The convenience of this hearing is an outstanding opportunity to address the highway "C" problem. The effectiveness of SEWRPC on this long standing issue can be brought forth.

Robert Wenzel, Darien Village President and Cecil Logterman, Darien Township Chairman were at "Danes". They are fully aware of the discussions that followed.

I ask that you review this situation. I would hope and request that you instigate and coordinate an effective effort to inform pertinent authoritative and public officials fully of the Highway "C" issues.

Time is of the essence - but there are many opportunities to take advantage of to accelerate this long standing problem into a reasonable cost saving clear solution.

Be assured of my cooperation in any reasonable way to assist.

Cc Robert Wenzel, Darien Village Pres.
Cecil Logterman, Darien Town Chairman
Robert Carlson, Sharon Village Pres.
Edward VanderVeen, Sharon Town Chairman
Senator Neil Kedzie
Gary Sessman, WI D.O.T.
Richard Kuhnke Sr. Walworth Cty Board
Allen Morrison Walworth Cty Board
David Brent Walworth Cty Administrator
Shane Crawford Walworth Cty Public Works

Truly Yours,
Gerald Pelishek
P.O. Box 368
Darien, WI 53114
262-882-4554
fax 262-882-4367

From: Sosnowski, LauraAlthea
Sent: Monday, March 27, 2006 12:17 PM
To: MilwaukeeCountyTDP
Subject: freeway ramp access

I feel the system of timing cars' entrance to freeway is not in sync with actual "busy-ness" of the freeway. Traffic can be actually sparse on the freeway, and cars are backing up on the ramps waiting for a green light to enter. You seem to have the light system based on time of day rather than actual traffic. This makes it look like the system is broken. This is very frustrating.

I am very disappointed in Milwaukee in general as far as the ability of planners to grapple with the problem of moving a volume of cars during rush hours or non-rush hours. There are not enough alternatives to the freeway system such as light rail, or access roads separate from local traffic, or ramp-like turn lanes to reduce traffic accidents like we have on south 27th street.
Thank you for listening.

-- Question everything--
-- Have a good day,
Yours, Laura Althea Sosnowski

From: Sosnowski, LauraAlthea
Sent: Monday, March 27, 2006 12:11 PM
To: MilwaukeeCountyTDP
Subject: what is point of connector routes?

I do not see any advantage to these 2 proposed connector routes to NW side and UWM. We already have bus routes to those areas, and you do not seem to be proposing more frequent service or anything like that. And they do not go to places like Slate Fair where parking is at a premium right now.
Thank you for listening.

-- Question everything--
-- Have a good day,
Yours, Laura Althea Sosnowski

Joint Statement by the American Civil Liberties Union of Wisconsin, the Black Health Coalition of Wisconsin, Citizens Allied for Sane Highways, the Metropolitan Milwaukee Fair Housing Council, and the National Association for the Advancement of Colored People – Milwaukee

February 2006

We feel compelled to express our concerns about the inadequacy of the Southeastern Wisconsin Regional Planning Commission's analysis of the impacts on low income and minority residents of transportation alternatives SEWRPC is preparing to recommend for the region.

The commission's Regional Transportation Planning Advisory Committee recently approved the impact analysis.

Unfortunately, SEWRPC's negligence in preparing this part of its Regional Transportation Plan could have long-term, negative effects on Milwaukee. The analysis ignores important issues that should have been considered and given great weight in the resulting report.

SEWRPC officials were well aware of these issues. Representatives from the American Civil Liberties Union of Wisconsin, the Black Health Coalition, Citizens Allied for Sane Highways, the Metropolitan Milwaukee Fair Housing Council, and the National Association for the Advancement of Colored People – Milwaukee Chapter have been meeting with SEWRPC officials for several months partly to discuss ways the MPO can improve its methodology in measuring community impacts and partly to discuss ways SEWRPC can improve its public outreach efforts.

We requested, among other things, that SEWRPC incorporate detailed demographic data on low income and minority households in its impact analyses of all aspects of the transportation plan. We specifically requested SEWRPC address whether and how low income and minority communities would benefit from particular projects (to consider, for example, not just whether or not such communities are located near a freeway, but whether these communities will benefit from highway projects when disproportionate numbers of their members do not have cars). As part of this analysis we requested that the plan consider the impacts of doing "Transit First" – i.e., implementing the transit recommendations before finalizing highway-widening plans. In addition, we requested that SEWRPC consider such issues as land use, housing and employment patterns of low income and minority families, as those issues clearly relate to transportation needs.

We also requested that SEWRPC examine whether communities already experiencing high rates of asthma and other air quality-related illnesses would experience a

disproportionate burden of environmental impacts from the proposed transportation projects simply because their "base burden" already is so great.

SEWRPC did none of the meaningful analysis we repeatedly requested. Its analysis does not even define the specific potential impacts it is reviewing.

In addition, despite repeated assurances by SEWRPC officials that the agency was sincere in its desire to improve both methodology and community outreach, none of the groups involved in the meetings with SEWRPC was notified that the draft impact analysis was complete or that it was being forwarded to the Regional Transportation Planning Advisory Committee.

SEWRPC's behavior is somewhat less than we would expect if the agency were meeting with us in good faith.

We believe that SEWRPC's actions and its analysis are unacceptable.

The agency's draft analysis is posted at http://www.sewrpc.org/regionalplans/pdfs/reg_tran_sys_plan/pr-49_draft_appendix_c.pdf

Commission Staff Response to Joint Statement by the American Civil Liberties Union of Wisconsin, the Black Health Coalition of Wisconsin Citizens Allied for Sane Highways, the Metropolitan Milwaukee Fair Housing Council, and the National Association for the Advancement of Colored People - Milwaukee

March 29, 2006

Mr. Lee Holloway, Chairman
Milwaukee County Board of Supervisors
Milwaukee County Courthouse
919 North Ninth Street, Room 201
Milwaukee, WI 53233

Dear Mr. Holloway:

This will respond to your letter of March 8, 2006, forwarding to the Commission staff for review and comment a statement submitted to you by the Citizens Allied for Sane Highways (CASH), on behalf of it and several other organizations. The statement expresses concerns about the adequacy of the Commission's Federally required analyses of the impacts on low-income and minority residents attendant to updated alternative transportation plans now being taken to public hearing. Before commenting on the points raised in the statement submitted to you, we would like to make the following general observations concerning this matter:

1. The Commission will strive to do all it can with the resources that it has available to comply with the letter and the spirit of the "environmental justice" requirements set forth in Federal law attendant to transportation planning. Moreover, we will try to comply with the spirit of those requirements in other Commission regional planning efforts as well. The essence of the Federal "environmental justice" requirements is that "high and adverse" effects of transportation system development proposals, should such effects be found to disproportionately impact low-income and minority populations, be avoided, minimized, and/or mitigated. In other words, while there may be adverse impacts attendant to transportation system development proposals, the transportation agency concerned has a responsibility to document, using the best available data, whether or not such adverse impacts fall significantly more upon low-income and minority groups than upon those members of the public who are not in those groups. In addition, low-income and minority populations are to receive the benefits of the transportation system, and to be given opportunities to participate in the planning process.
2. Commission regional plans are done at what is called the "systems" level of planning. As such, analyses of all kinds are necessarily general in nature and represent the best estimates of impacts that would actually be incurred should transportation proposals be implemented through project design and construction. No one should expect Commission impact analyses on system plans to be at the depth and level of precision found in project-level planning, engineering design, and environmental impact statement preparation.
3. The Commission's planning processes are continuous in nature. While at present we are busily engaged in completing and readying for Commission adoption an updated regional transportation system plan, that plan must be periodically reviewed, reaffirmed, and updated and extended to new design years. Thus, the plans and analyses prepared should be viewed as iterative in nature, with each iteration improving upon the last. We might note in this respect that the "environmental

Mr. Lee Holloway
March 29, 2006
Page 2

justice" document recently released by the Commission staff as part of the public hearing process on an updated and extended regional transportation system plan remains a draft at this writing, with the intent that comments made by CASH representatives and others will result in modifications to the draft before it is provided to the Regional Planning Commission for its consideration. A copy of this draft is enclosed as Exhibit A.

4. In a recent meeting with CASH and representatives of other groups, we agreed to find a way to institutionalize the involvement of minority and low-income individuals in the Commission planning processes. One possible vehicle is the creation by the Commission of an Advisory Committee charged with helping to ensure that "environmental justice" and related analyses conducted by the Commission are appropriate and adequate and that documents attendant thereto are complete. This Committee would be populated with members of low-income and minority groups.

The following comments specifically respond to the points raised in the statement submitted to you:

1. **We request... that SEWRPC incorporate detailed demographic data on low-income and minority households in its impact analyses of all aspects of the transportation plan.**

The data being used in the Commission's present analysis that focuses on the Federal "environmental justice" requirements are set forth on Maps C1 through C6 and Tables C1 through C3 in the document attached as Exhibit A. It is the same data used in prior Commission work since 2000, including the regional freeway study. These data are taken from the U.S. Census of Population and Housing conducted in 2000, and represent the most detailed data available for this purpose. These data are believed to be adequate for preparing the Federally required "environmental justice" analysis in conjunction with the forthcoming updated and extended regional transportation system plan.

2. **We specifically request SEWRPC address whether and how low-income and minority communities would benefit from particular projects (to consider, for example, not just whether or not such communities are located near a freeway, but whether these communities will benefit from highway projects when disproportionate numbers of their members do not have cars).**

As noted above, the Federal "environmental justice" requirements pertain particularly to "high and adverse" effects of development proposals. The Commission also analyzes the benefits of highway and transit recommendations included in proposed regional plans with respect to low-income and minority populations. The transit benefits attendant to the preliminary plan recommendation that would nearly double transit services in the Region over the next thirty years are graphically shown in Maps 1 and 2 of the enclosed Newsletter and Maps C28 through C36 of Exhibit A. Rapid and express transit service in particular is proposed to serve low-income and minority populations and most of the Region's major economic activity (job) centers and many of the other scattered locations of jobs as well. Clearly, many positive benefits would accrue to low-income and minority group individuals if these transit proposals are implemented. While it is true that low-income and minority group members are disproportionately represented in that subset of the regional population that is without access to private motor vehicles, it is also true that about 70 percent of such individuals do have access to private motor vehicles and would significantly benefit from improved highway transportation facilities, including the provision of additional freeway lanes on the most congested segments of the regional freeway system

3. We requested that the plan consider the impacts of doing "Transit First" - i.e., implementing the transit recommendations before finalizing highway-widening plans.

One of the alternative regional transportation plans now being taken to public hearing is called the TSM plan, where the letters TSM stand for "transportation system management." In effect, this plan could be subtitled a "transit first" plan since this alternative does not include freeway or surface arterial highway-widening or expansion, but recommends doubling transit service. Those who would advocate devoting available transportation funds to first expand transit facilities and services should focus their support on this plan alternative. The Commission's Technical Advisory Committee on this matter did not select the TSM plan as its preference for a new regional transportation plan. The preliminary recommended plan does propose this doubling of transit service, but also recommends street and highway capacity expansion to address congestion which would not be relieved by transit expansion.

4. We requested that SEWRPC consider such issues as land use, housing and employment patterns of low-income and minority families, as those issues clearly relate to transportation needs.

The Commission is cognizant of development patterns of low-income and minority families as the material included in Exhibit A graphically demonstrates. The transit plan being readied for adoption is intended to help low-income and minority individuals gain access to jobs and other activities and opportunities throughout the Region. Moreover, the focus is broad in nature, seeking to improve accessibility of those individuals not just to entry level jobs, but to all types of jobs.

5. We also requested that SEWRPC examine whether communities already experiencing high rates of asthma and other air quality-related illnesses would experience a disproportionate burden of environmental impacts from the proposed transportation projects simply because their "base burden" already is so great.

Within the context of regional transportation planning, the Commission is able to deal only with transportation related air pollutant emissions. As shown in Table 7, page 19 of the Newsletter, harmful emissions of both volatile organic compounds and nitrogen oxides -- the precursors of ozone -- from transportation sources are expected to continue to dramatically decline over the next thirty years. Thus, the transportation sector under any alternative plan being considered, will significantly contribute to the lessening of adverse impacts in terms of ozone pollution. Indeed, by the year 2035, these harmful pollutants from transportation sources, even with increasing traffic, may be expected to be reduced by about 73 percent from current emission levels with respect to volatile organic compound pollutants, and be reduced by about 88 percent with respect to nitrogen oxide pollutants.

Mr. Lee Holloway
March 29, 2006
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We trust that the foregoing adequately responds to your request. As noted above, we will continue to strive to reach the broadest possible agreement on the make-up of not only the forthcoming new regional transportation plan, but successive plans as well. Should you have any further questions, please contact us.

Sincerely,

Philip C. Evenson
Executive Director

PCE/aw
#116738 v1 - HollowayCASHResp

Enclosures

cc: Milwaukee County Board of Supervisors
Citizens Allied for Sane Highways
American Civil Liberties Union of Wisconsin
Black Health Coalition of Wisconsin
Metropolitan Milwaukee Fair Housing Council
National Association for the Advancement
of Colored People-Milwaukee
Dwight E. McComb, Planning and Program Development Engineer
Federal Highway Administration

Mr. Dwight E. McComb
Planning and Program Development Engineer
U.S. Department of Transportation
Federal Highway Administration
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Madison, WI 53719

Dr. Patricia McManus
Executive Director
Black Health Coalition of Wisconsin
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Milwaukee, WI 53208

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Poverty, Race & Civil Liberties
Project Attorney
American Civil Liberties Union of Wisconsin
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Milwaukee, WI 53202-5774

Ms. Kori A. Schneider, Program Manager
Community and Economic Development Program
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Mr. Henry Hamilton
Economic Development Chairperson
National Association for the Advancement
of Colored People - Milwaukee
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Milwaukee, WI 53212

Ms. Gretchen Schult, Co-Chair
Citizens Allied for Sane Highways
P. O. Box 080215
Milwaukee, WI 53208

Maps and Tables Cited in Commission Letter

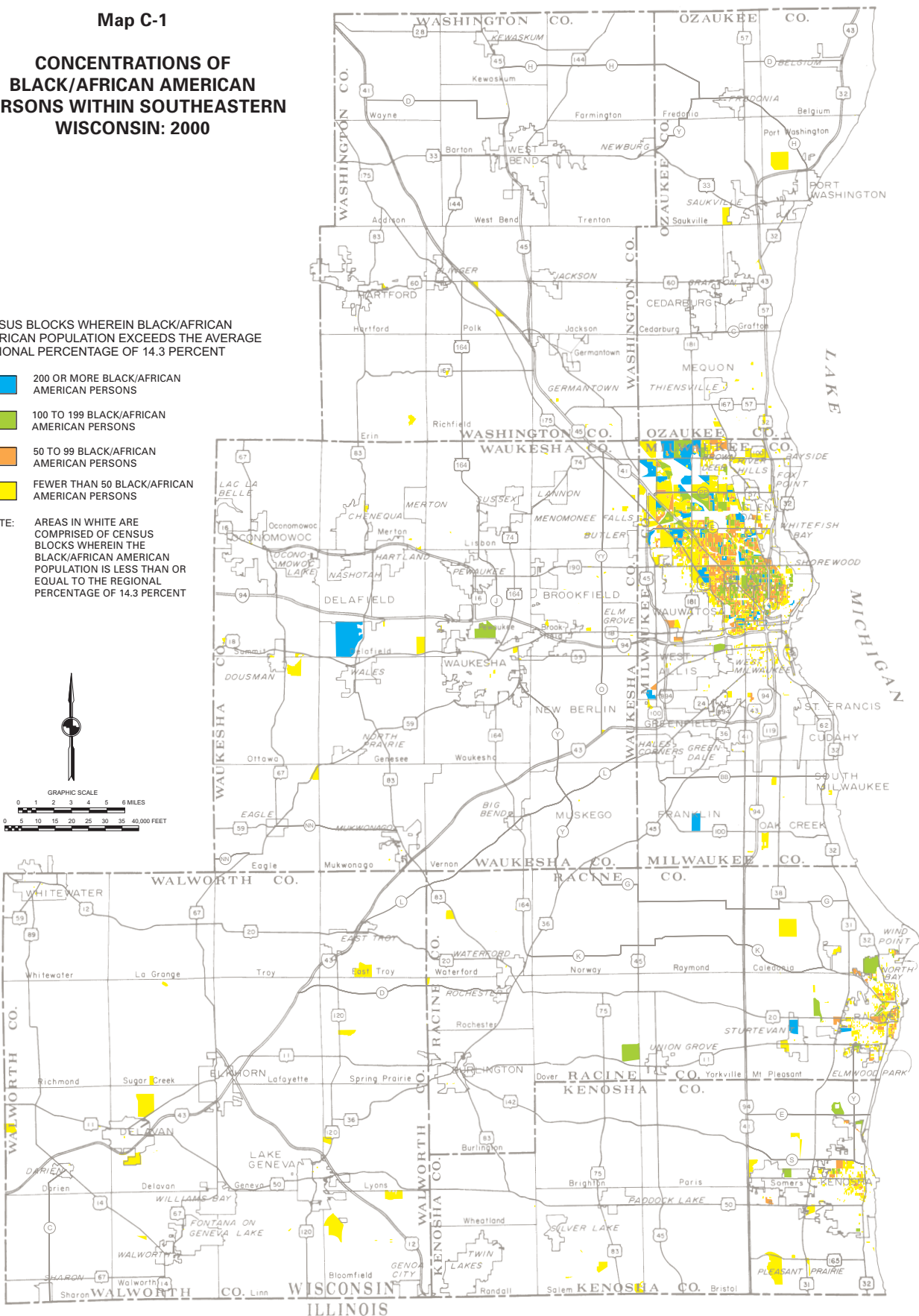
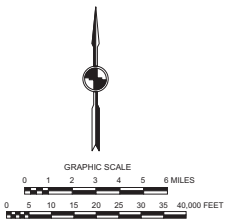
Map C-1

**CONCENTRATIONS OF
BLACK/AFRICAN AMERICAN
PERSONS WITHIN SOUTHEASTERN
WISCONSIN: 2000**

CENSUS BLOCKS WHEREIN BLACK/AFRICAN AMERICAN POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 14.3 PERCENT

- 200 OR MORE BLACK/AFRICAN AMERICAN PERSONS
- 100 TO 199 BLACK/AFRICAN AMERICAN PERSONS
- 50 TO 99 BLACK/AFRICAN AMERICAN PERSONS
- FEWER THAN 50 BLACK/AFRICAN AMERICAN PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE BLACK/AFRICAN AMERICAN POPULATION IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 14.3 PERCENT



Source: U.S. Bureau of the Census and SEWRPC.

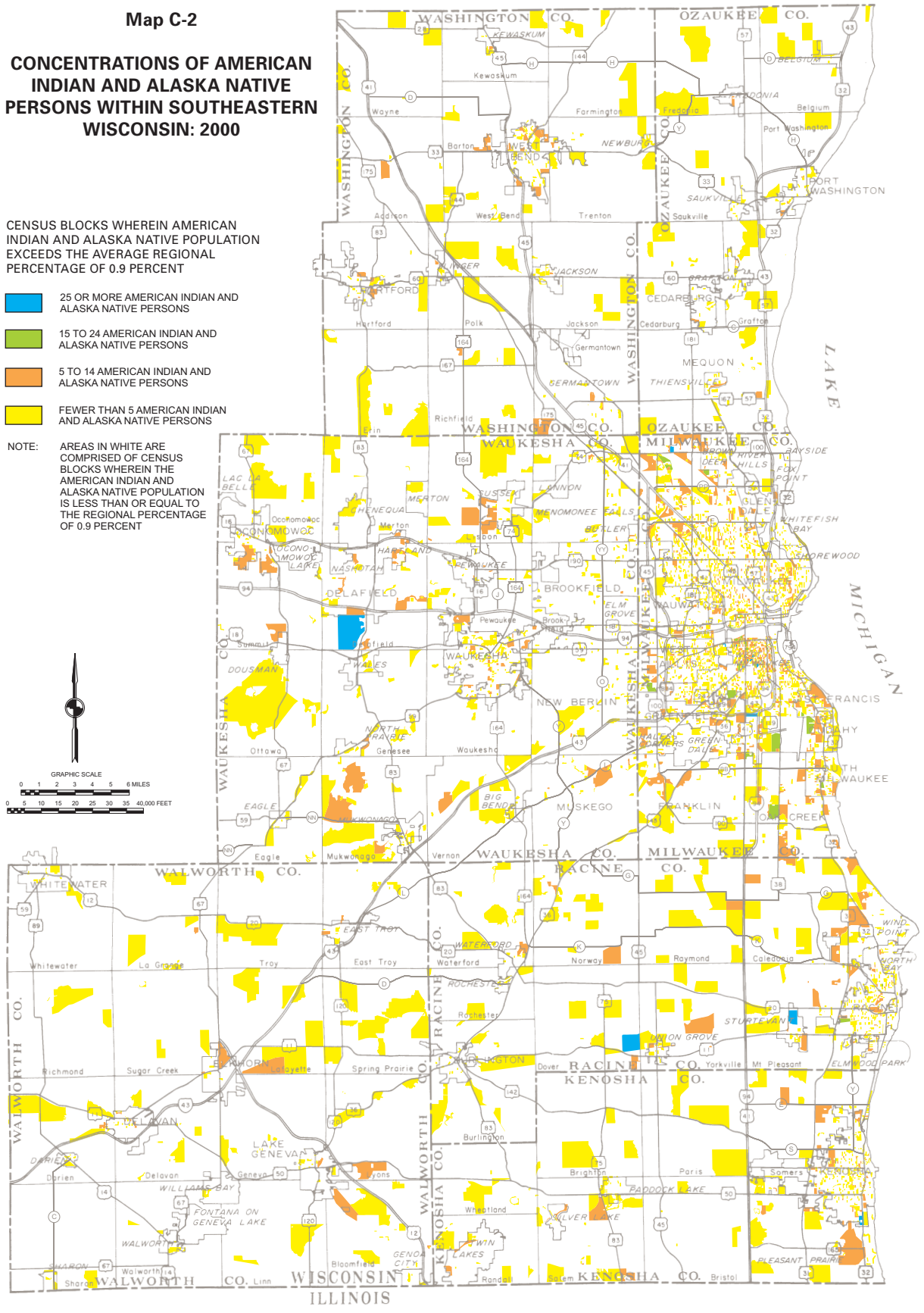
Map C-2

CONCENTRATIONS OF AMERICAN INDIAN AND ALASKA NATIVE PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2000

CENSUS BLOCKS WHEREIN AMERICAN INDIAN AND ALASKA NATIVE POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 0.9 PERCENT

- 25 OR MORE AMERICAN INDIAN AND ALASKA NATIVE PERSONS
- 15 TO 24 AMERICAN INDIAN AND ALASKA NATIVE PERSONS
- 5 TO 14 AMERICAN INDIAN AND ALASKA NATIVE PERSONS
- FEWER THAN 5 AMERICAN INDIAN AND ALASKA NATIVE PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE AMERICAN INDIAN AND ALASKA NATIVE POPULATION IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 0.9 PERCENT



Source: U.S. Bureau of the Census and SEWRPC.

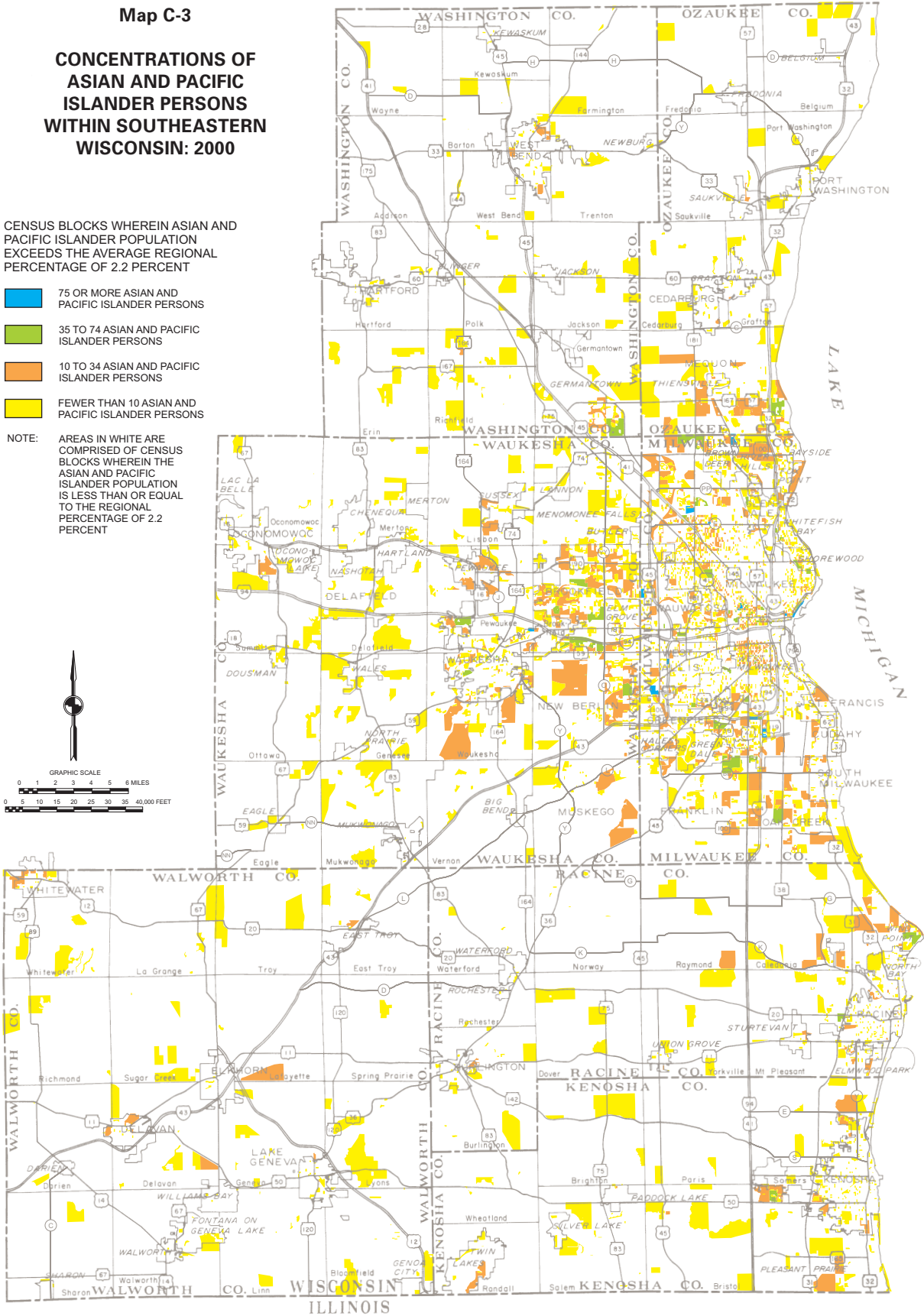
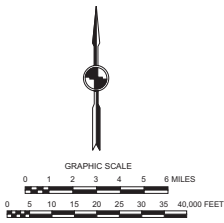
Map C-3

**CONCENTRATIONS OF
ASIAN AND PACIFIC
ISLANDER PERSONS
WITHIN SOUTHEASTERN
WISCONSIN: 2000**

CENSUS BLOCKS WHEREIN ASIAN AND PACIFIC ISLANDER POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 2.2 PERCENT

- 75 OR MORE ASIAN AND PACIFIC ISLANDER PERSONS
- 35 TO 74 ASIAN AND PACIFIC ISLANDER PERSONS
- 10 TO 34 ASIAN AND PACIFIC ISLANDER PERSONS
- FEWER THAN 10 ASIAN AND PACIFIC ISLANDER PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE ASIAN AND PACIFIC ISLANDER POPULATION IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 2.2 PERCENT



Source: U.S. Bureau of the Census and SEWRPC.

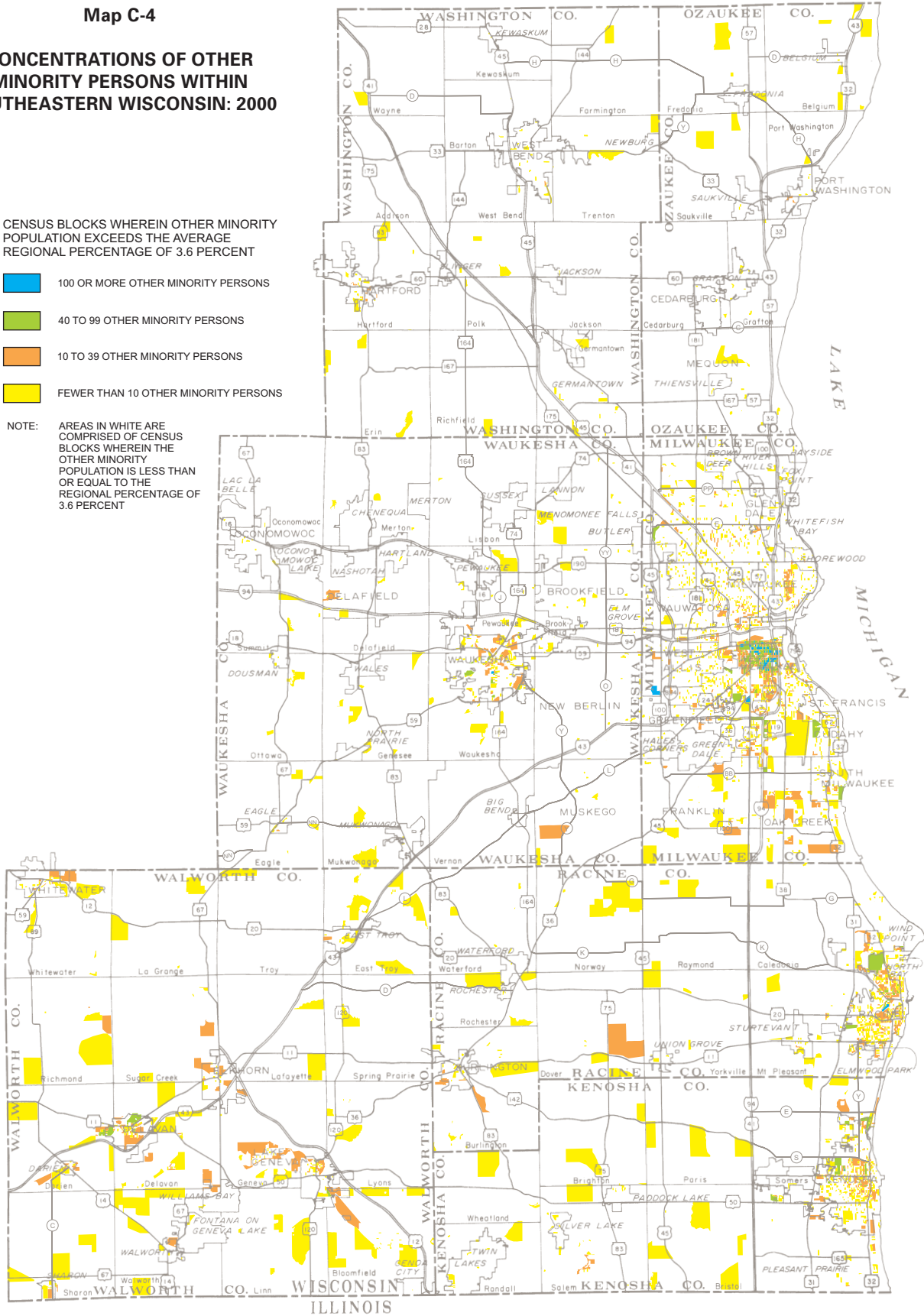
Map C-4

**CONCENTRATIONS OF OTHER
MINORITY PERSONS WITHIN
SOUTHEASTERN WISCONSIN: 2000**

CENSUS BLOCKS WHEREIN OTHER MINORITY
POPULATION EXCEEDS THE AVERAGE
REGIONAL PERCENTAGE OF 3.6 PERCENT

- 100 OR MORE OTHER MINORITY PERSONS
- 40 TO 99 OTHER MINORITY PERSONS
- 10 TO 39 OTHER MINORITY PERSONS
- FEWER THAN 10 OTHER MINORITY PERSONS

NOTE: AREAS IN WHITE ARE
COMPRISED OF CENSUS
BLOCKS WHEREIN THE
OTHER MINORITY
POPULATION IS LESS THAN
OR EQUAL TO THE
REGIONAL PERCENTAGE OF
3.6 PERCENT



Source: U.S. Bureau of the Census and SEWRPC.

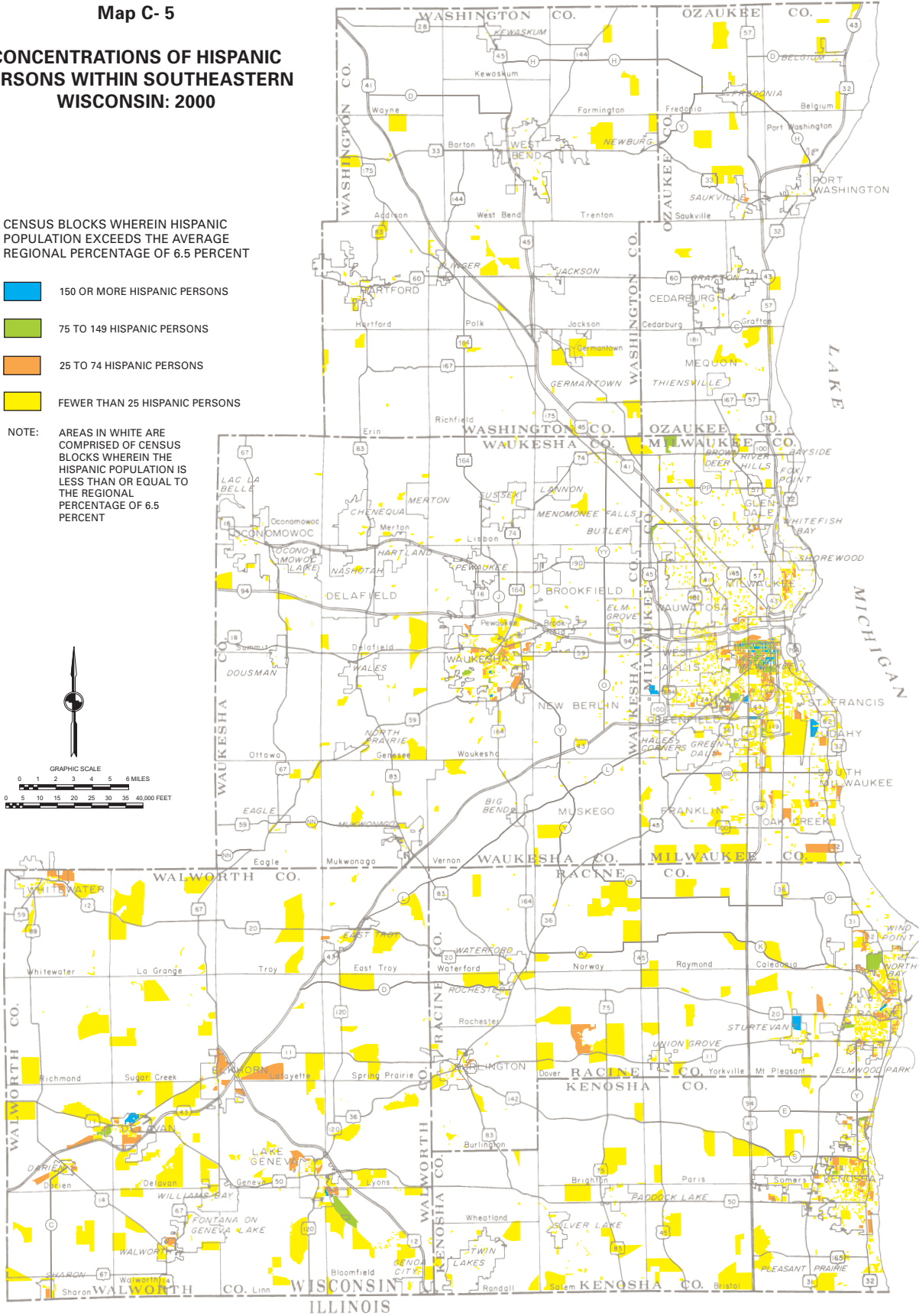
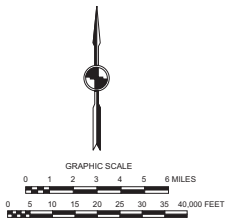
Map C- 5

CONCENTRATIONS OF HISPANIC PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2000

CENSUS BLOCKS WHEREIN HISPANIC POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 6.5 PERCENT

- 150 OR MORE HISPANIC PERSONS
- 75 TO 149 HISPANIC PERSONS
- 25 TO 74 HISPANIC PERSONS
- FEWER THAN 25 HISPANIC PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE HISPANIC POPULATION IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 6.5 PERCENT



Source: U.S. Bureau of the Census and SEWRPC.

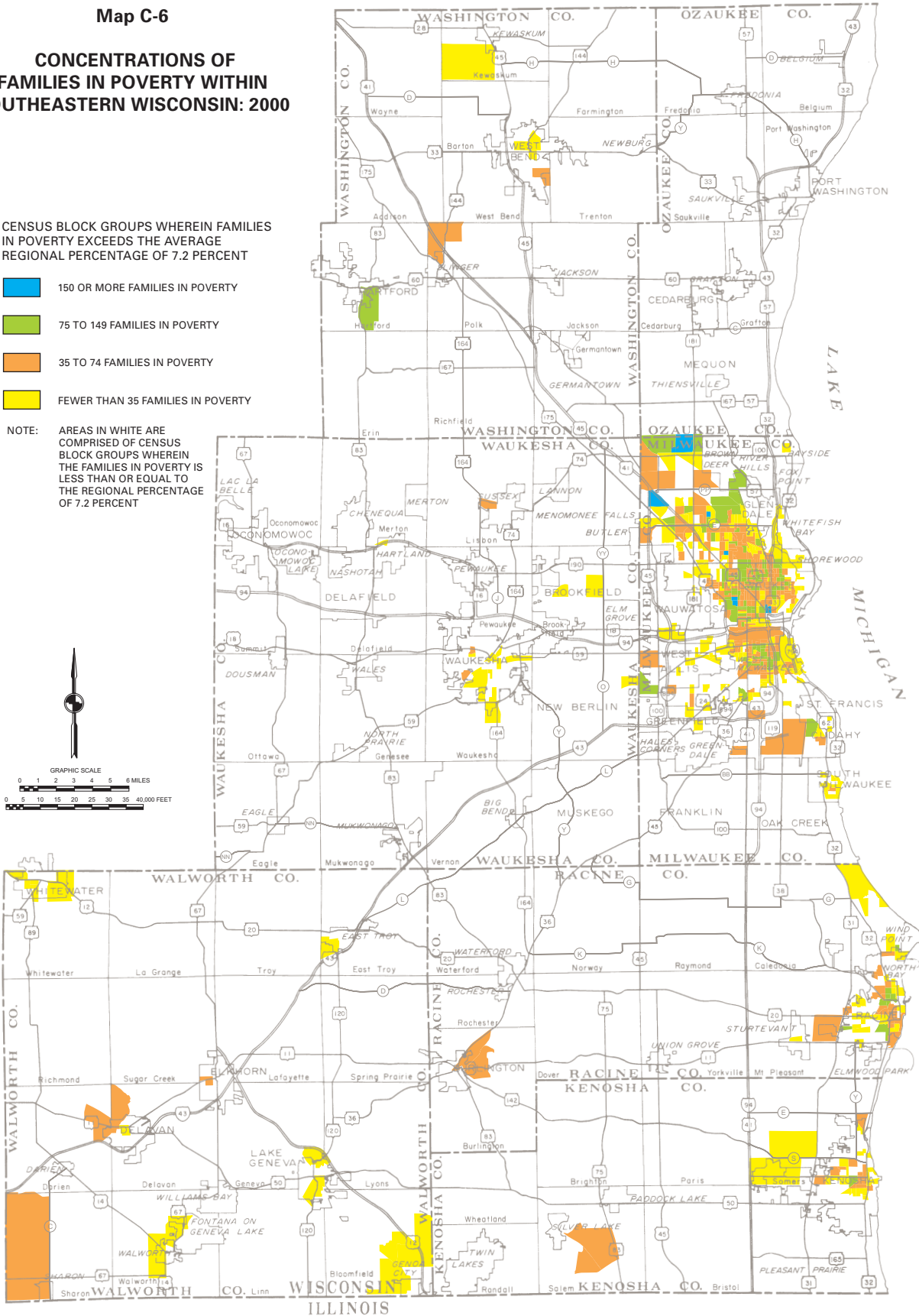
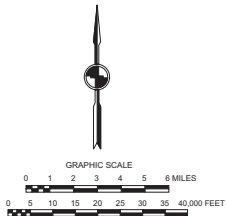
Map C-6

CONCENTRATIONS OF FAMILIES IN POVERTY WITHIN SOUTHEASTERN WISCONSIN: 2000

CENSUS BLOCK GROUPS WHEREIN FAMILIES IN POVERTY EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 7.2 PERCENT

- 150 OR MORE FAMILIES IN POVERTY
- 75 TO 149 FAMILIES IN POVERTY
- 35 TO 74 FAMILIES IN POVERTY
- FEWER THAN 35 FAMILIES IN POVERTY

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCK GROUPS WHEREIN THE FAMILIES IN POVERTY IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 7.2 PERCENT



Source: U.S. Bureau of the Census and SEWRPC.

Table C-1

POPULATION BY RACE IN THE REGION BY COUNTY: 2000

County	White		Nonwhite								Total Population
	Number	Percent of Total	Black/African American		American Indian and Alaska Native		Asian and Pacific Islander		Other Race		
			Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	
Kenosha	134,737	90.1	8,629	5.8	1,314	0.9	1,930	1.3	5,990	4.0	149,577
Milwaukee	633,446	67.4	240,113	25.5	11,907	1.3	28,930	3.1	48,227	5.1	940,164
Ozaukee	80,186	97.4	917	1.1	335	0.4	1,131	1.4	382	0.5	82,317
Racine	159,582	84.5	21,100	11.2	1,448	0.8	1,885	1.0	8,168	4.3	188,831
Walworth	89,584	95.5	983	1.0	495	0.5	859	0.9	2,946	3.1	93,759
Washington	115,491	98.3	641	0.5	587	0.5	938	0.8	659	0.6	117,493
Waukesha	348,496	96.6	3,480	1.0	1,733	0.5	6,497	1.8	4,013	1.1	360,767
Region	1,561,522	80.8	275,863	14.3	17,819	0.9	42,170	2.2	70,385	3.6	1,932,908

NOTE: As part of the 2000 Federal census, individuals could be reported as being of more than one race. The figures on this table indicate the number of persons reported as being of a given race (as indicated by the column heading), including those who were reported as that race exclusively and those who were reported as that race and one or more other races. Accordingly, the population figures by race sum to more than the total population for each area.

Source: U.S. Bureau of the Census and SEWRPC.

Table C-2

HISPANIC POPULATION IN THE REGION BY COUNTY: 2000

County	Total Population	Hispanic Population	
		Number	Percent of Total Population
Kenosha	149,577	10,757	7.2
Milwaukee	940,164	82,406	8.8
Ozaukee	82,317	1,073	1.3
Racine	188,831	14,990	7.9
Walworth	93,759	6,136	6.5
Washington	117,493	1,529	1.3
Waukesha	360,767	9,503	2.6
Region	1,932,908	126,394	6.5

NOTE: Persons of Hispanic origin may be of any race.

Source: U.S. Bureau of the Census and SEWRPC.

Table C-3

FAMILIES WITH INCOME BELOW THE POVERTY LEVEL IN THE REGION BY COUNTY: 2000

County	Total Families	Families With Income Below the Poverty Level	
		Number	Percent of Total Families
Kenosha	38,671	2,094	5.4
Milwaukee	226,685	26,454	11.7
Ozaukee	23,153	391	1.7
Racine	50,052	2,908	5.8
Walworth	23,388	1,078	4.6
Washington	32,953	867	2.6
Waukesha	101,008	1,874	1.7
Region	485,910	35,466	7.2

NOTE: The U.S. Census Bureau of the Census uses a set of money income thresholds that vary by family size and composition to determine poverty status. If a family's total income is less than that family's threshold, then that family, and every individual in it, is considered to be below poverty. Poverty is not defined for people in military barracks, institutional group quarters, or for unrelated individuals under age 15, such as foster children.

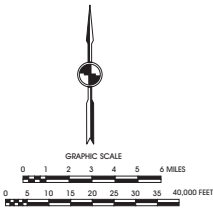
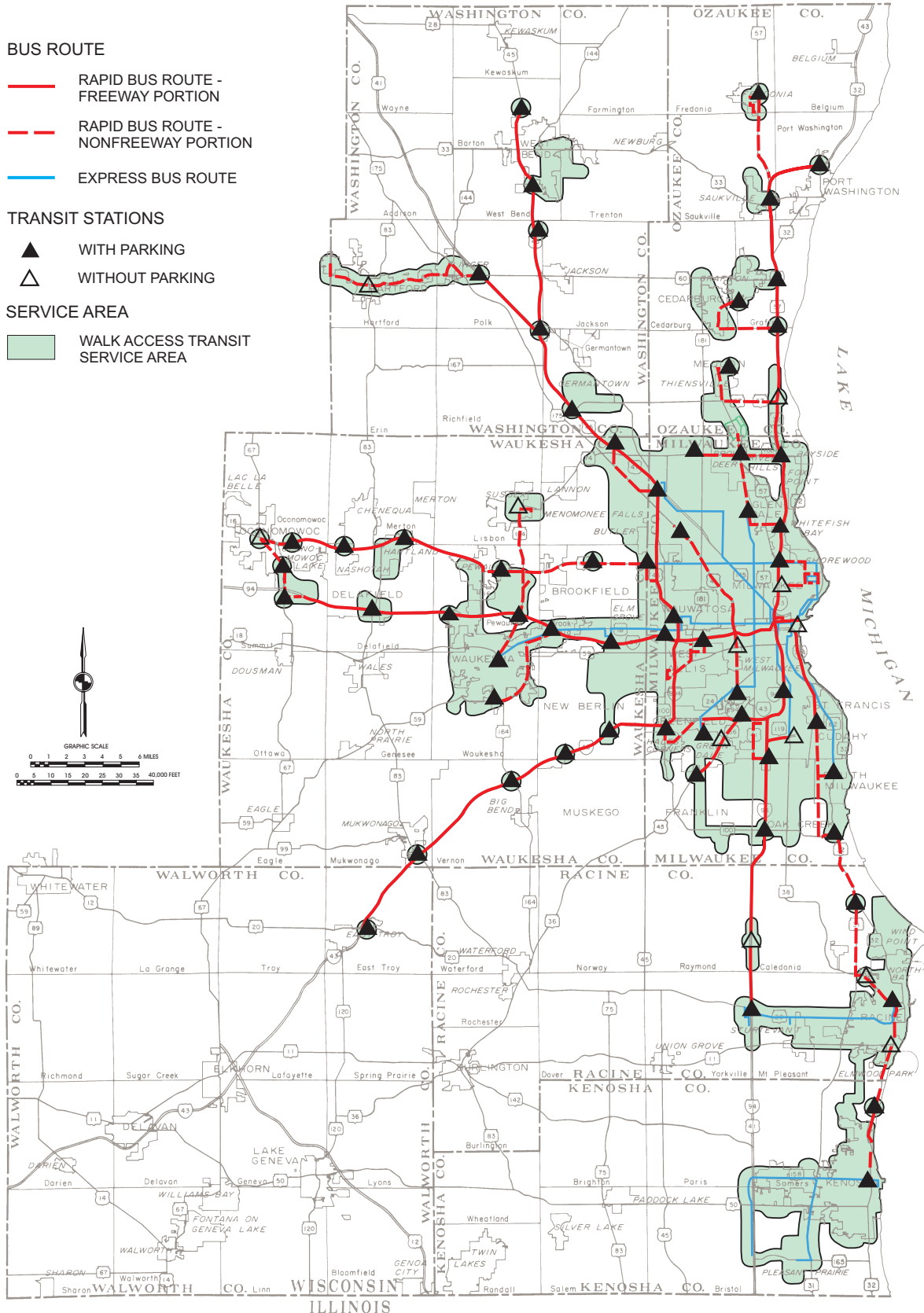
POVERTY THRESHOLDS BY SIZE OF FAMILY AND NUMBER OF RELATED CHILDREN UNDER 18 YEARS OF AGE FOR PURPOSES OF THE 2000 CENSUS

Size of family unit	Weighted Average Thresholds	Related Children Under 18 Years								
		None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individual).....	\$8,501	--	--	--	--	--	--	--	--	--
Under 65 years.....	8,667	8,667	--	--	--	--	--	--	--	--
65 years and over.....	7,950	7,950	--	--	--	--	--	--	--	--
Two persons.....	10,889	--	--	--	--	--	--	--	--	--
Householder under 65 years.....	11,214	11,156	\$11,483	--	--	--	--	--	--	--
Householder 65 years and over.....	10,075	10,070	11,440	--	--	--	--	--	--	--
Three persons.....	13,290	13,032	13,410	\$13,423	--	--	--	--	--	--
Four persons.....	17,029	17,184	17,465	16,895	\$16,954	--	--	--	--	--
Five persons.....	20,127	20,723	21,024	20,380	19,882	\$19,578	--	--	--	--
Six persons.....	22,727	23,836	23,936	23,436	22,964	22,261	\$21,845	--	--	--
Seven persons.....	25,912	27,425	27,596	27,008	26,596	25,898	24,934	\$23,993	--	--
Eight persons.....	29,967	30,673	30,844	30,387	29,899	29,206	28,327	27,412	\$27,180	--
Nine persons or more.....	34,417	36,897	37,076	36,583	36,169	35,489	34,554	33,708	33,489	\$32,208

Source: U.S. Bureau of the Census and SEWRPC.







Map 1

**PUBLIC TRANSIT ELEMENT OF PRELIMINARY RECOMMENDED
REGIONAL TRANSPORTATION SYSTEM PLAN: YEAR 2035**

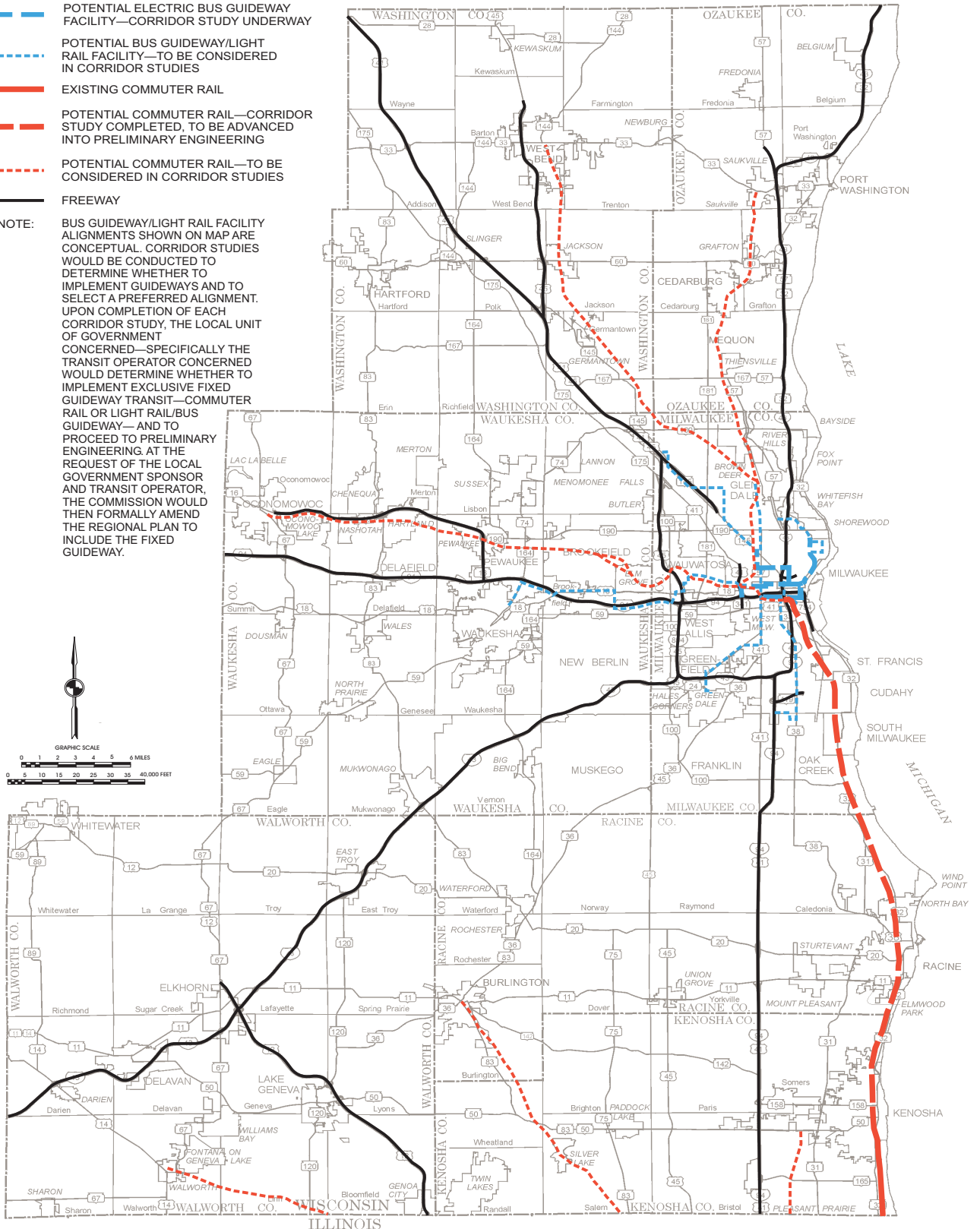


Map 2

POTENTIAL RAPID TRANSIT COMMUTER RAIL AND EXPRESS TRANSIT BUS GUIDEWAY/LIGHT RAIL LINES UNDER THE PRELIMINARY RECOMMENDED YEAR 2035 REGIONAL TRANSPORTATION PLAN

-  POTENTIAL ELECTRIC BUS GUIDEWAY FACILITY—CORRIDOR STUDY UNDERWAY
-  POTENTIAL BUS GUIDEWAY/LIGHT RAIL FACILITY—TO BE CONSIDERED IN CORRIDOR STUDIES
-  EXISTING COMMUTER RAIL
-  POTENTIAL COMMUTER RAIL—CORRIDOR STUDY COMPLETED, TO BE ADVANCED INTO PRELIMINARY ENGINEERING
-  POTENTIAL COMMUTER RAIL—TO BE CONSIDERED IN CORRIDOR STUDIES
-  FREEWAY

NOTE: BUS GUIDEWAY/LIGHT RAIL FACILITY ALIGNMENTS SHOWN ON MAP ARE CONCEPTUAL. CORRIDOR STUDIES WOULD BE CONDUCTED TO DETERMINE WHETHER TO IMPLEMENT GUIDEWAYS AND TO SELECT A PREFERRED ALIGNMENT. UPON COMPLETION OF EACH CORRIDOR STUDY, THE LOCAL UNIT OF GOVERNMENT CONCERNED—SPECIFICALLY THE TRANSIT OPERATOR CONCERNED WOULD DETERMINE WHETHER TO IMPLEMENT EXCLUSIVE FIXED GUIDEWAY TRANSIT—COMMUTER RAIL OR LIGHT RAIL/BUS GUIDEWAY—AND TO PROCEED TO PRELIMINARY ENGINEERING. AT THE REQUEST OF THE LOCAL GOVERNMENT SPONSOR AND TRANSIT OPERATOR, THE COMMISSION WOULD THEN FORMALLY AMEND THE REGIONAL PLAN TO INCLUDE THE FIXED GUIDEWAY.



Source: SEWRPC.

Map C-28

COMPARISON OF LOCATION OF CONCENTRATIONS OF BLACK/AFRICAN AMERICAN PERSONS WITHIN SOUTHEASTERN WISCONSIN TO THE PROPOSED PUBLIC TRANSIT ELEMENT OF THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN

CENSUS BLOCKS WHEREIN BLACK/AFRICAN AMERICAN POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 14.3 PERCENT

- 200 OR MORE BLACK/AFRICAN AMERICAN PERSONS
- 100 TO 199 BLACK/AFRICAN AMERICAN PERSONS
- 50 TO 99 BLACK/AFRICAN AMERICAN PERSONS
- FEWER THAN 50 BLACK/AFRICAN AMERICAN PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE BLACK/AFRICAN AMERICAN POPULATION IS LESS THAN OR EQUAL TO THE AVERAGE REGIONAL PERCENTAGE OF 14.3 PERCENT

BUS ROUTE

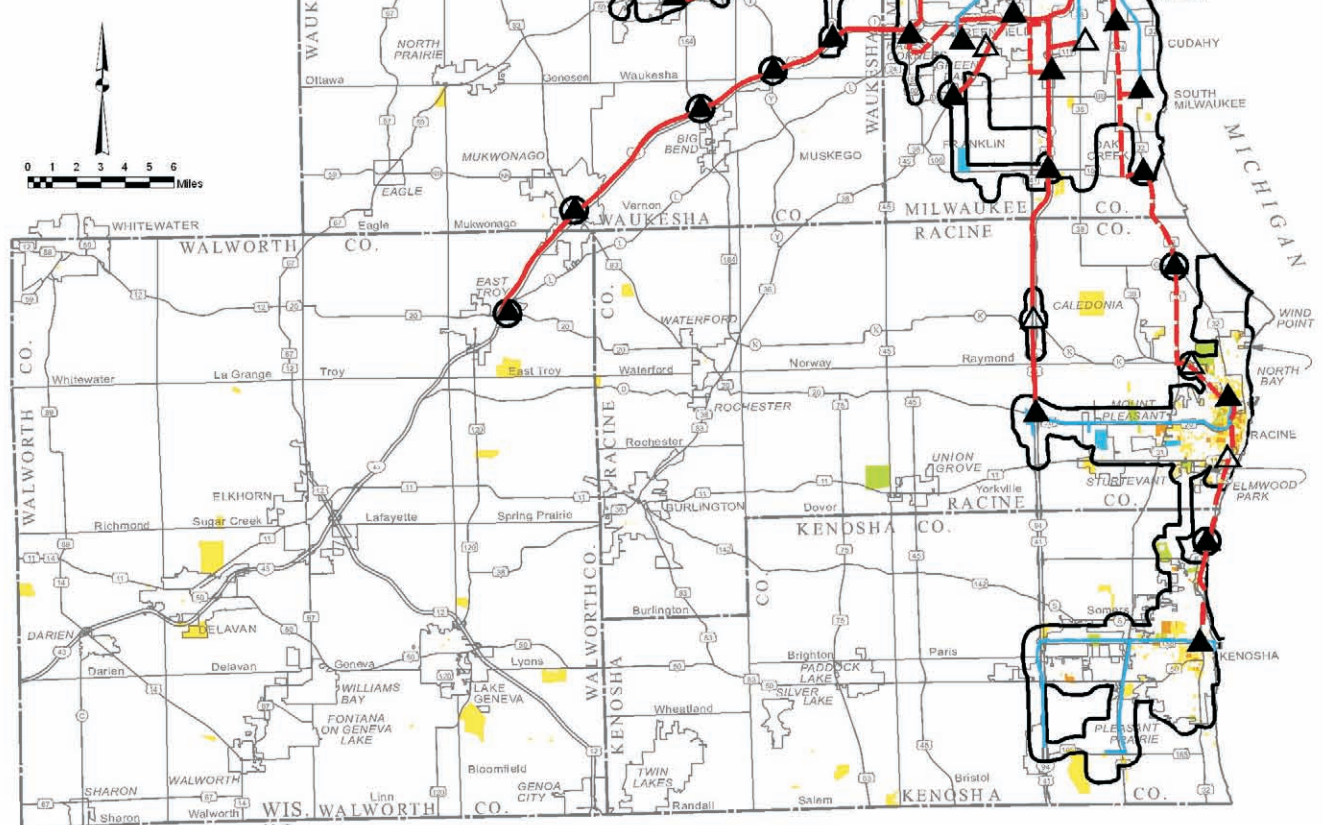
- RAPID BUS ROUTE-FREEWAY PORTION
- RAPID BUS ROUTE-NONFREEWAY PORTION
- EXPRESS BUS ROUTE

TRANSIT STATIONS

- WITH PARKING
- WITHOUT PARKING

TRANSIT SERVICE AREA

- WALK ACCESS TRANSIT SERVICE AREA



COMPARISON OF LOCATION OF CONCENTRATIONS OF AMERICAN INDIAN AND ALASKA NATIVE PERSONS WITHIN SOUTHEASTERN WISCONSIN TO THE PROPOSED PUBLIC TRANSIT ELEMENT OF THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN

CENSUS BLOCKS WHEREIN AMERICAN INDIAN AND ALASKA NATIVE POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 0.9 PERCENT

- 25 OR MORE AMERICAN INDIAN AND ALASKA NATIVE PERSONS
- 15 TO 24 AMERICAN INDIAN AND ALASKA NATIVE PERSONS
- 5 TO 14 AMERICAN INDIAN AND ALASKA NATIVE PERSONS
- FEWER THAN 5 AMERICAN INDIAN AND ALASKA NATIVE PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE AMERICAN INDIAN AND ALASKA NATIVE POPULATION IS LESS THAN OR EQUAL TO THE AVERAGE REGIONAL PERCENTAGE OF 0.9 PERCENT

BUS ROUTE

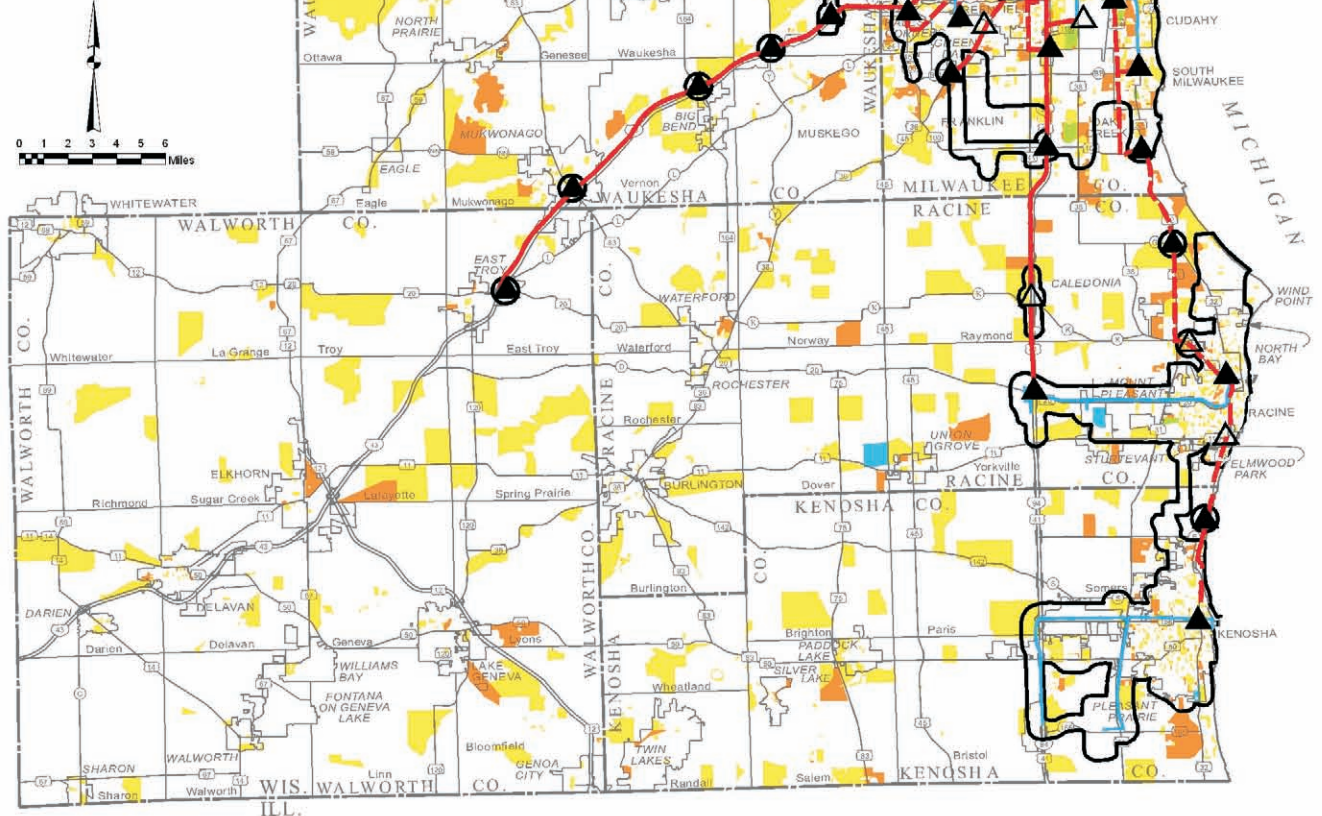
- RAPID BUS ROUTE-FREEWAY PORTION
- RAPID BUS ROUTE-NONFREEWAY PORTION
- EXPRESS BUS ROUTE

TRANSIT STATIONS

- WITH PARKING
- WITHOUT PARKING

TRANSIT SERVICE AREA

- WALK ACCESS TRANSIT SERVICE AREA



Source: U.S. Bureau of the Census and SEWRPC.

COMPARISON OF LOCATION OF CONCENTRATIONS OF ASIAN AND PACIFIC ISLANDER PERSONS WITHIN SOUTHEASTERN WISCONSIN TO THE PROPOSED PUBLIC TRANSIT ELEMENT OF THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN

CENSUS BLOCKS WHEREIN ASIAN AND PACIFIC ISLANDER POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 2.2 PERCENT

- 75 OR MORE ASIAN AND PACIFIC ISLANDER PERSONS
- 35 TO 74 ASIAN AND PACIFIC ISLANDER PERSONS
- 10 TO 34 ASIAN AND PACIFIC ISLANDER PERSONS
- FEWER THAN 10 ASIAN AND PACIFIC ISLANDER PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE ASIAN AND PACIFIC ISLANDER POPULATION IS LESS THAN OR EQUAL TO THE AVERAGE REGIONAL PERCENTAGE OF 2.2 PERCENT

BUS ROUTE

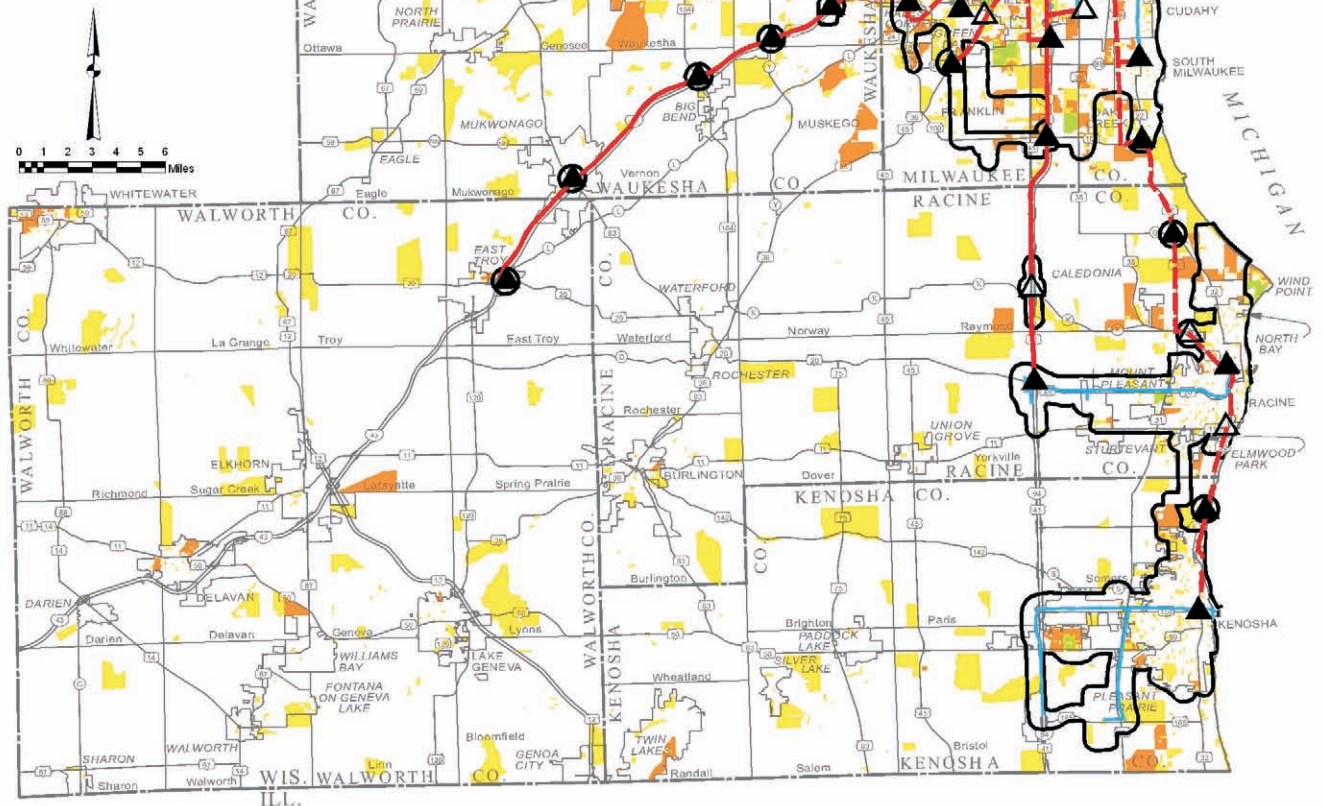
- RAPID BUS ROUTE-FREEWAY PORTION
- RAPID BUS ROUTE-NONFREEWAY PORTION
- EXPRESS BUS ROUTE

TRANSIT STATIONS

- WITH PARKING
- WITHOUT PARKING

TRANSIT SERVICE AREA

- WALK ACCESS TRANSIT SERVICE AREA



Source: U.S. Bureau of the Census and SEWRPC.

COMPARISON OF LOCATION OF CONCENTRATIONS OF OTHER MINORITY PERSONS WITHIN SOUTHEASTERN WISCONSIN TO THE PROPOSED PUBLIC TRANSIT ELEMENT OF THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN

CENSUS BLOCKS WHEREIN OTHER MINORITY POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 3.6 PERCENT

- 100 OR MORE OTHER MINORITY PERSONS
- 40 TO 99 OTHER MINORITY PERSONS
- 10 TO 39 OTHER MINORITY PERSONS
- FEWER THAN 10 OTHER MINORITY PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE OTHER MINORITY POPULATION IS LESS THAN OR EQUAL TO THE AVERAGE REGIONAL PERCENTAGE OF 3.6 PERCENT

BUS ROUTE

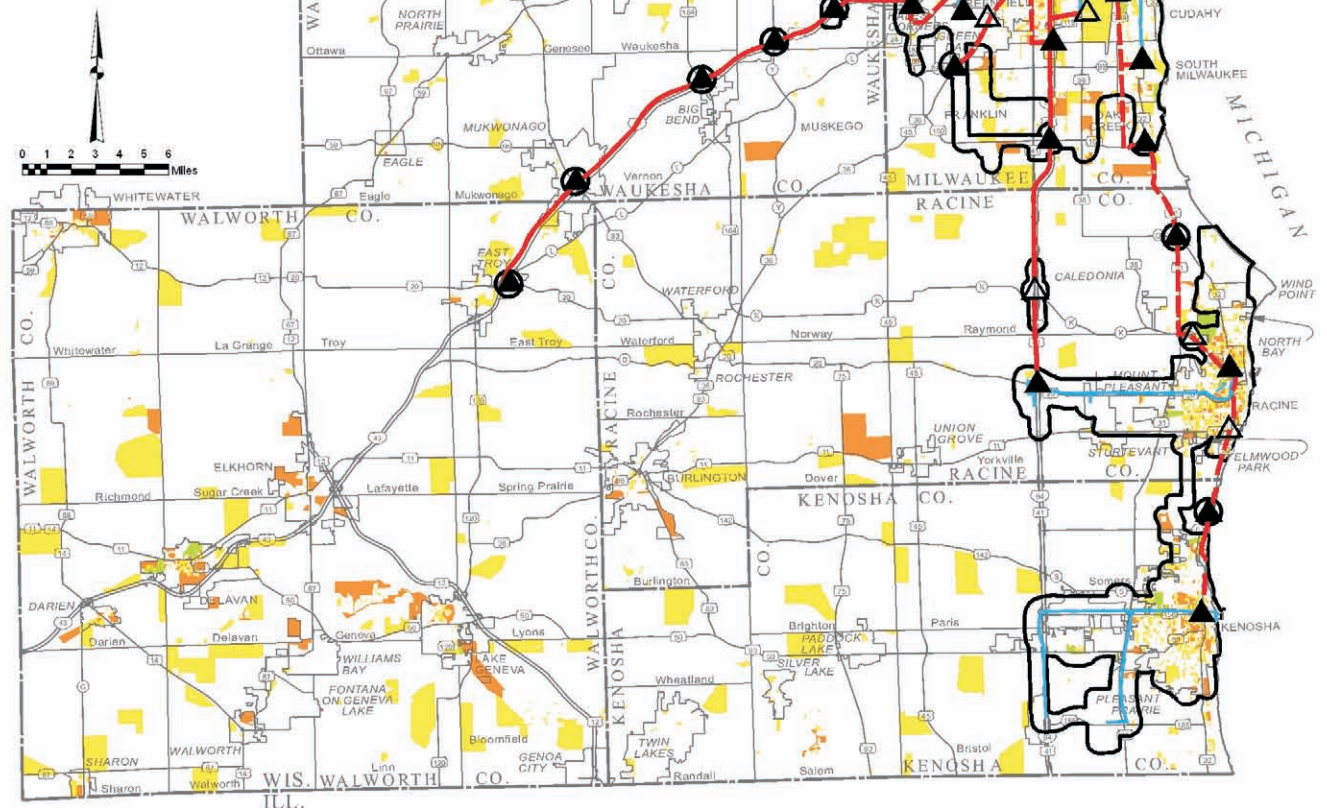
- RAPID BUS ROUTE-FREEWAY PORTION
- RAPID BUS ROUTE-NONFREEWAY PORTION
- EXPRESS BUS ROUTE

TRANSIT STATIONS

- WITH PARKING
- WITHOUT PARKING

TRANSIT SERVICE AREA

- WALK ACCESS TRANSIT SERVICE AREA



COMPARISON OF LOCATION OF CONCENTRATIONS OF HISPANIC PERSONS WITHIN SOUTHEASTERN WISCONSIN TO THE PROPOSED PUBLIC TRANSIT ELEMENT OF THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN

CENSUS BLOCKS WHEREIN HISPANIC POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 6.5 PERCENT

- 150 OR MORE HISPANIC PERSONS
- 75 TO 149 HISPANIC PERSONS
- 25 TO 74 HISPANIC PERSONS
- FEWER THAN 25 HISPANIC PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE HISPANIC POPULATION IS LESS THAN OR EQUAL TO THE AVERAGE REGIONAL PERCENTAGE OF 6.5 PERCENT

BUS ROUTE

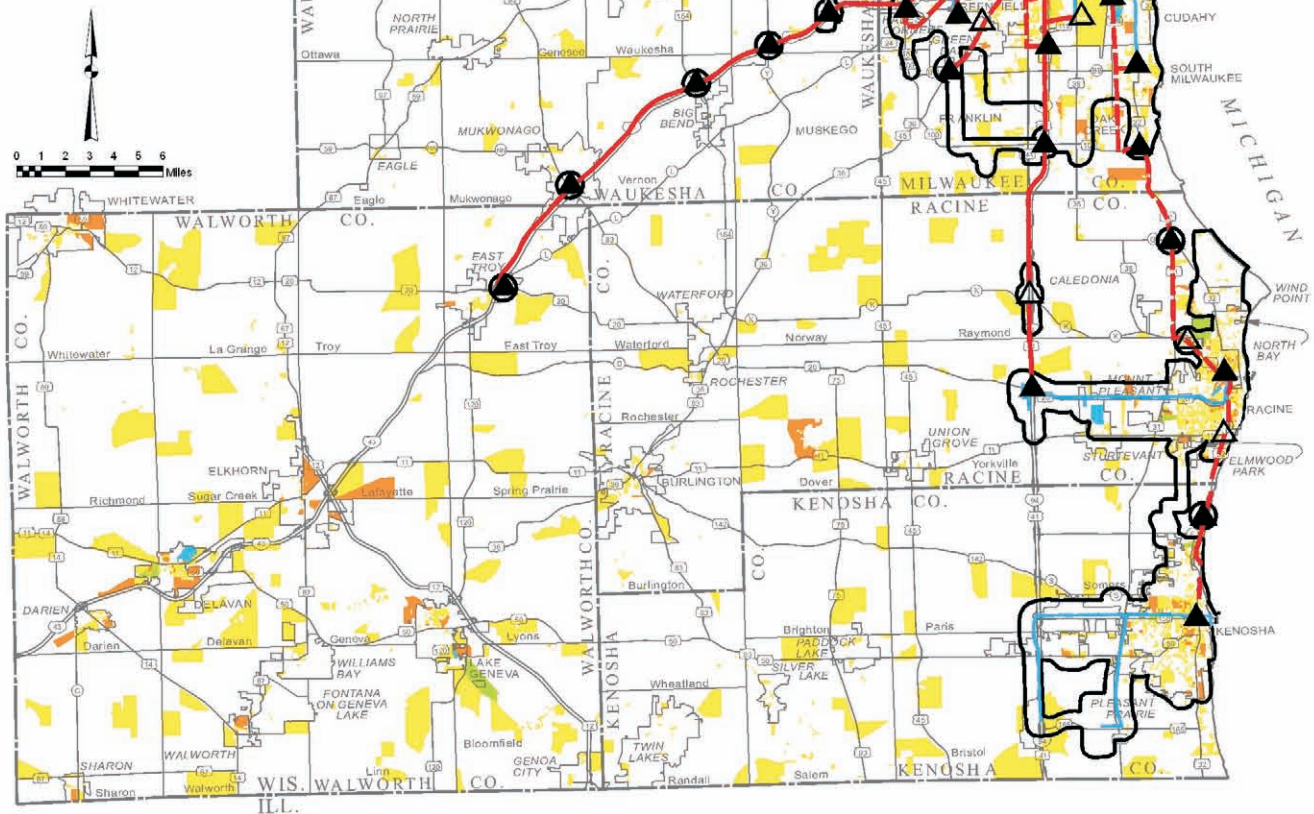
- RAPID BUS ROUTE-FREEWAY PORTION
- RAPID BUS ROUTE-NONFREEWAY PORTION
- EXPRESS BUS ROUTE

TRANSIT STATIONS

- WITH PARKING
- WITHOUT PARKING

TRANSIT SERVICE AREA

- WALK ACCESS TRANSIT SERVICE AREA



Source: U.S. Bureau of the Census and SEWRPC.

COMPARISON OF LOCATION OF CONCENTRATIONS OF TOTAL MINORITY PERSONS WITHIN SOUTHEASTERN WISCONSIN TO THE PROPOSED PUBLIC TRANSIT ELEMENT OF THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN

CENSUS BLOCKS WHEREIN MINORITY POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 23.5 PERCENT

- 200 OR MORE MINORITY PERSONS
- 100 TO 199 MINORITY PERSONS
- 50 TO 99 MINORITY PERSONS
- FEWER THAN 50 MINORITY PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE MINORITY POPULATION IS LESS THAN OR EQUAL TO THE AVERAGE REGIONAL PERCENTAGE OF 23.5 PERCENT

BUS ROUTE

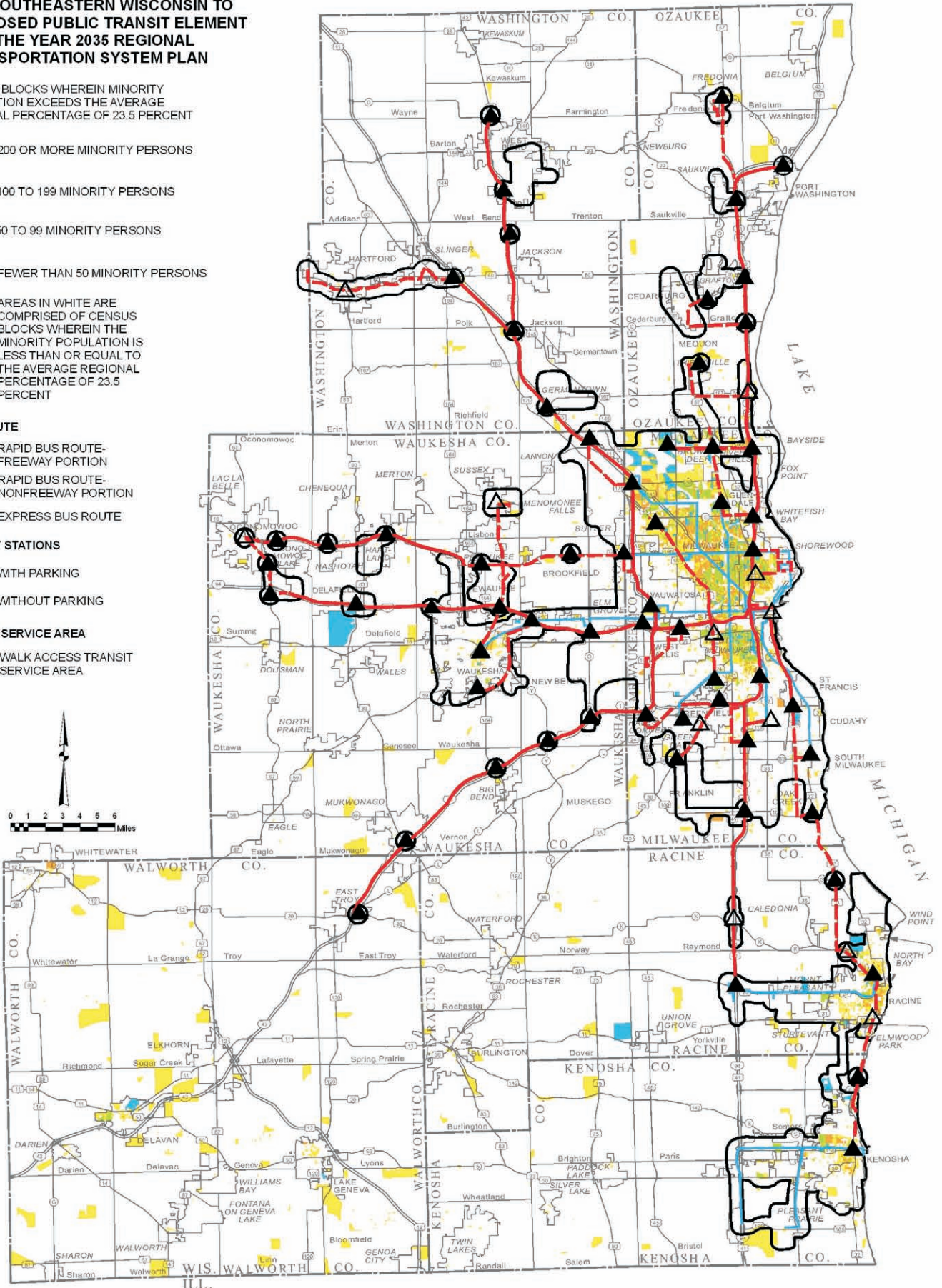
- RAPID BUS ROUTE-FREEWAY PORTION
- RAPID BUS ROUTE-NONFREEWAY PORTION
- EXPRESS BUS ROUTE

TRANSIT STATIONS

- WITH PARKING
- WITHOUT PARKING

TRANSIT SERVICE AREA

- WALK ACCESS TRANSIT SERVICE AREA



Source: U.S. Bureau of the Census and SEWRPC.

Map C-34

COMPARISON OF LOCATION OF CONCENTRATIONS OF FAMILIES IN POVERTY WITHIN SOUTHEASTERN WISCONSIN TO THE PROPOSED PUBLIC TRANSIT ELEMENT OF THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN

CENSUS BLOCK GROUPS WHEREIN FAMILIES IN POVERTY EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 7.2 PERCENT

- 150 OR MORE FAMILIES IN POVERTY
- 75 TO 149 FAMILIES IN POVERTY
- 35 TO 74 FAMILIES IN POVERTY
- FEWER THAN 35 FAMILIES IN POVERTY

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCK GROUPS WHEREIN THE FAMILIES IN POVERTY ARE LESS THAN OR EQUAL TO THE AVERAGE REGIONAL PERCENTAGE OF 7.2 PERCENT

BUS ROUTE

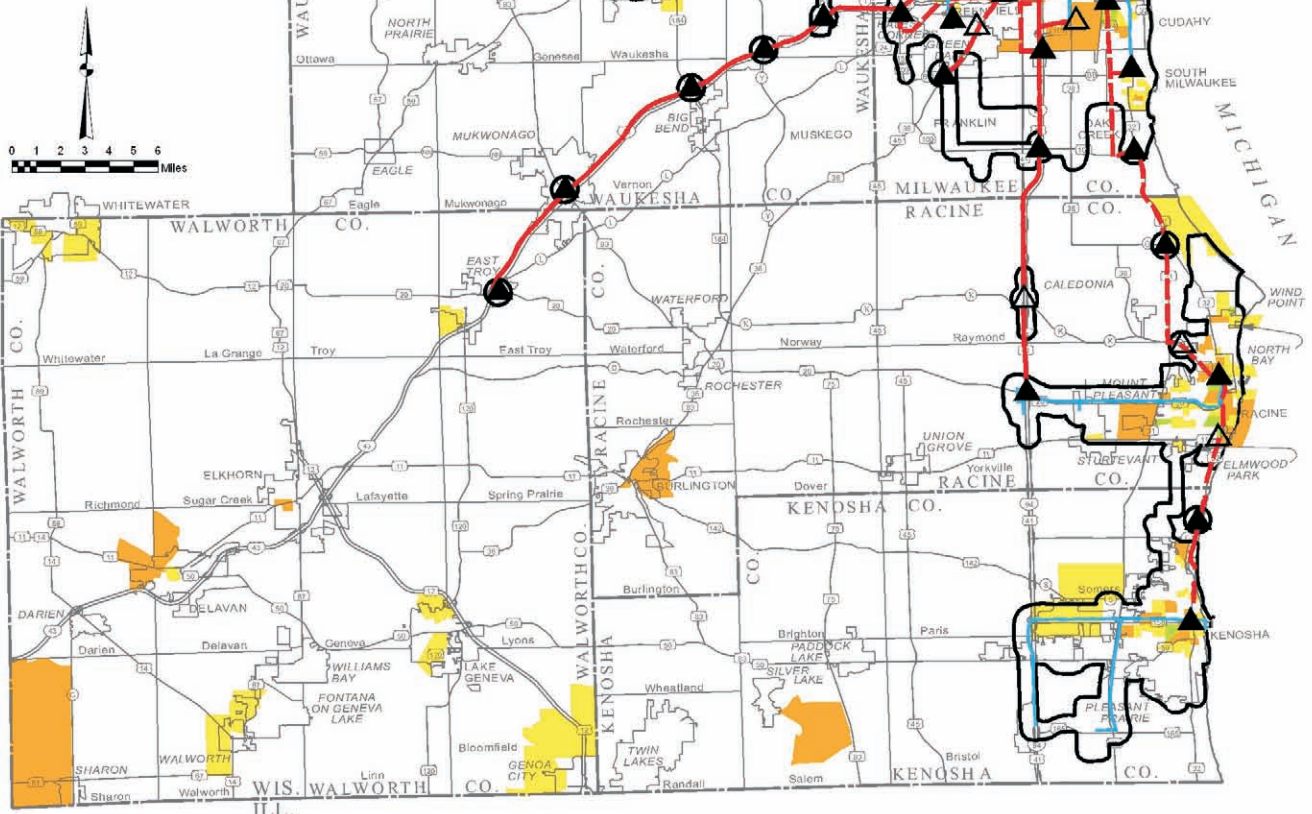
- RAPID BUS ROUTE- FREEWAY PORTION
- RAPID BUS ROUTE- NONFREEWAY PORTION
- EXPRESS BUS ROUTE

TRANSIT STATIONS

- WITH PARKING
- WITHOUT PARKING

TRANSIT SERVICE AREA

- WALK ACCESS TRANSIT SERVICE AREA



Source: U.S. Bureau of the Census and SEWRPC.

Map C-35

COMPARISON OF THE PROPOSED PUBLIC TRANSIT ELEMENT OF THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN TO FORECAST YEAR 2035 JOB DENSITY

BUS ROUTE

- RAPID BUS ROUTE-FREEWAY PORTION
- - - RAPID BUS ROUTE-NONFREEWAY PORTION
- EXPRESS BUS ROUTE

TRANSIT STATIONS

- ▲ WITH PARKING
- △ WITHOUT PARKING

TRANSIT SERVICE AREA

- ◻ WALK ACCESS TRANSIT SERVICE AREA

JOBS PER U.S. PUBLIC LAND SURVEY ONE-QUARTER SECTION: YEAR 2035

- 0
- 1-49
- 50-99
- 100-249
- 250-499
- 500-999
- 1,000 OR MORE



Source: SEWRPC.

Map C-36

COMPARISON OF THE PROPOSED PUBLIC TRANSIT ELEMENT OF THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN TO EXISTING AND PROPOSED MAJOR ACTIVITY CENTERS: 2035

BUS ROUTE

- RAPID BUS ROUTE-FREEWAY PORTION
- RAPID BUS ROUTE-NONFREEWAY PORTION
- EXPRESS BUS ROUTE

TRANSIT STATIONS

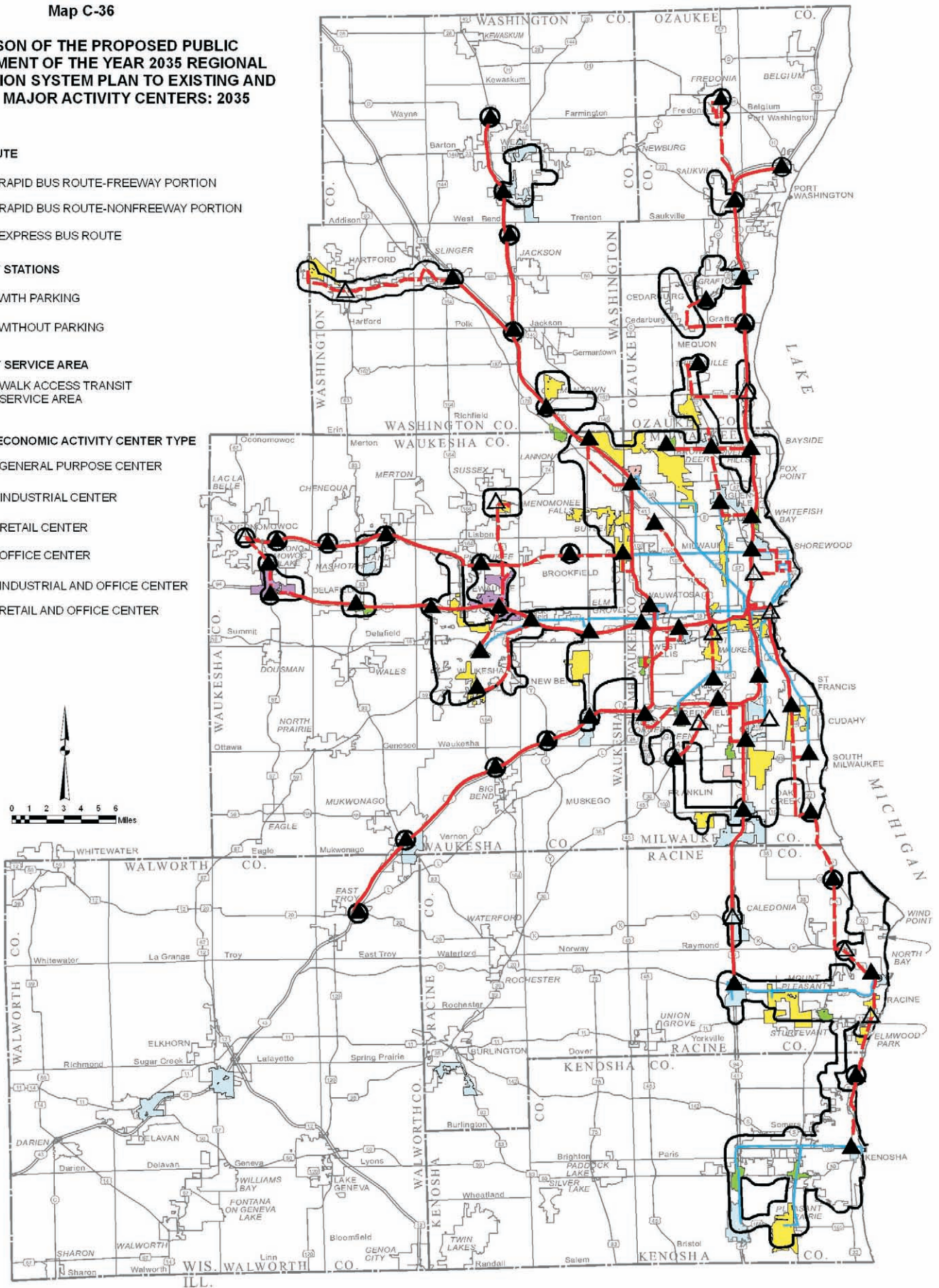
- ▲ WITH PARKING
- △ WITHOUT PARKING

TRANSIT SERVICE AREA

- WALK ACCESS TRANSIT SERVICE AREA

MAJOR ECONOMIC ACTIVITY CENTER TYPE

- GENERAL PURPOSE CENTER
- INDUSTRIAL CENTER
- RETAIL CENTER
- OFFICE CENTER
- INDUSTRIAL AND OFFICE CENTER
- RETAIL AND OFFICE CENTER



Source: SEWRPC.

Table 7

EXISTING AND FORECAST YEAR 2035 SOUTHEASTERN WISCONSIN REGION
TRANSPORTATION SYSTEM AIR POLLUTANT EMISSIONS AND FUEL CONSUMPTION

Plan Alternative	Existing Year 2001 and Forecast Year 2035 Air Pollutant Emissions (Tons per Hot Summer Weekday)												Ending Year 2001 and Forecast Year 2035 Fuel Consumption (Gallons per Average Weekday)
	Volatile Organic Compounds*	Nitrogen Dioxide*	Carbon Monoxide	Carbon Dioxide	Fine Particulate Matter	Sulfur Dioxide	Ammonia	1,3 Butadiene	Acetaldehyde	Acrolein	Benzene	Formaldehyde	
Existing 2001	50.03	114.33	592.48	12,368.9	1.77	2.77	4.64	0.30	0.43	0.03	1.40	0.03	1,238,896
2035 Preliminary Recommended Plan	13.59	18.35	294.88	12,877.0	0.80	0.59	6.55	0.55	0.14	0.01	0.56	0.17	1,967,790

* Estimated 1992 emissions were 154.6 tons of volatile organic compounds and 181.3 tons of nitrogen dioxide. Estimated 1999 emissions were 61.3 tons of volatile organic compounds and 118.0 tons of nitrogen dioxide.
Source: SEWPPC

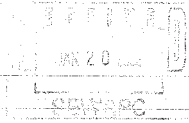
PKC
are the most logical plan to expand transportation
service.

Severus Repes
The SEWPPC representatives should be elected
by the people! I think it's a dumping ground for
political hacks!

Sincerely Yours,

Gene Snyder, the fighter!

Page 2



1933 W. Prospect Ave. #103
Milwaukee, Wis. 53202
Fri, Jan 13, 2006

Dear SEWPPC,

I'm highly critical of the way you do things!
I'm against you moving from the old Waukesha
Court House to a new place in Pewaukee, it seems.
I wish that you would move to Milwaukee so
that you'd be more prominent. You seem to be a
secret govt. agency that plans freeways, highways,
etc.

Your Plans Are No Good!

I could do better than you computer
pushers! I want commuter railroad lines to
connect all the counties in the SEWPPC
district! Down with stupid bike trails!
I'm sick and tired of you tearing down the
RR systems for a bunch of stupid bike trails!
You're going back to the pioneer and Indian days!
I want the RR's to be turned into commuter and
rapid transit lines! The freeways and highways are
all clogged up, the rail lines are too expensive, the RR's
Page 1

Sent: Saturday, December 31, 2005 8:52 PM
To: regionalplans
Subject: An Ozaukee-Washington Freeway

Hi, I am Michael Effe. I was wondering if you have looked into creating a freeway that would connect between I-43 in Ozaukee County to US 41 in Washington County. It has become a rapidly growing region and commute times between the two counties are becoming longer on average each year. The big problem is too much traffic for capacity on Highway 60. Something needs to be done so that thru traffic can flow efficiently between both counties. My suggestion is called the Pleasant Valley Beltline. It would start at Highway 32 and Sauk Road in Port Washington. It would run west along Sauk Road and connect to I-43, WI 57 and County Highway W at an interchange. Then the highway will cut southwest crossing the Milwaukee River with an interchange at County Highway O at Pleasant Valley Road. Then the beltline would run west on Pleasant Valley Road with interchanges at County Highway I, Covered Bridge Road, County Highways NN and Y, County Highway M, County Highway G, County Highway P and the Washington County Fairgrounds, US 45, Mayfield Road with a connection to St. Joseph's Hospital and Tillie Lake Business Park and at County Highway Z. Then the highway will split off Pleasant Valley Road and go along Arthur Road. There will be an interchange at County Highway NN, WI 144, US 41 and Arthur Road west of US 41. If you are interest in looking into this let me know.
Thanks,
Michael Effe

Sent: Monday, December 05, 2005 1:32 PM
To: regionalplans
Subject: Road expansion

Dear Planning Commission members,
We recently moved to the Town of Richfield and enjoy the rural beauty that our area has to offer. We chose the Town of Richfield for its natural beauty and because the local and county government appear to be serious about preserving the natural, rural setting that makes this area so unique in southeastern Wisconsin. We feel very fortunate to be able to live in such a beautiful rural setting and still be relatively close to the Milwaukee metro area. We are aware of the potential for expanding Pioneer road to the west, and are also aware that the majority of local residents are opposed to this plan.
We would like to go on record as opposing any expansion or extension of Pioneer road. We feel that this type of project would seriously impact the natural beauty and uniqueness of the Town of Richfield which is the very reason that our family, and many others, live here. We do not want the Town of Richfield to become just another subdivision or crosshatched with new roads. We believe that existing highways can be improved to take care of increasing traffic needs and we feel that the opinions of local residents should be more important than the requests of companies who may want new roads to make it easier for them to do business.
We request that any plans to expand or extend Pioneer road be removed from any future plans for this area.

Sincerely, James and Lynn Burhop
2380 Hwy CC
Hartford, WI 53027 262-644-0697

Appendix A-2
ORAL COMMENTS

BROWN & JONES REPORTING, INC.

ORIGINAL REVIEW AND UPDATE OF REGIONAL
TRANSCRIPT LAND USE AND TRANSPORTATION
 SYSTEM PLANS FOR SOUTHEASTERN WISCONSIN
 PUBLIC INFORMATION MEETING

Proceedings Taken before JESSICA R. WAACK,
 Registered Merit Reporter, Certified Realtime Reporter
 and Notary Public in and for the State of Wisconsin, at
 the United Community Center, 1028 South 9th Street,
 Milwaukee, Wisconsin, on April 13, 2006, commencing at
 6:00 p.m. and concluding at 6:30 p.m.

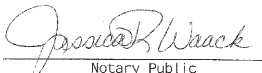
MILWAUKEE 414-224-9533
 RACINE 262-637-4960
 TOLLFREE 800-456-9531

04/05/2006

3

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

3
 4
 5 I, JESSICA R. WAACK, a Registered Merit
 6 Reporter, Certified Realtime Reporter and Notary Public
 7 in and for the State of Wisconsin, do hereby certify
 8 that on April 5, 2006, at The United Community Center,
 9 1028 South 9th Street, Milwaukee, Wisconsin, for RTSP:
 10 Series of Public Informational Meetings, there were no
 11 statements taken.

12
 13
 14
 15
 16
 17
 18
 19
 20
 21 
 22 Notary Public
 23 In and for the State of Wisconsin

24 My Commission Expires: September 20, 2009.
 25

BROWN & JONES REPORTING, INC.
 414-224-9533

04/05/2006

2

1 A P P E A R A N C E S
 2 Southeastern Wisconsin Regional Planning Commission:
 3 Mr. William J. Stauber, AICP
 Chief Land Use Planner
 4
 5 Mr. Christopher T. Hiebert
 Senior Engineer
 6
 7 Mr. Gary K. Korb
 Regional Planning Educator
 8
 9 Mr. Ken Younker
 Deputy Director of SEWRPC
 10
 11 Mr. Frederick J. Patrie
 Director of Public Works
 12
 13
 14
 15
 16
 17
 18
 19
 20
 21
 22
 23
 24
 25 Ms. Laura K. Turner

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 414-224-9533

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
 PUBLIC INFORMATION MEETING
 APRIL 5, 2006

**ORIGINAL
 TRANSCRIPT**

Public Statement At Public Hearing On
 Review Of Preliminary Year 2035 Regional Land Use And
 Transportation Plan For Southeastern Wisconsin, taken
 before KAREN L. HOWELL, a Registered Professional
 Reporter and Notary Public in and for the State of
 Wisconsin, at Gateway Technical College, 1001 Main
 Street, Racine, Wisconsin, on APRIL 5, 2006.

MILWAUKEE 414-224-9533
 RACINE 262-637-4963
 TOLLFREE 800-456-8531

P R E S E N T

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
 MEMBERS:

Robert E. Beglinger, Chief Transportation Engineer
 Al Beck, Principal Planner
 Otto Dobnick, Principal Planner
 Timothy McCauley, Principal Planner
 Glenn Lampark, Director of Public Works, Racine County
 Public Works Department.

I N D E X

Statement On The Record By:	Page
John Kelley Magee, Transit Now	3

Attachment:

- Speaker Registration Form For John
 Kelley Magee.

STATEMENT ON THE RECORD

My name is John Magee. I'm from the City of
 Racine, Wisconsin. I would like to ask you about the
 194, 894 and 794 area in the Milwaukee County. I'd
 like to ask you if you have any idea about using a bus
 lane or carpool lane to use. Thank you.

REVIEW AND UPDATE OF REGIONAL
 LAND USE AND TRANSPORTATION
 SYSTEM PLANS FOR SOUTHEASTERN
 WISCONSIN

**ORIGINAL
 TRANSCRIPT**

PUBLIC INFORMATION MEETING

Proceedings taken before ANDREA STEWART, a
 Court Reporter and Notary Public in and for the State of
 Wisconsin, at Ozaukee County Administration Center, 121
 West Main Street, Port Washington, Wisconsin, on April 6,
 2006, commencing at 6:32 p.m. and concluding at 6:41 p.m.

MILWAUKEE 414-224-9533
 RACINE 262-637-4960
 TOLLFREE 800-456-9531

A P P E A R A N C E S

Southeastern Wisconsin Planning Commission:

Mr. Ken Yunker,
 Deputy Director.

Mr. William J. Stauber,
 Chief Land Use Planner.

Mr. Christopher Hiebert,
 Senior Engineer.

Mr. Otto P. Dobnick,
 Principal Planner.

Ms. Sonia Dubielzig,
 Transportation Planner.

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TRANSCRIPT OF PROCEEDINGS

MR. YUNKER: The first person registered
 to speak is Tom Richart. Tom, if you would like
 -- I mean, you can probably come up to the
 microphone. You might not -- well, we will
 probably all be able to hear you. Make sure the
 microphone is on, Chris.

MR. HIEBERT: It is on.

MR. RICHART: Do you want the address
 and all that stuff?

MR. YUNKER: We have that on the card so
 there's no need to do that.

MR. RICHART: I'm Tom Richart, and I'm
 an Ozaukee County Supervisor. I'm one of the
 many, one of 31, and I represent the people that
 live on basically the west side of Grafton, the
 Village of Grafton. Highway 60 pretty much just
 splits my district in half.

I was here mainly to look at how the
 planning was addressing what I feel is going to be
 continued traffic congestion in downtown Grafton
 on Highway 60 and Highway O, and it looks like you
 have done that I see on your plans.

And I was hoping that there would be a
 continuity of looking for an additional bridge

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across the Milwaukee River somewhere between
 Saukville and Grafton, and I see you have one on
 the map located at Cedar Creek Road, which
 coincides with the current Village of Grafton
 planning map, which for at least 15 years has had
 a possible bridge across the Milwaukee River
 there. So I guess I will just further encourage
 that to remain on the plan.

What I always hear is it will be the on
 plan, but it will never be built because who is
 going to pay for it. I see it's identified as an
 arterial street. I guess it would be something
 that the locals to convert that to a County road.
 Maybe we can have County funds with Village funds.

I don't know how we go beyond that to
 get State funds. But in a way it's sort of like
 getting FEMA funds to reduce pollution and stuff
 like that. If you have cars not stop at a stop
 sign all the time, there must be less pollution.
 To me, I could widen my view of how to get funds
 to put that bridge in.

A lot of people in the Village of
 Grafton weren't even aware of the planning of
 transportation that where is the school district
 for the Village of Grafton, and all of the new

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06:35 1 development on the south side of Saukville is in
 06:35 2 the Grafton School District. So anybody who is
 06:35 3 going to high school has to go through that
 06:35 4 intersection of Highway 0 and Highway 60.
 06:35 5 And as you probably know, the Village of
 06:35 6 Grafton downtown is totally redeveloping and
 06:35 7 upgrading things. The wisdom of the plan is for
 06:35 8 the downtown development was to bring all the
 06:35 9 buildings as close as possible to that
 06:35 10 intersection, not being -- not seeing what's
 06:35 11 happening around them, which is that there is a
 06:35 12 whole lot of additional traffic that is going to
 06:35 13 be coming through that intersection. So without
 06:35 14 tearing down the brand new buildings for
 06:35 15 additional lanes, we have to find another way
 06:35 16 around Grafton. So a bridge across the river on
 06:35 17 Cedar Creek road would be ideal for handling
 06:35 18 traffic coming from the north and northwest and
 06:36 19 all the developments that are going on.
 06:36 20 How do you handle additional traffic
 06:36 21 coming from the west on Highway 60 with the
 06:36 22 bypass, that would be a totally different thing
 06:36 23 which you haven't addressed. But coming through
 06:36 24 Grafton with the four lanes, which I think was on
 06:36 25 your 2020 plan. I'm trying to remember back a

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06:36 1 couple months for you. But you can have a four
 06:36 2 lane but you don't have any turn lanes. So that's
 06:36 3 something to think about. I think that's all I
 06:36 4 have. Thank you.
 06:36 5 MR. YUNKER: The next person registered
 06:36 6 to speak is Rick Nelson.
 06:36 7 MR. NELSON: Good evening. Rick Nelson,
 06:36 8 I'm a County Supervisor District 8 here in Port
 06:36 9 Washington. My question and concern I guess is
 06:36 10 when it comes to planning highways, we have an
 06:37 11 idea of how wide a road, for instance, should be,
 06:37 12 but I'm not sure who is making the ultimate
 06:37 13 decision of what that width is going to end up.
 06:37 14 And here in town we have a concern on Highway 33,
 06:37 15 which goes basically between Port Washington and
 06:37 16 Saukville, that the State is looking at making
 06:37 17 this accessvily wide and kind of losing the
 06:37 18 character of the entrance into the city.
 06:37 19 One of the concerns is that it's going
 06:37 20 to end up looking like Highway 32, which is the
 06:37 21 other entrance into the city, and the State
 06:37 22 insisted that we make that a wide entranceway into
 06:37 23 Port Washington and then on the outside lanes they
 06:37 24 prohibit driving or parking. So it makes no
 06:38 25 sense. It looks like a jet-landing strip. We

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06:38 1 have all these lights that people complain that
 06:38 2 it's too bright.
 06:38 3 So I guess I'm concerned that the locals
 06:38 4 are not having enough consideration and highways
 06:38 5 that are coming in and out of their cities, and I
 06:38 6 would just like to make sure that they do get the
 06:38 7 consideration that's so important to preserve the
 06:38 8 character of our city. I guess that was my main
 06:38 9 concern. Okay. Thank you.
 06:38 10 MR. YUNKER: And the next person
 06:38 11 registered to speak is Gus Wirth.
 06:38 12 MR. WIRTH: Thank you, Mr. Yunker. A
 06:39 13 few years or a year back I saw the rail
 06:39 14 transportation and they had one of the stations,
 06:39 15 if you call it that, at Washington Avenue and the
 06:39 16 old or now Wisconsin Central, and I thought that
 06:39 17 they were going to use a Wisconsin Central Line at
 06:39 18 that time, their right-of-way of the tracks.
 06:39 19 Since Highway 57 has moved and now the
 06:39 20 arterial is Highway 60, I was wondering if there
 06:39 21 would be some consideration moving that station at
 06:39 22 Highway 60 and the rail line rather than at the
 06:39 23 Old Washington Avenue or 12th Street -- bail me
 06:39 24 out, Tom, what is that 12th? Washington? No,
 06:39 25 it's not Washington. It's 12th.

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06:39 1 MR. RICHART: Yeah, it's 12th.
 06:39 2 Washington is more south.
 06:39 3 MR. WIRTH: It's now 12th and the
 06:39 4 railroad tracks, and we would prefer, and I would
 06:40 5 think, at Washington Railroad Tracks, Highway 60.
 06:40 6 Washington is Highway 60. And I'm sorry for
 06:40 7 confusing you.
 06:40 8 MR. RICHART: So it's further south then
 06:40 9 originally -- 57 went south.
 06:40 10 MR. WIRTH: 57 -- the old 57 -- you had
 06:40 11 that old 57 and the railroad tracks, and I think
 06:40 12 it would behoove us all if you put it at Highway
 06:40 13 60 and railroad tracks since Highway 57 is no
 06:40 14 longer serving in that area. Thank you.
 06:40 15 MR. YUNKER: Well, I think everybody
 06:40 16 that's here has spoken. So unless anybody would
 06:40 17 like to offer anything more, I guess that the
 06:40 18 hearing has been completed.
 06:40 19 I want to note that if you want to
 06:40 20 provide additional comments, you can in writing.
 06:41 21 The comment period extends through April 20th and
 06:41 22 you can provide written comments to the Commission
 06:41 23 in a variety of different ways. On our website,
 06:41 24 through email, fax or mailing. The fourth issue
 06:41 25 of the study newsletter available at this meeting

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identifies the various different ways that you can
provide comments in writing.

(Proceedings concluded at 6:41 p.m.)

REVIEW AND UPDATE OF REGIONAL
LAND USE AND TRANSPORTATION
SYSTEM PLANS FOR SOUTHEASTERN
WISCONSIN

PUBLIC INFORMATION MEETING

**ORIGINAL
TRANSCRIPT**

Proceedings taken before JACQUELINE R.
RUPNOW, a Registered Professional Reporter and Notary
Public in and for the State of Wisconsin, at Washington
County Fair Grounds, 3000 Highway PV, West Bend,
Wisconsin, on April 6, 2006, commencing at 6:00 p.m. and
concluding at 7:00 p.m.

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A P P E A R A N C E S

Southeastern Wisconsin Regional Planning Commission:

Mr. Robert Beglinger
Chief Transportation Engineer

Mr. Al Beck
Principal Planner

Mr. David Schilling

Ms. Laura Turner

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TRANSCRIPTION OF STATEMENTS

06:29 2 MR. PESCH: The first speaker
06:30 3 tonight is Jeffrey Gonyo.

06:30 4 MR. GONYO: My name is Jeff Gonyo. I
06:30 5 represent the Highway J Citizens Group. I've
06:30 6 lived in the Town of Polk for 40 years. The
06:30 7 Highway J Citizens Group for the past seven years
06:30 8 has been pursuing a comprehensive plan of action
06:30 9 that includes grassroots citizens organizing,
06:30 10 coalition building, community outreach efforts and
06:30 11 targeted legal action here in southeast Wisconsin
06:30 12 to stop unnecessary, fiscally irresponsible and
06:30 13 environmentally damaging road expansion projects
06:30 14 in your neighborhood, to protect our groundwater
06:30 15 quality, promote proper land use decisions and
06:30 16 preserve our overall quality of life in this
06:30 17 beautiful Kettle Moraine area of Wisconsin.

06:30 18 Keeping that mission statement in
06:30 19 mind, I'm here tonight to speak out in opposition
06:30 20 to some of the proposals that SEWRPC has made as
06:31 21 part of its preliminary transportation system plan
06:31 22 here. The first one that I am vigorously on
06:31 23 behalf of the Highway J Citizens Group opposed to
06:31 24 is the Highway 164 four-lane expansion in
06:31 25 Washington and Waukesha Counties, and our citizens

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06:31 1 group along with the Environmental Action League
06:31 2 has a federal lawsuit filed against the Wisconsin
06:31 3 DOT, the Federal Highway Administration, the U.S.
06:31 4 DOT and the U.S. Army Corps of Engineers, and that
06:31 5 federal lawsuit is before the United States Court
06:31 6 of Appeals in Chicago, and we expect a decision on
06:31 7 that in a few weeks, and if we're successful, the
06:31 8 DOT will be required to adopt more community
06:31 9 friendly cost effective alternatives which will
06:31 10 improve safety on the roadway while keeping it two
06:31 11 lanes.

06:31 12 So, therefore, we're asking SEWRPC to
06:31 13 support our efforts and to tell the DOT to stop
06:31 14 the Highway 164 four-lane expansion, repair the
06:31 15 damage that has already been done in the areas
06:31 16 that have already been four lanes, which can be
06:31 17 done with lower speed limits and installing some
06:31 18 more traffic lights and planting some tree buffers
06:32 19 where there is homes involved, lower the speed
06:32 20 limit to 45 everywhere where the road has not been
06:32 21 four lanes, and most importantly develop the
06:32 22 alternate route, which would entail immediately
06:32 23 designing and constructing the more fiscally and
06:32 24 functionally prudent alternate route using Highway
06:32 25 74 and the WE Energies power line corridor to

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06:32 1 connect I-94 in Waukesha to Highway 41/45 in
 06:32 2 Germantown, using the Lannon Road/Highway Y
 06:32 3 overpass at that location.

06:32 4 This route would be beneficial for
 06:32 5 several reasons. Number one, Highway 74 in
 06:32 6 Waukesha County is already a divided four-lane
 06:32 7 highway between Waukesha and Sussex, but it dead
 06:32 8 ends in Sussex and goes nowhere. Number two,
 06:32 9 using the existing four-lane Highway 74 and the WE
 06:32 10 Energy power line corridor to connect I-94 to
 06:32 11 Highway 41/45 at the newly expanded overpass there
 06:32 12 in Germantown would be approximately 12 miles
 06:32 13 shorter in distance, and would provide a more
 06:32 14 direct route for commercial traffic between
 06:32 15 Waukesha, Sussex, Germantown, Jackson, Slinger,
 06:32 16 Hartford and West Bend and would cost less
 06:32 17 taxpayer dollars to construct.

06:33 18 Number three, our proposed route in --
 06:33 19 this proposed route would connect up to 41/45
 06:33 20 before the 41/45 split, not after the split up on
 06:33 21 Highway 60, which is where they want to dead end
 06:33 22 all the traffic and then you find your way back to
 06:33 23 41 and 45 using Highway 60 causing more traffic
 06:33 24 problems on Highway 60. Also, constructing this
 06:33 25 alternate route would provide a more efficient way

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06:33 1 to get around the Milwaukee metropolitan area and
 06:33 2 relieve the traffic congestion at the Zoo
 06:33 3 interchange. Our alternate route also follows the
 06:33 4 basic path that SEWRPC recommended over 40 years
 06:33 5 ago back in the 1960s and 1970s and then dropped
 06:33 6 it. It could be easily resurrected and put into
 06:33 7 this open area along the power line corridor. Our
 06:33 8 alternate route also has far fewer negative
 06:33 9 residential, business and environmental impacts
 06:33 10 than the Wisconsin DOT's 164 four-lane expansion
 06:33 11 project.

06:33 12 Construction of this alternate route
 06:33 13 combined with adding some simple safety
 06:33 14 improvements to the existing 164, such as lower
 06:33 15 speed limits, turn lanes and traffic lights at all
 06:33 16 major intersections and subdivision entrances and
 06:34 17 wider paved shoulders would eliminate the need to
 06:34 18 expand our roadway to four lanes anywhere in
 06:34 19 Waukesha and Washington Counties and that's
 06:34 20 supported by the Wisconsin DOT's own environmental
 06:34 21 impact statement, where they said if they adopted
 06:34 22 this alternate plan, this alternate route, dropped
 06:34 23 the speed limit to 45 at the same time, it could
 06:34 24 reduce traffic counts by up to 33 percent in
 06:34 25 Washington County in some areas.

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06:34 1 And constructing this alternate also
 06:34 2 eliminates another road project that SEWRPC
 06:34 3 proposes and that's the Lannon Road expansion.
 06:34 4 SEWRPC is recommending that they expand Lannon
 06:34 5 Road in Washington County from Highway Q out to
 06:34 6 the Highway 41/45 interchange there. The power
 06:34 7 line corridor goes parallel to this so we get a
 06:34 8 two for one. We get rid of the 164 project and we
 06:34 9 get rid of the Lannon Road expansion, and we
 06:34 10 protect some homes along that corridor as well.

06:34 11 Most recently State Senator Ted Kanavas,
 06:34 12 State Representative Don Pridmore have urged the
 06:34 13 Wisconsin DOT to stop all construction activity
 06:34 14 along Highway 164, and instead focus on the more
 06:35 15 reasonable citizen-backed alternatives as
 06:35 16 discussed above. The Wisconsin DOT has
 06:35 17 consistently ignored these legislative efforts on
 06:35 18 behalf of the many people that both Senator
 06:35 19 Kanavas and Representative Pridmore represent in
 06:35 20 southeast Wisconsin. Also, State Representative
 06:35 21 Pat Strachota from this area has asked the DOT to
 06:35 22 lower the maximum speed limit to 45 miles per hour
 06:35 23 on 164 for greatly improved safety along the
 06:35 24 roadway, and the DOT has ignored that. I see my
 06:35 25 time is up, so I will fill out another card and

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06:35 1 continue my comments at the end on the other
 06:35 2 projects I'm opposed to. Thank you very much.

06:35 3 MR. PESCH: We ask you not to
 06:35 4 applaud or boo. This is a public hearing. So
 06:35 5 just kind of keep that decorum if you could.
 06:35 6 Thank you. Our second speak is Al Mahaly.

06:35 7 MR. MAHALY: First thing, everybody
 06:35 8 thinks that the people when they retire are going
 06:35 9 to stay in Wisconsin. It's going to be a sucking
 06:35 10 sound out of here because of the taxes. And in
 06:35 11 our subdivision, they say they want open spaces,
 06:35 12 you know what they use for the open space, swamp
 06:35 13 land, unbuildable land. That's the open space.
 06:35 14 The good lands that would be used for farming they
 06:35 15 build a house on.

06:35 16 Now, make the existing -- repair the
 06:35 17 existing roads, make turn lanes, roundabouts, if
 06:35 18 you're going to do the 110 set up for Highway Q
 06:35 19 and 164. Now, if they would do those, they handle
 06:35 20 traffic better than traffic lights but traffic
 06:35 21 lights would do it, too. Not as good, though.
 06:35 22 Then if they had the choice, we thought we got rid
 06:35 23 of this bike path for Wal-Mart, you know which one
 06:35 24 I mean, but we didn't get rid of it. I see it's
 06:35 25 still on the plan there, and we voted it down, and

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06:36 1 it's still on the stupid plan.
 06:37 2 We were given an option of one of the
 06:37 3 things at the Hartford City when they had their
 06:37 4 meeting, they had four choices, and they lumped
 06:37 5 one, which should have been divided. They say
 06:37 6 repair and build, and that was the choice. You
 06:37 7 don't break it down, say repair the road, don't
 06:37 8 build another road or bigger road. That they
 06:37 9 didn't give us that choice at all. So I got all
 06:37 10 my comments.

06:37 11 MR. PESCH: Thank you, Al. Our
 06:37 12 third speaker tonight is Todd Maclay.

06:37 13 MR. MCCLAY: And I take issue with
 06:37 14 several specific components of this transportation
 06:37 15 plan as proposed. Widening of Highway 33 to four
 06:38 16 lanes across the county should not occur unless
 06:38 17 the traffic counts justify this extraordinary
 06:38 18 expense. More specifically the segment between
 06:38 19 Highway Z and 144 drains directly to Big Cedar
 06:38 20 Lake. Chloride concentrations in Big Cedar Lake
 06:38 21 have increased four-fold, from eight milligrams
 06:38 22 per liter in 1967 to 38 milligrams per liter in
 06:38 23 1998 the last time it was measured. Do not build
 06:38 24 the four-lane curb and guttered road north of Big
 06:38 25 Cedar Lake and storm water into receiving waters.

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06:38 1 Even more unwarranted is the extension
 06:38 2 of Highway Z north of Highway 33 to Beaver Dam
 06:38 3 road and beyond. Why would SEWRPC plan to destroy
 06:38 4 some of the most pristine wooded comes with the
 06:38 5 new transportation corridor. More generally this
 06:38 6 transportation plan is ill conceived in that it is
 06:38 7 too dependent on additional capacity improvements.
 06:39 8 Wisconsin spends 8.9 percent of state expenditures
 06:39 9 towards highways. Only nine states spend more.
 06:39 10 This plan furthers a trend that is not in our
 06:39 11 interest.

06:39 12 The last time state highway spending was
 06:39 13 anywhere near the national average was 25 years
 06:39 14 ago. SEWRPC's cost projections for additional
 06:39 15 capacity are inaccurate in that they simply do not
 06:39 16 forecast the reality that once these additional
 06:39 17 segments are constructed, they will have to be
 06:39 18 maintained forever, well beyond the year 2035. I
 06:39 19 urge this committee proponing the plan to reverse
 06:39 20 it's recommendations and consider either the no
 06:39 21 build or TSM alternative. As it stands, you're
 06:39 22 spending us into a financial hole.

06:39 23 MR. PESCH: Thanks, Todd. Our next
 06:39 24 speaker is Jay Schroeder. I'm sorry it must be
 06:39 25 Jay. Joy, you're on.

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06:40 1 MS. SCHROEDER: I hope this will be
 06:40 2 coherent, since I just made some notes. In the
 06:40 3 past six months or so I've had cancer so I feel as
 06:40 4 if my watching out for the environment has become
 06:40 5 more urgent. Also we've had a lot of news lately
 06:40 6 about the effects of global warming, so I'm hoping
 06:40 7 that the SEWRPC this time will hear our comments.
 06:40 8 I feel as if this is just another exercise that
 06:40 9 the plan is already made, and it won't be changed
 06:40 10 but I'm hoping that it will be.

06:40 11 I am encouraged what SEWRPC has made a
 06:40 12 report about the natural areas and the
 06:40 13 environmental corridors, and I'm encouraged for
 06:40 14 the preservation of those, not the building of
 06:40 15 wider roads over those, so what I watch out for is
 06:40 16 my neighborhood. I live close to the West Bend
 06:40 17 airport, so I'm talking about the widening of
 06:41 18 Highway 33 from Trenton Road east, and the moving
 06:41 19 of it and making a new road around an airport.

06:41 20 Now I realize you're not talking about
 06:41 21 the airport expansion here, but that's the main
 06:41 22 thing that would give the wetlands a problem. It
 06:41 23 would make it necessary for Highway 33 to travel
 06:41 24 around the airport and it would cost more wetlands
 06:41 25 to be filled in. If SEWRPC thinks that the

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06:41 1 economy is going to go to more service-based job,
 06:41 2 then it would be a good idea to encourage things
 06:41 3 that might develop those kinds of jobs in our
 06:41 4 area. I don't see any reason to make more roads
 06:41 5 wider. That does make sense that there would be
 06:41 6 less congestion, and less air pollution, but the
 06:41 7 more roads you build, the more people are going to
 06:41 8 want to live here and work someplace else. And so
 06:42 9 there is going to be more driving.

06:42 10 We all need to be thinking really hard
 06:42 11 about how to use less fossil fuels, how to have a
 06:42 12 job that's closer to our home. And we still
 06:42 13 haven't seen the proof that our area needs an
 06:42 14 expanded airport. If someone thinks that it needs
 06:42 15 to be expanded, maybe they can find another place
 06:42 16 for an airport to be larger where it's not such an
 06:42 17 environmentally sensitive wetland area. There is
 06:42 18 a couple of families in this area that want to
 06:42 19 preserve the wetlands. They're not rich people
 06:42 20 trying to hang onto a piece of land. They're just
 06:42 21 people who want to preserve that area. That area
 06:42 22 would be better used for like a nature preserve
 06:43 23 and SEWRPC could have some impact about advising
 06:43 24 about it being a nature preserve and a nature
 06:43 25 center.

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06:43 1 They talk about putting wetland --
 06:43 2 saving wetlands somewhere else, but when you save
 06:43 3 wetlands somewhere else, that doesn't preserve the
 06:43 4 water quality in our area. There also is still a
 06:43 5 net loss of wetlands and then there is also
 06:43 6 fragmentation of the wildlife habitats. So when
 06:43 7 we moved to this area of Washington County 15
 06:43 8 years ago, I really had no idea what the value of
 06:43 9 wetlands was. We looked at properties with
 06:43 10 wetlands on them, and I said to my husband, forget
 06:43 11 it, I don't want to live there. But now that I
 06:43 12 have seen wetlands, walked wetlands and appreciate
 06:43 13 their -- the diversity of wildlife that's there,
 06:43 14 the way that wetlands soak up flood waters and the
 06:44 15 way it preserves our water quality, I really think
 06:44 16 that should be taken very, very seriously for the
 06:44 17 future of our human race I guess.

06:44 18 So and again I want to encourage not
 06:44 19 necessarily the doubling the amount of transit
 06:44 20 service unless it's for encouraging people to ride
 06:44 21 together for shared rides, for public
 06:44 22 transportation. We've talked about car pooling
 06:44 23 seems like 20 or 30 years ago. There has never
 06:44 24 been any kind of laws or any way of forcing people
 06:44 25 to do that. I think that's something that SEWRPC

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06:44 1 could think about.

06:44 2 MR. PESCH: Thank you, Joy. The
 06:44 3 last one of these slips I have up here, Bob, have
 06:44 4 we got two more, but our next speaker is David
 06:44 5 Rademacher, and Dave, you're lucky I recognize
 06:44 6 your signature or I may have not have gotten that
 06:45 7 pronounced correctly.

06:45 8 MR. RADEMACHER: You did a good job. To
 06:45 9 begin with, I'd like to say that I'm very
 06:45 10 concerned about all this development, you know,
 06:45 11 we're losing our small communities, we're losing
 06:45 12 our small churches, we're losing our small
 06:45 13 highways for what. But tonight I'm here
 06:45 14 representing State Representative Don Pridemore.
 06:45 15 He asked if I would attend tonight and make a
 06:45 16 presentation because he has another engagement.

06:45 17 Don Pridemore says to the Department of
 06:45 18 Transportation from Representative Don Pridemore
 06:45 19 regarding Washington County road construction.
 06:45 20 Members of the Department of Transportation and
 06:45 21 concerned citizens, thank you for hearing my
 06:45 22 testimony today on the future road construction in
 06:45 23 Washington County. Of the many issues that are
 06:45 24 being considered today, the greatest concern I
 06:45 25 have is a future of Highway 164 corridor north of

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06:45 1 Howard Lane in Waukesha County. Traditionally,
 06:45 2 the opposition to road construction is limited to
 06:46 3 the property owners along the proposed
 06:46 4 construction route. However, I can assure you
 06:46 5 that this is not the case in Washington County in
 06:46 6 regard to Highway 164. The fact is that the
 06:46 7 opposition to any further expansion along Highway
 06:46 8 164 is overwhelming. Not only have 15,000 people
 06:46 9 signed petitions against the expansion of 164,
 06:46 10 several towns and cities have also passed
 06:46 11 resolutions opposing the expansion, the Town of
 06:46 12 West Bend, Towns of Barton, Erin, Town of
 06:46 13 Richfield.

06:46 14 I also would like to express my personal
 06:46 15 dissatisfaction in the way the current Highway 164
 06:46 16 construction has been implemented by the DOT
 06:46 17 essentially avoiding the classification as a major
 06:46 18 road project. The DOT has violated the spirit of
 06:46 19 the law by dividing the construction of Highway
 06:47 20 164 into segments of five miles each. This
 06:47 21 avoided the required environmental impact studies
 06:47 22 and also the need for public hearings on this
 06:47 23 matter. I take exception to the DOT's notion that
 06:47 24 a public hearing, I'm very concerned about this,
 06:47 25 so I may be shaking here, hearings held over the

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06:47 1 past five years is adequate considering the extent
 06:47 2 of the negative effects further -- and further
 06:47 3 consideration of construction as a major road
 06:47 4 project, complete with an environmental impact
 06:47 5 study and public hearing. I emphatically state we
 06:47 6 must have impact studies and we must have public
 06:47 7 hearings.

06:47 8 In closing, I would like to add that
 06:47 9 full consideration to building the alternative --
 06:47 10 the alternate Highway 164, 74 power line corridor
 06:47 11 road to eliminate the need to do another nearby
 06:48 12 road expansion projects, such as the proposed
 06:48 13 Lannon Road expansion in Washington County, should
 06:48 14 be given serious consideration. Thank you. State
 06:48 15 Representative Don Pridemore, 99th District.

06:48 16 I know I get uptight about this because
 06:48 17 I see we as people are being used by the
 06:48 18 bureaucrats. All the bureaucrats, whether on the
 06:48 19 state level or the national level. We are being
 06:48 20 used and it's time that we stand up and say look,
 06:48 21 we are the taxpayers, and we do not want our
 06:48 22 lives, our communities destroyed. Thank you.

06:48 23 MR. PESCH: Thank you, Dave. Our
 06:48 24 next speaker, and I hope I don't mispronounce it,
 06:48 25 Sue Munger.

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06:48 1 MS. MUNGER: I didn't really prepare
06:48 2 anything. I heard about this about 15 minutes
06:48 3 ago, but I guess I'm really sad with this state
06:48 4 that I thought SEWRPC was on our side to protect
06:48 5 our areas, and to preserve our Kettle Moraine
06:48 6 area, and now I find out that these roads are
06:48 7 still being planned, despite thousands of people
06:48 8 talking against it. It just seems like we have to
06:48 9 go to hearings and public information over and
06:48 10 over and over again and say no, over and over and
06:48 11 over again.

06:49 12 I'm very concerned about especially 164.
06:49 13 Before Richfield was kind of a quiet town, and now
06:49 14 this road is going straight through. We don't
06:49 15 want it doubled, Richfield spoke out against it.
06:49 16 We don't -- people will take other routes if we
06:49 17 don't make it a four lane. They'll just take
06:49 18 other routes, so I don't want to see my taxpaying
06:49 19 dollars spent on this, and also the southern
06:49 20 reliever route that they're talking about goes
06:49 21 straight through the Kettle Moraine, across the
06:49 22 Ice Age Trail, makes no sense. We're trying to
06:49 23 preserve this area. We're trying to -- we just --
06:50 24 the DNR just helped get a section, another section
06:50 25 of the Ice Age Trail. We want to preserve this

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06:50 1 for the future, not just even for us today, but
06:50 2 forever. We don't want to destroy it. We want to
06:50 3 keep these roads down and keep them small and not
06:50 4 expand them. Thank you.

06:50 5 MR. PESCH: Thank you, Sue. The
06:50 6 next speaker is Jeff Gonyo. Jeff.

06:50 7 MR. GONYO: What I left off the last
06:50 8 time is I had indicated that State Representative
06:50 9 Pridemore, State Senator Ted Kanavas and
06:50 10 Representative Pat Strachota all had -- either
06:50 11 were opposed or had great concerns with the way
06:50 12 the DOT was running the 164 project and Pat
06:50 13 Strachota wants a 45 mile per hour speed limit.
06:50 14 DOT did not listen, and at the May 30th, 2001
06:50 15 public hearing on the Wisconsin DOT 164 project
06:50 16 over 97 percent of the people who came to that
06:50 17 public hearing and registered either written or
06:51 18 oral comments went on record strongly opposing
06:51 19 these massive road expansion plans. If the DOT
06:51 20 had respected the wishes of the people who
06:51 21 registered these comments, no part of the roadway
06:51 22 would be expanded to four lanes.

06:51 23 The people spoke out loud and clear at
06:51 24 this public hearing and during many other public
06:51 25 forums, just like this one, and are strongly

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06:51 1 opposed to this project, and I can't understand
06:51 2 why either SEWRPC or the Wisconsin DOT isn't
06:51 3 listening to the people here.

06:51 4 The second project that the Highway J
06:51 5 Citizens Group is vigorously opposed to is the
06:51 6 proposed reliever route connections between
06:51 7 Pioneer Road and Waterford Road in the Towns of
06:51 8 Richfield, Polk, Erin and Hartford and also the
06:51 9 northern reliever route connections from Kettle
06:51 10 Moraine Road and Arthur Road in the Town of
06:51 11 Hartford. Last year the Highway J Citizens Group
06:51 12 organized hundreds of poll voters in the Towns of
06:51 13 Richfield, Polk, Erin, Hartford and Rubicon to
06:51 14 strongly oppose and successfully stop both the
06:51 15 southern and the northern reliever route proposal
06:52 16 then being proposed by Washington County.

06:52 17 If built, these reliever route proposals
06:52 18 would cost the taxpayers over \$21 million and
06:52 19 destroy several rural neighborhoods and pristine
06:52 20 natural landscapes in our beautiful Kettle Moraine
06:52 21 area. In July of 2005 the Washington County board
06:52 22 of supervisors responded favorably to the
06:52 23 citizens' concerns and overwhelming voted against
06:52 24 pursuing these economically and environmentally
06:52 25 damaging reliever route proposals, so why isn't

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06:52 1 SEWRPC listening to the people, why are they
06:52 2 trying to resurrect these proposals on the maps
06:52 3 that are out here today when Washington County
06:52 4 said last year no.

06:52 5 The Highway J Citizens Group has
06:52 6 proposed a very reasonable alternate plan which
06:52 7 would eliminate the need for both the northern and
06:52 8 southern reliever route and make it totally
06:52 9 unnecessary. For example, Highway 60 could be
06:52 10 made safer and more efficient by doing three
06:52 11 things. A, eliminating all the on street parking
06:52 12 along Highway 60 in downtown Hartford. B,
06:52 13 eliminate all left turns at the Highway 60 and 83
06:52 14 intersections in downtown Hartford, and that would
06:53 15 allow eastbound and westbound traffic to more
06:53 16 easily flow through the downtown area, and three,
06:53 17 electronically connect and time all the traffic
06:53 18 lights on Highway 60 within the city limits of
06:53 19 Hartford, so the traffic doesn't have to stop at
06:53 20 every single light.

06:53 21 Second to make it easier for industrial
06:53 22 and commercial traffic to access the City of
06:53 23 Hartford's west side, a much better choice would
06:53 24 be for Dodge County to improve County Highway P so
06:53 25 this traffic could be -- so this traffic could use

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06:53 1 this route to travel between interstate 94 in
 06:53 2 Waukesha County and Highway 60 in the Town of
 06:53 3 Rubicon improving Dodge County's Highway P and it
 06:53 4 wouldn't have been four lanes, just a good safe
 06:53 5 two-lane roadway would allow easier access for
 06:53 6 this traffic to the City of Hartford from the west
 06:53 7 side, reduce traffic congestion on Highway 60 in
 06:53 8 the downtown area, and completely eliminate the
 06:53 9 need for both a northern and a southern reliever
 06:53 10 route, neither of one of these would be needed
 06:53 11 through Washington County, which are now being
 06:53 12 foolishly proposed again by SEWRPC. Doesn't this
 06:53 13 make more sense for our area's homeowners,
 06:53 14 businesses and taxpayers?

06:53 15 The third project we're opposed to is
 06:53 16 the proposed four-lane expansion at Lannon Road,
 06:54 17 which is also County Highway Y in the Village of
 06:54 18 Germantown. The Highway J Citizens Group is
 06:54 19 vigorously opposed to SEWRPC's proposed four-lane
 06:54 20 expansion of Lannon Road in the Village of
 06:54 21 Germantown, and as we've stated earlier, if the
 06:54 22 Wisconsin DOT were to use the more fiscally and
 06:54 23 functionally prudent WE Energy's power line
 06:54 24 corridor, which runs parallel and just half a mile
 06:54 25 away from Lannon Road to connect Highway 74 in

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06:54 1 Waukesha County to the Lannon Road interchange at
 06:54 2 41/45 in Germantown, then the four-lane expansion
 06:54 3 of Lannon Road becomes unnecessary. Therefore,
 06:54 4 Lannon Road should remain a two-lane residential
 06:54 5 roadway under SEWRPC's current 2035 Transportation
 06:54 6 System Plan.

06:54 7 The final project we're opposed to is
 06:54 8 the Highway 33 expansion through the Towns of
 06:54 9 Barton, West Bend, Addison and Trenton, both to
 06:54 10 the east and west of West Bend. For the past
 06:54 11 seven years, the Highway J Citizens Group has been
 06:54 12 working very closely with Taxpayers Against
 06:54 13 Airport Growth in the Town of Trenton and with
 06:54 14 concerned citizens who live along -- live in the
 06:54 15 Towns of West Bend, Barton and Addison to oppose
 06:54 16 this future four-lane expansion of Highway 33
 06:55 17 through their rural residential neighborhoods. We
 06:55 18 share these residents' concerns about unwanted
 06:55 19 traffic congestion, noise, pollution and reduced
 06:55 20 health and safety of life caused by unnecessary
 06:55 21 road expansion.

06:55 22 Therefore, we strongly oppose it and we
 06:55 23 firmly believe that the further expansion of
 06:55 24 Highway 33 to four lanes will act as inducement to
 06:55 25 pull 164 northward through the Tri lakes area to

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06:55 1 tie into 33 and that's a proposal that came about
 06:55 2 15 years ago by SEWRPC, but luckily was shot down
 06:55 3 because of strong citizen opposition. We don't
 06:55 4 want to see it come back, and so therefore, we're
 06:55 5 very concerned about the Highway 33 widening.

06:55 6 MR. PESCH: How much more do you
 06:55 7 have?

06:55 8 MR. GONYA: About 30 seconds.

06:55 9 MR. PESCH: Go ahead and finish.
 06:55 10 I'll use my judgement and give him the extra 30
 06:55 11 seconds.

06:55 12 MR. GONYA: I just have a little bit
 06:55 13 more, about 30 seconds.

06:55 14 Therefore, the extension of 164 through
 06:55 15 the Tri Lakes area of West Bend which was as
 06:55 16 originally proposed by SEWRPC makes absolutely no
 06:55 17 sense and we don't want to see this proposal come
 06:55 18 back. I also want to thank the Southeastern
 06:55 19 Wisconsin Regional Planning Commission for
 06:55 20 allowing us this opportunity to provide these
 06:55 21 public hearing comments and recommendations for
 06:55 22 this 2035 transportation plan for southeastern
 06:55 23 Wisconsin. It's time to require the Wisconsin DOT
 06:55 24 and the other road building agencies to change the
 06:55 25 way they do business in Wisconsin when it comes to

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06:56 1 designing and constructing major road projects
 06:56 2 such as the ones listed above. We hope that
 06:56 3 SEWRPC will show some strong leadership here by
 06:56 4 making these crucial changes to the 2035 plan as
 06:56 5 specified above. These changes are absolutely
 06:56 6 necessary to protect our scarce taxpayer dollars,
 06:56 7 to correct the state's excessive spending habits
 06:56 8 when it comes to transportation projects and to
 06:56 9 preserve our precious environment and close-knit
 06:56 10 rural neighborhoods where we all live here with
 06:56 11 our families. Thank you very much, and I'll
 06:56 12 submit my written comments as part of the official
 06:56 13 public record.

06:56 14 MR. PESCH: That's it for the number
 06:56 15 of people who have requested an opportunity to
 06:56 16 enter their oral comments tonight. Is there
 06:56 17 anyone else? Then I'm going to take the authority
 06:57 18 of the chair and close the public hearing portion.
 06:57 19 And remind you you still have until April 20th to
 06:57 20 submit written statement that if you'd like it in
 06:57 21 the record, you can do so. Did you tell me there
 06:57 22 was a website that people can leave those by
 06:57 23 e-mail or not?

06:57 24 MR. BEGLINGER: Yes, there is the
 06:57 25 opportunity if you access our website, which is

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06:57 1 identified on the back of the newsletter, you can
 06:57 2 leave a comment for us there. Again these will be
 06:57 3 collated and given to the advisory committee
 06:57 4 members for their consideration in the final plan.
 06:57 5 MR. PESCH: Any comments that you do
 06:57 6 submit in writing or that were presented tonight
 06:57 7 orally will be bound as part of the actual study
 06:57 8 documents so keep that in mind if you don't want
 06:57 9 your name in the paper or wherever. I guess
 06:57 10 that's it for tonight's meeting. If you've got
 06:57 11 any questions or comments of SEWRPC, they're going
 06:57 12 to stay here for a reasonable length of time, as
 06:58 13 long there are any other comments or questions
 06:58 14 you'd like to ask them or give them, you're
 06:58 15 welcome to do so. That concludes the public
 06:58 16 hearing. I thank you for your time tonight.
 06:58 17 Ladies and Gentlemen.

(Public Hearing adjourned at 6:58 p.m.)

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**Representative
Don Pridemore**



**99th Assembly
District**

April 6, 2006

TO: The Department of Transportation
FROM: Representative Don Pridemore
RE: Washington County Road Construction

Department of Transportation public meeting
Washington County Fair Grounds

Members of the Department of Transportation and concerned citizens, thank you for hearing my testimony today on future road construction in Washington County. Of the many issues that are being considered today, the greatest concern I have is the future of the Highway 164 corridor north of Howard lane in Waukesha County. Traditionally the opposition to road construction is limited to the property owners along the proposed construction route; however I can assure you that this is not the case in Washington County in regard to HWY 164. The fact is that the opposition to any further expansion along HWY 164 is overwhelming. Not only have 15,000 people signed petitions to halt expansion of HWY 164 several towns and cities have passed resolutions opposing further expansion, including West Bend, Barton, Erin and Richfield.

I also would like to express my personal dissatisfaction in the way the current HWY 164 construction has been implemented by the DOT essentially avoiding the classification as a major road project. The DOT has violated the "Spirit of the law" by dividing the construction of Hwy 164 into segments of five miles or less. This avoided the required Environmental impact studies and also the need for public hearings on the matter. I take exception to the DOT's notion that a public hearing held over five years ago is adequate considering the extent of the negative effects further construction would have on the communities in the surrounding areas. It is necessary to approach any further consideration of construction as a major road project complete with an Environmental Impact Study and public hearing.

In closing, I would like to add that full consideration to building the alternate Highway 74/power-line corridor route to eliminate the need to do other nearby road expansion projects such as the proposed Lannon Road expansion in Washington County should be given serious consideration. Thank you.

State Representative Don Pridemore,
99th District.

Madison Office: P.O. Box 8953 (608) 267-2367 **Rep.Pridemore@legis.state.wi.us**
Room 318 North Madison, WI 53708 (888) 534-0099 Toll-Free
State Capitol (608) 282-3699 Fax

1 STATE OF WISCONSIN }
2 COUNTY OF MILWAUKEE } SS:

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4
5 I, JACQUELINE R. RUPNOW, a Registered
6 Professional Reporter and Notary Public in and for the
7 State of Wisconsin, do hereby certify that the above
8 statements take at the SEWRPC MEETING was recorded by
9 me on April 6, 2006, and reduced to writing under my
10 personal 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 18th day of April, 2006.



Jacqueline R. Rupnow
Notary Public
In and for the State of Wisconsin

My Commission Expires: November 9, 2008.

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2668 Highway 164, Slinger, WI 53086

Phone: (262)-644-8334

Website: www.hwyjcitizensgroup.org

DATE: April 6, 2006

FROM: Jeffrey M. Gonyo, **HIGHWAY J CITIZENS GROUP, U.A.**, 2668 Hwy. 164,
Slinger, WI 53086, Phone: (262)-644-8334, E-Mail: jmgonyo@execpc.com.

TO: Phil Evenson, Executive Director, Southeastern Wisconsin Regional Planning
Commission (SEWRPC), W239 N1812 Rockwood Drive, P.O. Box 1607,
Waukesha, WI 53187-1607, Phone: (262)-547-6721, FAX: (262)-547-1103,
E-Mail: regionalplans@sewrpc.org, Website: www.sewrpc.org/regionalplans.

RE: Public hearing comments on the Southeastern Wisconsin Regional Planning
Commission's 2035 Transportation System Plan.

Dear Mr. Evenson:

During the past seven years, the **HIGHWAY J CITIZENS GROUP, U.A. (HJCG)** has been pursuing a "comprehensive plan of action" that includes grassroots citizens organizing, coalition building, community outreach efforts and targeted legal action in Southeastern Wisconsin to: **1) Stop** unnecessary, fiscally-irresponsible and environmentally-damaging road expansion projects in our neighborhoods, **2) Protect** our groundwater quality, **3) Promote** proper land use decisions, and **4) Preserve** our overall "quality of life" in this beautiful Kettle Moraine area of Wisconsin.

As a 40-year Washington County resident and a steering committee member of the **HJCG** (representing over 15,000 concerned citizens from Southeastern Wisconsin), I am submitting these public hearing comments to officially inform you of our citizens group's **strong opposition** to several of the proposed road projects which are included as part of the **Southeastern Wisconsin Regional Planning Commission's (SEWRPC) 2035 Transportation System Plan**. These projects include the following:

A. The Continuing Four-Lane Expansion of State Highway 164 in Both Waukesha and Washington Counties (Southeastern Wisconsin).

Last year, the **HJCG** joined forces with the **Waukesha County Environmental Action League (WEAL)** and **filed a major federal lawsuit** against the Wisconsin Department of Transportation (WisDOT), Federal Highway Administration (FHWA), U.S. Department of Transportation (USDOT), and U.S. Army Corps of Engineers (USACE) to

stop the four-lane expansion of Highway 164. This federal lawsuit is specifically-designed to protect this area's precious environmental resources and force these nonresponsive government agencies "back to the drawing board" to adopt more community-friendly and cost-effective alternatives which will greatly improve safety on Highway 164 while keeping our rural residential roadway two-lanes. Our case is now being considered by the U.S. Court of Appeals for the Seventh Circuit in Chicago, and we expect to receive a legal ruling on this federal appeal very soon.

The **HIGHWAY J CITIZENS GROUP, U.A.** is requesting that SEWRPC remove the WisDOT's Highway 164 four-lane expansion project from the 2035 Transportation System Plan and instead direct this state roadbuilding agency to immediately take the following important actions:

1) For the Year 2005 Construction Section along Highway 164 (from Swan Road in Pewaukee to Prospect Court in Sussex), we are asking for the immediate implementation of the following key changes to make this newly-expanded section **SAFER** for area residents:

- a) Insisting upon a 35 mph maximum speed limit through this highly-residential area.
- b) Installing traffic lights at every intersection and subdivision entrance for safety and ease of getting on and off the roadway, and
- c) Planting thick, mature tree buffers between the roadway and the homes to minimize noise and dust impacts.

2) Direct the WisDOT to **immediately cancel and eliminate** their four-lane expansion plans for **both** the Year 2006 Construction Section (i.e. between Prospect Court and Howard Lane) and **all** areas northward up to State Highway 60 in Slinger. Highway 164 must **remain** a two-lane roadway **EVERYWHERE** north of Prospect Court in Sussex (i.e. all of the areas where construction has not yet occurred). In addition, we want you to tell the WisDOT to **immediately lower the maximum speed limit to 45 mph everywhere along Highway 164 from Highway VV in Sussex up to Highway 60 in Slinger.**

3) Insist that the WisDOT **immediately begin designing and constructing the more fiscally and functionally-prudent alternate route** using Highway 74 and the WE Energies power-line corridor to connect I-94 in Waukesha to Highway 41/45 in Germantown using the Lannon Road/Highway Y overpass at that location. We strongly believe that this alternate route makes more sense because:

- a) Highway 74 (also known as "old Highway 164") is **already** a divided, four-lane highway between Waukesha and Sussex (which now dead-ends and goes nowhere).
- b) Using the existing four-lane Highway 74 and the WE Energies power-line corridor (or nearby Highway Y) to connect I-94 to Highway 41/45 at the newly-expanded overpass there in Germantown would be **approximately 12 miles shorter in distance, would provide a more direct route for commercial traffic** between

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Waukesha, Sussex, Germantown, Jackson, Slinger, Hartford and West Bend and **would cost less taxpayer dollars to construct.**

- c) Our proposed alternate route connects I-94 to Highway 41/45 in Germantown **BEFORE** "the Highway 41/45 split," unlike the WisDOT's plan which sends traffic on Highway 164 up to Highway 60 in Slinger several miles **AFTER** Highways 41 and 45 already have split (i.e. the WisDOT's plan here is illogical and lacks basic common sense).
 - d) Construction of this alternate route would provide a **more efficient way to get around the Milwaukee Metropolitan area** and would **relieve traffic congestion at the Zoo Interchange.**
 - e) Our alternate route follows the basic path that the Southeastern Wisconsin Regional Planning Commission (SEWRPC) recommended for this highway back in the 1960's and 1970's as part of its then-proposed "**beltline freeway.**" It could be easily resurrected to effectively solve this area's traffic problems.
 - f) Our alternate route proposal would have far **fewer negative residential, business and environmental impacts** than the WisDOT's Highway 164 four-lane expansion project.
 - g) Construction of this alternate route combined with adding some simple safety improvements to the existing Highway 164 (i.e. lower speed limits, turn lanes and traffic lights at all major intersections and subdivision entrances, and wider paved shoulders) **would eliminate the need to expand our roadway to four-lanes anywhere in Waukesha and Washington Counties.** As indicated by the WisDOT's Environmental Impact Statement, **adopting this alternate plan would reduce traffic counts on Highway 164 by up to 33% in some areas and therefore, make our roadway much safer** for area residents.
 - h) Construction of this alternate route also **eliminates the need to widen Lannon Road** (County Highway Y) in Washington County (which is another unwise SEWRPC proposal) because of the power-line corridor's close, parallel proximity to this two-lane roadway.
- 4) Insist that the **March 6, 2002 Record of Decision**, which grants the WisDOT the legal authority to expand Highway 164 from I-94 in Waukesha County to just north of Highway E in Washington County (where the Ackerville Bridge starts), **immediately be revoked.** This is the **ONLY WAY** to ensure that Highway 164 will **not** be expanded to four-lanes within our lifetimes in our neighborhoods located everywhere north of Highway VV in Sussex.

Most recently, both **State Senator Ted Kanavas** (33rd State Senate District) and **State Representative Don Pridemore** (99th State Assembly District) have urged the WisDOT to **stop all construction activity along Highway 164** and instead **focus on the more reasonable, citizen-backed alternatives** as discussed above. The WisDOT has consistently ignored these legislative efforts on behalf of the many people that both Senator Kanavas and Representative Pridemore represent in Southeastern Wisconsin. Also, **State**

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Representative Pat Strachota (58th State Assembly District) has asked the WisDOT to **lower the maximum speed limit on Highway 164 to 45 mph** which would **greatly improve safety** for both area residents and other users of this roadway. The WisDOT has refused to honor her legislative request on this matter.

At the WisDOT's May 30, 2001 public hearing on the Highway 164 four-lane expansion project, **over 97% of the people who registered their official comments there (either orally or in writing) went on record strongly opposing these massive road expansion plans.** If the WisDOT would have "respected the wishes of the people" who registered comments at this public hearing, then **NO PART** of Highway 164 in Waukesha and Washington Counties would be expanded to four-lanes. The people have spoken "loud and clear" both at this public hearing and during many other public forums over the past six years on this matter that they are **strongly opposed** to the WisDOT's Highway 164 four-lane expansion plans. **WHY ISN'T EITHER SEWRPC OR THE WISDOT LISTENING TO THE PEOPLE HERE? THE PEOPLE WANT THIS UNNECESSARY, FISCALLY-IRRESPONSIBLE AND ENVIRONMENTALLY-DAMAGING ROAD EXPANSION PROJECT STOPPED NOW!**

B. The Proposed "Reliever Route" Connections between Pioneer Road and Waterford Road in the Towns of Richfield, Polk, Erin and Hartford AND between Kettle Moraine Road and Arthur Road in the Town of Hartford (all in Washington County).

Last year, the HJCG organized hundreds of homeowners in the Towns of Richfield, Polk, Erin, Hartford and Rubicon to **strongly oppose** and **successfully stop BOTH** the "southern" and "northern" reliever route proposals then being proposed by Washington County. If built, these "reliever route proposals" would have cost the taxpayers over \$21 million and destroyed several rural neighborhoods and pristine natural landscapes in our beautiful Kettle Moraine area of Southeastern Wisconsin. In July, 2005, the Washington County Board of Supervisors responded favorably to these citizen concerns and overwhelmingly voted against pursuing these economically and environmentally-damaging "reliever route proposals." **Why is SEWRPC now trying to resurrect these unwanted reliever route roadways through Washington County?**

The HJCG has proposed a **very reasonable alternate plan** which would **make both a "northern" and "southern" reliever route totally unnecessary** and still allow traffic to efficiently move to and from the City of Hartford. **First**, Highway 60 can be made safer and more efficient if the City of Hartford would do three things: 1) Eliminate all on-street parking along Highway 60 in downtown Hartford, 2) Eliminate all left turns at the Highway 60/83 intersection in downtown Hartford (this would allow eastbound and westbound traffic to move easier through the downtown area), and 3) Electronically connect and time all of the traffic lights on Highway 60 within the Hartford city limits so that traffic does not have to stop at every light.

Second, to make it easier for industrial and commercial traffic to access the City of Hartford's west side, a **much better choice would be for Dodge County to improve County Highway P** so this traffic could use this route to travel between Interstate 94 in Waukesha County and Highway 60 in the Town of Rubicon. Improving Dodge County's Highway P (it wouldn't have to be four-lanes -- just a good, safe two-lane roadway) would:

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1) Allow easier access for this traffic into the City of Hartford from the west side, 2) Reduce traffic congestion on Highway 60 in the downtown area, and 3) Completely **eliminate** the need for either a "northern" or a "southern" reliever route running through Washington County (both of which now are being foolishly proposed by SEWRPC). **Doesn't this make more sense for our area's homeowners, businesses and taxpayers?**

C. The Proposed Four-Lane Expansion of Lannon Road (County Highway Y) in the Village of Germantown (Washington County).

The HJCG is **vigorously-opposed to SEWRPC's proposed four-lane expansion of Lannon Road** (County Highway Y) in the Village of Germantown (Washington County). As we have stated earlier, if the WisDOT were to use the more **fiscally and functionally-prudent** WE Energies power-line corridor (which runs parallel and within ½ mile of Lannon Road) to connect Highway 74 (already four-lanes) in Waukesha County with the Lannon Road interchange at Highway 41/45 in Germantown, then **the four-lane expansion of Lannon Road becomes totally unnecessary.** Therefore, Lannon Road should **remain** a two-lane, residential roadway under SEWRPC's 2035 Transportation System Plan.

D. The Proposed Four-Lane Expansion of Highway 33 Through the Washington County Towns of Barton, West Bend, Addison and Trenton (both east and west of the City of West Bend).

For the past seven years, the HJCG has been working very closely with the **Taxpayers Against Airport Growth (TAAG)** in the Town of Trenton and with concerned citizens who live in the Towns of West Bend, Barton and Addison to oppose the future four-lane expansion of Highway 33 through their rural residential neighborhoods. We share these residents' concerns about unwanted traffic congestion, noise, pollution and reduced health, safety and quality of life caused by this unnecessary road expansion and therefore, **strongly oppose** it.

We also firmly believe that **further expansion of Highway 33 to four-lanes will encourage more traffic to use this roadway and will put additional pressure on the WisDOT to extend Highway 164 northward from Slinger** (using County Highways NN and Z as the pathway to connect it to Highway 33). This extension of Highway 164 through the Tri-Lakes area of West Bend was originally proposed by SEWRPC about fifteen years ago and was solidly rejected by an overwhelming majority of the people at that time. We are **strongly opposed** to any possible resurrection of extending Highway 164 northward through the Tri-Lakes area and therefore, will oppose any nearby road expansion which makes that more likely to happen (such as the future four-lane expansion of Highway 33).

I want to thank the Southeastern Wisconsin Regional Planning Commission (SEWRPC) for allowing us this opportunity to provide these public hearing comments and recommendations for improvement of the 2035 Transportation System Plan for Southeastern Wisconsin. It's time to require the WisDOT and other roadbuilding agencies to **"change the way they do business in Wisconsin"** when it comes to designing and constructing major road projects such as the ones listed above. We hope that SEWRPC will show some strong leadership here by making these crucial changes to its "2035 Plan" as specified above. **These changes are absolutely necessary to: 1) Protect** our scarce

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taxpayer dollars. 2) **Correct** our state's excessive spending habits when it comes to transportation projects, and 3) **Preserve** the precious environment and close-knit rural neighborhoods where we all live with our families.

If you have any questions, please give me a call at (262)-644-8334. Thank you for your cooperation in this very important matter.

Sincerely,



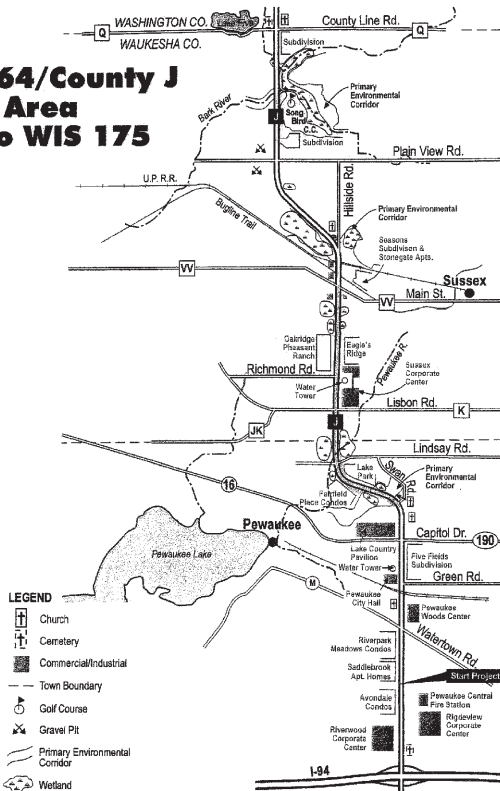
Jeffrey M. Gonyo,
Steering Committee Member for the
HIGHWAY J CITIZENS GROUP, U.A.
Phone: (262)-644-8334
E-Mail: jmgonyo@execpc.com
Website: www.hwyjcitizensgroup.org

Enclosures

6

WIS 164/County J Reconstruction Study
1/2 Mi. North of I-94 (Waukesha County) to 1/2 Mi. South of WIS 175 (Washington County)

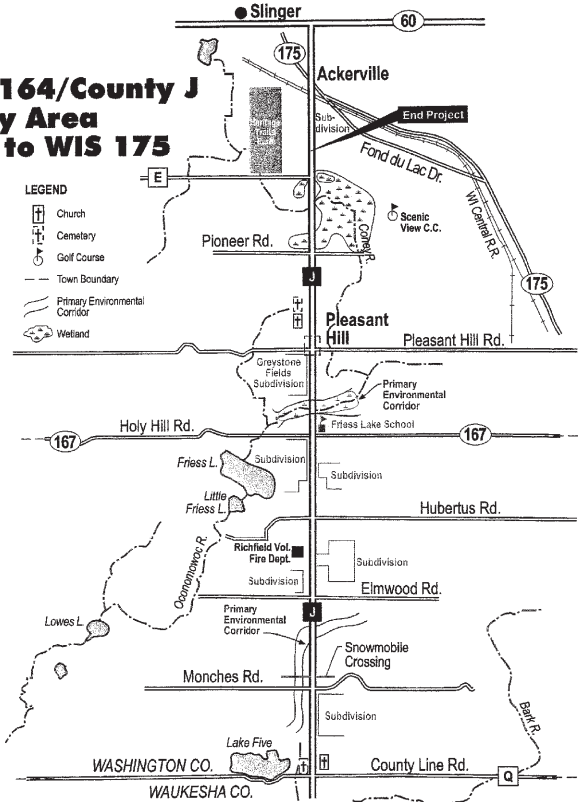
WIS 164/County J Study Area I-94 to WIS 175



WIS 164/County J Reconstruction Study

1/2 Mi. North of I-94 (Waukesha County) to 1/2 Mi. South of WIS 175 (Washington County)

WIS 164/County J Study Area I-94 to WIS 175



LOCAL

Thursday, February 24, 2005 • The Freeman/Page 3A

Lawsuit issued to try to keep state from driving over opposition

Group seeks to keep highway to two lanes

By **KELLY GILBERT**
Freeman Staff

TOWN OF LISBON - Jeff Gonyo, a steering member of the Highway J Citizens Group, won't let the Wisconsin Department of Transportation drive over him.

"Our citizens group has been active since 1996 to oppose the four-lane expansion," he said. "Our goal now is to not only force the DOT to do what is reasonable here but we want to change the way the DOT does business in the state."

In the latest move to stop construction, the Highway J Citizens Group and the Waukesha Environmental Action League announced Tuesday they have filed a joint lawsuit against the U.S. Department of Transportation, the Federal Highway Administration, the U.S. Army Corps of Engineers and the Wisconsin DOT.

"The purpose of the lawsuit is specifically designed to prevent the Wisconsin Department of Transportation from widening any part of 164 from Swan Road to Highway 60," said Gonyo. "It would force the DOT back to the drawing board."

The DOT held a public information meeting Tuesday night at Richmond Elementary School to address public concerns and to explain the upcoming \$10 million project, which involves widening a 3.8-mile stretch of Highway 164 just north of Capitol Drive to just south of Highway VV.

"The widening itself is really to address the amount of traffic that is already out there," said Brian Bliesner, project supervisor with the DOT. "Just given the volumes today, four lanes is justified and that doesn't take into account the increase in growth that we are assuming for the next 20 years."



Pewaukee resident and Highway J Citizens Group member Charis Pettie points out on a map which wetlands will be destroyed if Highway 164 is expanded to four lanes during an open house at Richmond Elementary School on Tuesday. The Department of Transportation plans to widen the highway and the DOT and the Highway J Citizens Group discussed their plans concerning the project.

DOWN THE ROAD

Highway 164 project timeline

- **March 2005:** Utility reconstruction work has begun and is scheduled to be complete by the end of the month.
- **April and May:** Road work will include demolition, preliminary grading and storm sewer work, temporary diverting widening and installation of temporary traffic signals at the intersection with County K.
- **Late spring through the summer:** The new southbound roadway lanes will be constructed and Highway 164 traffic will use the existing roadway and temporary pavement during this time.
- **Summer through fall:** The new northbound roadway lanes will be constructed and Highway 164 traffic will use new southbound lanes during this time.
- **November:** The new, four-lane, highway is scheduled to be complete.

Source: Wisconsin Department of Transportation

The DOT studies show traffic counts just south of Highway VV at 16,500 vehicles a day. The DOT starts to consider four-lane highways when traffic volume hits 13,000, said Bliesner.

"When car volumes start reaching 15,000, drivers start noticing increased congestion and back-ups," he said.

However, the groups filed the lawsuit out of concern for the area wetlands and because they believe the DOT has ignored the citizens who disagree with the proposal. Citizens allege the expanded highway would cause more noise, possible basement flooding, lower the value of their property and cut into a residential area which includes schools and churches.

"We had no choice but to file the lawsuit because now we will ask a federal judge to issue an injunction to stop the project," Gonyo said. "There are reasonable alternatives out there. They need to get responsible with their budget."

Gonyo said he believes widening the shoulder of the highway, adding turn lanes, installing stoplights at all major intersections and major subdivisions, lowering the speed limit to 45 mph and keeping the highway two lanes would be a safer and cheaper alternative.

"We weren't expecting a lawsuit," said Bliesner. "The issues that we heard, however, in the presentation were not new ones."

While the DOT has yet to see this lawsuit yet, it was used by the Highway J Citizens Group over the building of a bridge in Ackerville.

"In the previous lawsuit they were unsuccessful," said Bliesner.

(Kelly Gilbert can be reached at kgilbert@conley.net.com)

HIGHWAY J CITIZENS GROUP, U.A.
P. O. BOX 152
HUBERTUS, WI 53033

LAKE COUNTY REPORTER

Suit tries to halt 164 work

Federal lawsuit filed to stop construction

By **HEATHER KRISMAN**
Staff Writer

In what could be their final attempt to stop the four-lane expansion of Highway 164, the Highway J Citizens Group, along with the Waukesha Environmental Action League, filed a federal lawsuit on Tuesday, Feb. 22, in Milwaukee County.

The lawsuit names as defendants the U.S. Department of Transportation, Secretary of Transportation Norman Mineta, the Federal Highway Administration with Administrator Mary Peters, U.S. Army Corps of Engineers and District Engineer Michael F. Pfenning and Wisconsin Department of Transportation Secretary Frank Buzaleski.

Attorney Dennis M. Grzezinski of the Law Office of Environmental Law and Civil Litigation in Milwaukee presented the suit outside the Wisconsin Department of Transportation public meeting at Richmond School on Tuesday night.

The meeting informed residents of the construction schedule. Work on the project from Swan Road to Prespect

Court begins in spring and will continue to fall.

"The federal lawsuit has been specifically designed to prevent the DOT from widening any part of Highway 164 north of Swan Road in Pewaukee up to Highway 60 near Slinger," said Jeff Gonyo of the Highway J Citizens Group.

Gonyo said the group, along with local government, has approached the state DOT with other alternatives to widening Highway 164. "They simply have refused to listen," he said.

According to the suit, the citizens group believes that federal DOT and the Corps of Engineers violated several acts including the National Environmental Policy Act. "We believe there have been serious violations of several federal and state laws," said Gonyo, who has lived along Highway 164, formerly Highway J, for 39 years.

They also contest that the Environmental Impact Statement (EIS) was inadequate.

Gonyo said that when the DOT planned the expansion it didn't consider the environmental or human impact of their actions.

"Maps don't show homes, schools or wetlands," he said.

But the DOT contends that

its planning was fair.

"In my opinion, the EIS was adequate," said project supervisor for the Wisconsin DOT Brian Bliesner.

The group also believes that the public hearings held by the state DOT, which allowed residents to give testimony to a court report were "phony." "They're just going through the motion," added Gonyo.

Bliesner called the litigation situation "unique" and that state Attorney General Peg Lautenschlager will be reviewing the suit.

But for now, work is expected to proceed as planned. According to the state DOT, utility relocation work has started and will be completed in March.

Grzezinski said he will be filing for an immediate injunction in a couple days, which is intended to stop construction until the suit can be ruled upon.

Reporter

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Brian Bliesner, Highway 164 project manager for the state Department of Transportation, said proper planning, including a study of traffic patterns in the area, preceded the project.

"The main reason for that study was to assess the existing traffic in the southern part of the corridor, Bliesner said. "In the five years since we started that study, Waukesha and Washington counties have continued to grow dramatically.

"We feel vindicated that it was appropriate to look at this traffic issue at the time we did."

"The widening of Highway 164 was supported by most of the local units of government in the corridor," he said. "There was broad support for this project."

18 miles to be widened

Work on the project began in February 2004.

It calls for widening about 18 miles of the road between Interstate 94 and Howard Lane, north of Good Hope Road in Lisbon, from two lanes to four lanes at a cost of about \$67 million.

The project will convert about 100 acres of land to highway use, including about 15 acres of wetland and 39 acres of farmland. The project will displace 37 families whose homes will be taken for the expansion.

The construction is set to take place in three phases. The first, from Rockwood Drive to Swan Road in the City of Pewaukee, was finished late last year.

The second phase, which began in spring, is from Swan Road north to just south of Highway VV in Lisbon. The third phase of the Highway 164 project in Waukesha County is scheduled for 2006. The Highway VV and Highway 164 intersection will be reconstructed along with Highway 164 north to Howard Lane.

If traffic continues to grow, the project could someday be extended into Washington County, according to transportation officials.

The federal government will pay for 80% of the project, the remaining 20% will be paid by the state and county.

The lawsuit aimed at halting the project was filed in federal court in February.

In April, U.S. District Judge Lynn Adelman denied the groups' request for an injunction that would have halted the project.

Adelman concluded that the lawsuit rehashed issues raised in an unsuccessful 2002 lawsuit over a related project, the construction of a bridge along Highway 164 south of Slinger that opened in 2003. The Highway J Citizens Group filed that suit.

After the groups announced their intention to appeal Adelman's ruling, they requested an injunction halting reconstruction work on the highway pending the outcome of that legal step. Adelman denied that request.

Dennis Grzezinski, an attorney handling the case for the groups, said he believes they have a good chance of prevailing in their appeal to the 7th Circuit Court of Appeals in Chicago because the current lawsuit is about broader issues than the

<http://www.jsonline.com/news/wauk/jul05/339322.asp?format=print> 7/9/05

Area resident

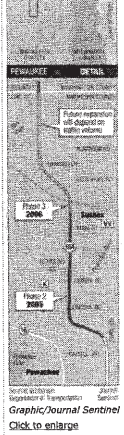


Photo/Michael Sears

Traffic flows along an expanded section of Highway 164 south of Capitol Drive, near the intersection of Schuette Drive. The three-phase expansion of the highway is being opposed by a coalition of environmental and resident groups.

Highway Expansion

WASHINGTON COUNTY
4 LANES FOR 164
Contributors to looking at on this expansion of highway 164, including project funding, to be in a new group.



Graphic/Journal Sentinel
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Original URL: <http://www.jsonline.com/news/wauk/jul05/339322.asp>

Foes of highway expansion are driven

Groups oppose widening of 164; state says work necessary

By **DAVID DOEGE**
ddoege@journal sentinel.com

Last Updated: July 9, 2005

Herb Reynolds has lived along Lindsay Road in what is now the City of Pewaukee for 38 years and he's seen a lot change.

"This used to all be farmland out here, everywhere you looked," Reynolds recalled recently.

Reynolds saw the construction of county Highway J 20 years ago bring increased traffic and development to what had been a rural setting.

Now when he looks out from his home, he can see road construction crews widening what used to be Highway J, turning it into a four-lane roadway now known as state Highway 164.

He says he's certain the highway will bring even more traffic, more development and more car crashes.

"I've had it up to here," Reynolds said, positioning his right hand in line with his forehead.

Reynolds has joined the steering committee for a group that continues to fight the Highway 164 project in federal court, even as bulldozers and earthmovers carve up the right of way for what is called Phase Two of the work.

"My biggest concern is that it won't be safe the way it is being designed," said Reynolds, who has been trying to sell his house. "Another concern is what they have done to the environment around here.

"To me, the people who planned this road are cold-blooded. They don't care about the people who live out here.

"Their attitude is, 'We're going to put this highway in whether you like it or not.'"

Reynolds' organization, the Highway J Citizens Group, and the Waukesha County Environmental Action League are fighting an uphill battle in federal court in an effort to halt the project and send the planners back to the drawing board.

The suit names the state and U.S. Transportation Departments, the Federal Highway Administration and the U.S. Army Corps of Engineers.

The groups' main positions: alternatives to widening the highway weren't seriously considered, environmental impact statements were poorly prepared, violating state and federal guidelines; sensitive environmental habitats including wetlands will be lost to the project; and public comment was not properly considered.

<http://www.jsonline.com/news/wauk/jul05/339322.asp?format=print>

Highway 164 Expansion



Photo/Michael Sears

The two lanes of County Highway J are becoming the four lanes of State Highway 164. This construction season, work is being done on a section of the road from Swan Road to near Highway VV in Lisbon.



Photo/Michael Sears

44 To me, the people who planned this road are cold-blooded. They don't care about the people who live out here. Their attitude is, 'We're going to put this highway in whether you like it or not.' 99

2002 lawsuit over the bridge.

"We're asking the 7th Circuit to allow the plaintiffs to have their case now heard about the highway project as a whole," Grzezinski said.

Grzezinski said the groups' strongest arguments concern alleged violations of the National Environmental Policy Act and an improperly performed environmental impact statement.

"Construction and operation of the expanded highway system will have major significant environmental effects that were not addressed by the original environmental impact statement," Grzezinski said in the original suit. Attorneys of the agencies being sued said "the traveling public" will be harmed if the project is halted.

"It is not in the public interest to delay a highway project that will prevent accidents and the suffering associated with injuries and traffic fatalities that in the past have plagued the traveling public using County J/Highway 164," they contended.

Country connection

Nell Thornton, who lives in the Fairfield Place condominiums along Highway 164 in the Village of Pewaukee, said the renovated road will change the character of her neighborhood.

"When I moved out here, I felt like I was moving into the country," said Thornton, who was unaware of the project when she bought her condo last fall. "This is going to bring a lot more traffic."

Chauk Petrie, who has lived in Fairfield Place with his wife since 2002, agreed.

"We moved here to be away from the sound of traffic," said Petrie, who is on the steering committee with Reynolds. "I never thought about asking whether a new road would be going in."

Petrie said his biggest objection to the project is its environmental impact.

"This may not sound politically correct, but God provided us with a beautiful world to live in," Petrie said. "Somewhere along the line, we've got to think about what we are leaving behind for our children.

"I don't want a bigger road with faster traffic to be my legacy."

Jeff Gonyo, a steering committee member who lives near Slinger in Washington County, said that 15,000 people have signed a petition opposing the project.

A wide variety of groups also have denounced it, including the Sierra Club, Ducks Unlimited, The Wilderness Society, the Wisconsin Farmers Union, Defenders of the Wildlife, Citizens for Responsible Government, the Lake Michigan Federation, Scenic America and the Wisconsin League of Conservation Voters, Gonyo said.

"The project would be devastating to this area of the Kettle Moraine," Gonyo said. "This is another excessively large project that has been dropped on people rather than something that is going to be built to the specifications of the people who live in the area."

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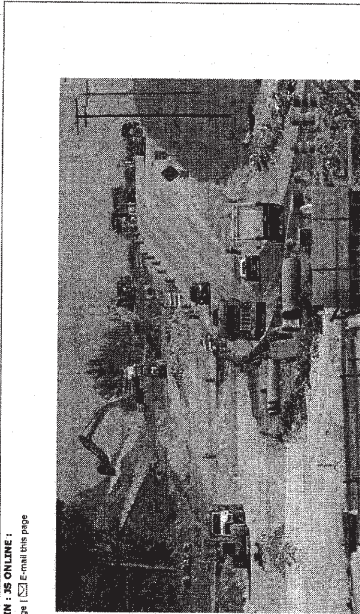
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THE DAILY REPORTER
Wisconsin's Construction, Law and Public Record Authority Since 1897

Legislators ask WisDOT to halt Highway 164 project
Paul Snyder, paul.snyder@dailyreporter.com
January 20, 2006

Two Wisconsin legislators are cautioning the state Department of Transportation against entering any further contracts on the Highway 164 expansion project.

Rep. Don Pridemore, R-Hartford, said in a statement Thursday that he and Sen. Ted Kanavas, R-Brookfield, have asked WisDOT Secretary Frank Busalacchi to shift down on the project until the outcome of a federal lawsuit is announced.

The Highway J Citizens Group filed a lawsuit in February 2005 against the department, citing misuse of taxpayer dollars and damage to wetlands as just a couple of the negative outcomes of the Highway 164 expansion. The case will be heard in a U.S. Court of Appeals in Chicago on Feb. 14.

"The fact that a three judge panel has agreed to hear the facts of the case is enough to give pause to the situation," Pridemore said in the statement. "I don't want the state to enter any binding contracts when we don't know how the court will rule."

The announcement lends more support to the expansion's detractors, who have been adamantly opposed to the project from its earliest formative stages. Pridemore himself has logged a number of arguments against the expansion, including using his 2004 campaign for election to oppose the project, and recently calling safety issues of the expansion into question.

Broader goals

But Jeff Gonyo, a steering committee member of the Highway J Citizens Group, said the group's goal with the lawsuit goes much deeper than just putting an end to the project.

"Our goal with the lawsuit is twofold," he said. "We do want to stop the project, but on a bigger level, this would set a statewide precedent. From now on, WisDOT would have to change the way it does business and seriously consider a number of factors before jumping into major road projects like this."

Gonyo said that in addition to offering alternative routes to the department for the expansion, a number of studies were done prior to the project detailing that wider shoulders, turn lanes, traffic lights and lowered speed limits could all have easily made Highway 164 a safer road and cheaper project without turning to expansion.

"Pridemore was elected on the highway issue, and Kanavas wrote a letter to the department in November saying that the alternative route suggestion we provided made better sense than expanding 164," he said, adding that the group is optimistic about their case in Chicago. "Everyone who's taken a good, honest look at the situation agrees that in a time of budget problems, this project makes no sense."

"But WisDOT didn't listen. They just went ahead, and now in the Sussex section of the expansion, they're already \$3 million over budget."

Neither Busalacchi nor Brian Blesner, WisDOT's project manager for the expansion, were available for comment Friday.

Kanavas's November letter to Busalacchi argued the benefits of shifting the Highway 164 expansion to the Highway 74 corridor, one mile east of the construction work for the We Energies "power line corridor," saying it would provide a more direct route for travelers, and followed the same basic path.

"As a citizen, it's upsetting," Gonyo said. "As it stands, this project is a waste of our dollars, and we don't need it."

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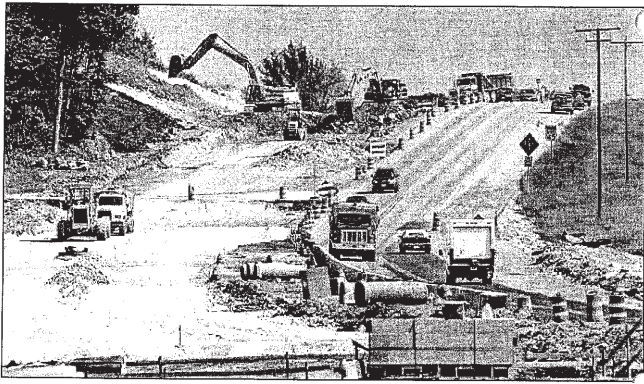
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Highway 164 foes bank on feds

Federal court giving 'pause to situation'

By GAY GRIESBACH
Daily News Staff

A plea from lawmakers to stop the widening of Highway 164 will most likely have little effect, unless that request is backed by a federal court decision.

State Rep. Don Fridemore (R-Hartford) and Sen. Ted Kanavas (R-Brookfield) have asked state Department of Transportation Secretary Frank Busalacchi to wait until the outcome of a federal lawsuit is known before the DOT enters into any new construction contracts regarding Highway 164, according to a press release from Fridemore.

In March 2005, the Highway J Citizens Group and Waukesha County Environmental League filed for a temporary restraining order and injunction over the widening of approximately 18 miles of Highway 164 in Waukesha and Washington counties, according to federal court documents.

After that motion was denied by the United States District Court for the Eastern District of Wisconsin, the group brought its appeal to the federal Seventh Circuit Court of Appeals in Chicago.

"The lawsuit has been brought forward by a group of concerned citizens and they are simply exercising their right to be heard," Fridemore said.

Brian Blesner, DOT project supervisor, said portions of the road's reconstruction have been completed and the state will be opening bids on Feb. 14 for work on a portion of the road just south of Highway VV to Howard Lane in Waukesha County.

Feb. 14 is the same day set for a three-judge panel to hear oral arguments on the appeal.

"The fact that a three judge panel has agreed to hear the facts of the case is enough to give pause to the situation," Fridemore said.

Although the bids will be opened on the same day as oral arguments begin in the federal case, Blesner said it would be a few weeks before contracts were signed with the winning bidder.

Jeff Gonyo, a steering committee member for the Highway J group, said he expects a decision a month.

Please see 184/47

164: 4-lane foes plug away

or two after oral arguments are presented.

"I don't want the state to enter any binding contracts when we don't know how the court will rule," said Fridemore.

The citizens group has been fighting state plans to widen the highway since 1998.

Gonyo said if the suit were successful, it would "force the DOT to

look at alternatives."

"Our position is that it should remain a two-lane road with safety improvements," said Gonyo.

In September 2003, the Highway J Citizens group filed an appeal with the federal circuit court pertaining to an earlier decision to dismiss a lawsuit by the group to halt construction of the Highway 164 overpass in Ackerville.

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January 26, 2006

TIMES PRESS / Page 3

NEWS

Lawmakers ask WDOT to delay action on highway project

Three-judge panel examining lawsuit on Highway 164 plans

By GAY GRIESBACH
Times Press Staff

A plea from lawmakers to stop the widening of Highway 164 will most likely have little effect, unless that request is backed by a federal court decision.

State Rep. Don Fridemore, R-Hartford, and State Sen. Ted Kanavas, R-Brookfield, have asked Wisconsin Department of Transportation Secretary Frank Busalacchi to wait until the outcome of a federal lawsuit is known before the DOT enters into any new construction contracts regarding Highway 164, according to a press release issued last week by Fridemore's office.

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the widening of approximately 18 miles of Highway 164 in Waukesha and Washington counties, according to federal court documents.

After that motion was denied by the U.S. District Court for the Eastern District of Wisconsin, the group brought its appeal to the federal Seventh Circuit Court of Appeals in Chicago.

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Although the bids will be opened on the same day as oral arguments begin in the federal case, Blesner said it would be a few weeks before contracts were signed with the winning bidder.

Jeff Gonyo, a steering committee member for the Highway J group, said he expects a decision in a month or two after oral arguments are presented.

The citizens group has been fighting state plans to widen the highway since 1998.

Gonyo said if the suit is successful, it would "force the DOT to look at alternatives."

He added, "Our position is that it should be remain a two-lane road with safety improvements."

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"I don't want the state to enter any binding contracts when we don't know how the court will rule."
State Rep. Don Fridemore
R-Hartford

The FREEMAN

Waukesha County's Daily Newspaper

Drivers wait for Highway 164 widening

Lawmakers say project should be delayed

By ERK BROOKS
Freeman Staff

SUSSEX, Wis. — Two local lawmakers are asking the state to delay the widening of Highway 164 until a federal court decision is reached on a lawsuit filed by citizens groups.

State Rep. Don Fridemore and State Sen. Ted Kanavas are asking the state to delay the widening of Highway 164 until a federal court decision is reached on a lawsuit filed by citizens groups.

Next step
The Wisconsin Department of Transportation is expected to open bids for the widening of Highway 164 in Waukesha and Washington counties in the next few weeks.

WHERE: Highway 164, between Highway 14 and Highway 22 in Waukesha County.

WHEN: Bids are expected to be opened on Feb. 14.

on the case Feb. 14 — the same day as the opening of bids for the widening of Highway 164 in Waukesha and Washington counties.

The citizens group has been fighting state plans to widen the highway since 1998.

Gonyo said if the suit were successful, it would "force the DOT to look at alternatives."

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TRIVIA ANSWER
A. It is not a road. It is a highway numbering system.

See question on Page 2A.



CRG Network

Political Power for Taxpayers

PO Box 371086 Milwaukee, WI 53237 414-801-0800 www.crgnetwork.com crg@crgnetwork.com

June 13, 2005

Mr. Dale Pfeiffle, Environmental Protection Specialist
U.S. Army Corps of Engineers
1617 East Racine Avenue, Room 101
Waukesha, WI 53186

RE: USACE Case Number 04-161651-DJP -- Public Comments and Request for Public Hearing on Wisconsin Department of Transportation's (WisDOT) application for permit to discharge fill materials in the Sussex Creek and its adjacent wetlands to upgrade STH 164 between Prospect Court and Howard Lane in Waukesha County to a four-lane, divided highway (WDOT Project I.D. 2748-03-70).

Dear Mr. Pfeiffle:

CRG Network is a nonpartisan grassroots organization comprised of and for the Taxpayers of the State of Wisconsin and is an offshoot of Citizens for Responsible Government (CRG), arguably Wisconsin's most effective taxpayer group. A year after helping organize a sweeping series of successful recalls (the nation's largest at that time), CRG realized that politics was returning to "business as usual" and a new strategy was needed to maintain earlier taxpayer gains statewide.

Wisconsin taxpayers are losing the competitive battle with the tax spenders. We see the results in higher taxes, rampant corruption, and falling public services. Recently, taxpayers have begun to realize that they do have power if they choose to exercise it. CRG Network was formed to bring all Wisconsin taxpayers together in solidarity and to create the "critical mass" needed to positively influence governmental decisions.

For the past six years, the Highway J Citizens Group, U.A. (HJCG) has been waging a highly-visible, well-organized, grassroots citizens campaign to stop the Wisconsin Department of Transportation's (WisDOT) planned four-lane expansion of Highway 164 in both Waukesha and Washington Counties. With its estimated \$67 million price tag, this road project is one of the most wasteful examples of government spending in the State of Wisconsin.

Jeff Gonyo, a HJCG steering committee member, has recently shared detailed information about this massive, multi-million dollar, road expansion project with CRG Network and has informed us that the WisDOT has applied for a Section 404 permit from the U.S. Army Corps of Engineers (USACE) to discharge fill materials in the Sussex Creek and its adjacent wetlands to upgrade State Highway 164 between Prospect Court and Howard Lane in Waukesha County to a four-lane, divided highway (USACE Case Number 04-161651-DJP).

We have evaluated Mr. Gonyo's information and have concluded that the USACE needs to hold a formal public hearing to allow taxpaying residents to speak out against this extravagant waste of our tax dollars and then offer other more cost-effective and community-friendly alternatives to solve this area's transportation problems. At the conclusion of this hearing, we sincerely hope that, after listening to citizens concerns, the USACE will promptly deny the WisDOT's currently-pending, Section 404 permit application here.

CRG Network's concerns and objections the WisDOT's permit application include the following:

1) Throughout the entire Environmental Impact Statement (EIS) process, the WisDOT has either minimized or otherwise completely ignored the citizen-backed, reasonable alternatives to solve this region's transportation problems. We believe that a more reasonable and fiscally-responsible alternative would be to move the road expansion project to the Highway 74 corridor (which is one mile east of Highway 164 and already four-lanes up to County Highway VV in Sussex) and continue that four-lane corridor northward to Highway 41/45 in Germantown either by constructing a new roadway in the WE Energies "power-line corridor" or otherwise using the existing County Highway Y corridor.

This alternative would be approximately 12 miles shorter in distance between Interstate 94 in Waukesha and Highway 41/45 in Germantown instead of using the Highway 164 corridor between Waukesha and Slinger. It also would provide a more direct route for commercial traffic between Waukesha, Sussex, Germantown, Jackson, Slinger, Hartford and West Bend and would cost less taxpayer dollars to construct. Finally, construction of this alternative route combined with adding some simple safety improvements to the existing two-lane Highway 164 (i.e. lower speed limits, turn lanes and traffic lights at all major intersections and subdivision entrances, and wider paved shoulders) would eliminate the need for any further expansion of many other roadways in both Waukesha and Washington Counties.

2) The negative economic impacts of the WisDOT's planned four-lane expansion of Highway 164 will be tremendous for many area homeowners, family farmers, and small business owners. Homeowners along Highway 164 will suffer reduced property values due to the additional noise, pollution, traffic congestion and safety hazards created by a busier, four-lane highway running through their neighborhoods. Many of these homeowners who will lose substantial portions of their front and backyards due to this road expansion will see the value of their homes drop substantially. Homeowners who suffer these economic losses rarely receive fair compensation from the WisDOT under the current eminent domain statutes.

Family farmers will be driven off the land they have farmed for many generations because it will be next to impossible to access their farmland next to a new, four-lane highway with a 30-foot, uncult, median strip. Also, many of these family farmers have their farm buildings located right next to the existing two-lane Highway 164 and these buildings would be demolished if this roadway were to be expanded.

Finally, small business owners will suffer substantially from the WisDOT's four-lane expansion plans for Highway 164 because of lack of direct access to Highway 164 for their customers. For a good example of this, just ask the owner of Pewaukee Mattress who recently lost direct access to the corner of Highway 164 and Capitol Drive for his once-thriving business in the City of Pewaukee. This loss of direct access has now reduced the value of his business by at least \$2 million. If Highway 164 is expanded northward, other small businesses (like the Sunset View Family Restaurant in the Town of Richfield for example) are likely to suffer the same fate.

3) In this time of rising fuel prices, adopting the citizen-backed, reasonable alternatives instead of the WisDOT's four-lane expansion plans for Highway 164 will reduce energy costs, save energy resources and enhance the local economy due to these cost savings.

4) In any government-funded project, full public involvement and participation during every step of the decision making process is essential to ensure that taxpayer dollars are being wisely and responsibly spent. In this case, the "open house" format of the WisDOT's public information meetings on the Highway 164 four-lane expansion project during the EIS process discouraged citizen input and did not allow the taxpaying residents of the affected communities to publicly confront and challenge the highway planners with opposing views. For this reason alone, the USACE should hold a formal public hearing to allow the people to voice their concerns and objections to the currently-pending WisDOT permit application.

5) Right now, the State of Wisconsin is in a major budget crisis mainly because of uncontrolled, irresponsible and excessive spending by state government agencies like the WisDOT. Over the past several years, the WisDOT has become a mismanaged, non-responsive, government bureaucracy which has wastefully spent billions of our hard-earned tax dollars on extravagant and unnecessary road projects like the Highway 164 four-lane expansion in Waukesha and Washington Counties. Denying the WisDOT's permit application here will force this agency to "go back to the drawing board" and adopt a more fiscally-responsible plan which is more consistent with the wishes of the taxpayers who live in this region.

In conclusion, the CRG Network now hereby requests that the USACE immediately hold a formal public hearing to allow concerned citizens the opportunity to publicly challenge and object to this classic example here of unnecessary and wasteful government spending. After the conclusion of this hearing, we further recommend that the USACE reject the WisDOT's permit application and then direct this road building agency to develop more cost-effective, community-compatible and environmentally-friendly alternatives to solve the transportation problems of Waukesha and Washington Counties.

CRG Network appreciates this opportunity to provide constructive comments and input on this road project and related permit application. If you have any questions, please contact either Orville Seymour at (414)-573-8709 or Chris Kliesmet at (414)-429-9501. Thank you.

Sincerely,

Chris Kliesmet,
Executive Administrator
CRG Network

cc: Jeff Gonyo (Highway J Citizens Group, U.A.)



THE WILDERNESS SOCIETY

June 13, 2005

Mr. Dale Pfeiffle, Environmental Protection Specialist
U.S. Army Corps of Engineers
1617 East Racine Avenue, Room 101
Waukesha, WI 53186

RE: USACE Case Number 04-161651-DJP -- Public Comments and Request for Public Hearing on Wisconsin Department of Transportation's (WisDOT) application for permit to discharge fill materials in the Sussex Creek and its adjacent wetlands to upgrade STH 164 between Prospect Court and Howard Lane in Waukesha County to a four-lane, divided highway (WDOT Project I.D. 2748-03-70).

Dear Mr. Pfeiffle:

As the former Assistant Secretary for Fish and Wildlife and Parks at the Department of the Interior, as well as the former Chief Counsel to the U.S. Fish and Wildlife Service, I have reviewed and worked on Section 404 permits under the Clean Water Act for more than 25 years. Moreover, pursuant to the terms of the Section 404 MOU between the Secretary of the Army and the Department of the Interior, I have been involved in numerous "elevation" requests, appealing decisions to grant Section 404 permits.

Jeffrey M. Gonyo of the Highway J Citizens Group, U.A. (HJCG) recently informed me that the Wisconsin Department of Transportation (WisDOT) has applied for a Section 404 permit from the U.S. Army Corps of Engineers (USACE) to discharge fill materials in the Sussex Creek and its adjacent wetlands to upgrade State Highway 164 between Prospect Court and Howard Lane in Waukesha County to a four-lane, divided highway (USACE Case Number 04-161651-DJP). A review of both Mr. Gonyo's public comments on this project and the Ecological Review Letter Report prepared by Cedarburg Science (the ecological experts retained by the HJCG to study the area covered by the current Section 404 permit application) has prompted me to write this letter on behalf of the Wilderness Society and its estimated 215,000 members. In short, I wholeheartedly endorse, fully support and agree with the recommendations and conclusions of Mr. Gonyo and Cedarburg Science.

1615 M Street, NW, Washington, DC 20036 202-833-2300 www.wilderness.org

Recycled Paper

Last year on August 19, 2004, I wrote a similar letter to the USACE urging that the WisDOT's permit application for the Swan Road to Prospect Court section of Highway 164 be rejected because of the many serious environmental concerns raised by the HJCG and their ecological experts, Cedarburg Science. I was especially disturbed by the WisDOT's acknowledgment of past illegal wetland filling in that roadway section and this roadbuilding agency's deliberate efforts to avoid public scrutiny of these well-documented violations of the law. Despite these objections, it came as a shock to me when I learned that the USACE had granted this fatally-flawed permit application without first holding a formal public hearing on this important matter.

After thoroughly reviewing the impressive materials that Mr. Gonyo has given me about the WisDOT's currently-pending Section 404 permit application, my previously expressed concerns and objections to the WisDOT's actions have only been heightened and magnified. Although my objections to this permit application are many, I will briefly highlight below what I believe are the most disturbing ones here.

FIRST, Section 404 of the Clean Water Act and its regulations prohibit the granting of permits in any situation where there exists a "practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem" and would not have any other "significant adverse environmental consequences." The USACE is required to *independently verify and investigate* whether there exists an alternative which would have a less adverse impact.

In this case, the HJCG and their ecological experts, Cedarburg Science both have recommended that wetland impacts along Highway 164 can be avoided altogether by requiring the WisDOT to move the road expansion project to the already four-lane Highway 74 corridor (located just one mile east of Highway 164) and then continue it northward either using the WE Energies "powerline corridor" or the County Highway Y corridor. To further minimize wetland impacts along Highway 164 itself, the existing two-lane roadway could simply be improved with minimally-intrusive safety features such as turn lanes, wider paved shoulders, traffic lights and lower speed limits. However, the WisDOT has improperly dismissed these reasonable alternatives which would both protect precious wetland areas and improve traffic safety along Highway 164.

SECOND, Section 404 of the Clean Water Act requires that, before a permit application can be granted, it must contain accurate and current information about the impacts on wetlands and their aquatic habitat. In this case, the WisDOT's survey and conservation plan for the Butler's Gartersnake is nearly five years old and grossly out-of-date. Since the time when the WisDOT's survey was done, agricultural fields adjacent to the wetlands may have become fallow with vegetation that supports snake foraging. Therefore, Cedarburg Science has recommended that, because the WisDOT's Butler's Gartersnake study was conducted several years ago and new habitat for this state-listed threatened

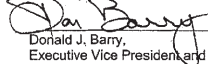
species now may be present within the Highway 164 corridor, an updated survey and conservation plan must be completed. I agree with this cautionary approach and support this recommendation.

THIRD, the National Environmental Policy Act (NEPA) requires the preparation of a Supplemental Environmental Impact Statement (SEIS) when the roadbuilding agencies make *substantial changes* to a specific project after the Record of Decision (ROD) has been issued. In this case, following the Federal Highway Administration's ROD (which approved the Final Environmental Impact Statement for the Highway 164 four-lane expansion project), the WisDOT made substantial changes to its construction plans in the permit application area. Previously-approved plans to construct a bridge over both the Union Pacific Railroad tracks and the Bugline Nature Trail were scrapped and replaced with at-grade, four-lane crossings which will undoubtedly impact this area's aesthetics, character and the drainage from the new, wider, at-grade roadway into the nearby wetlands. Therefore, I join both the HJCG and Cedarburg Science in strongly recommending that an SEIS be prepared to fully analyze and discuss the environmental impacts of the WisDOT's post-ROD changes as described above.

FINALLY, it appears that the WisDOT has violated both NEPA and the Clean Water Act by failing to analyze the cumulative environmental impacts and indirect effects of the proposed Highway 164 four-lane expansion project. The Final Environmental Impact Statement (FEIS) for this project is almost totally devoid of any meaningful discussion of these impacts. Instead, the WisDOT offers only unsupported, conclusory conjecture that is contradicted elsewhere by the evidence in the FEIS. Therefore, for this reason alone, the USACE should promptly deny the current permit application and then send the WisDOT "back to the drawing board" to have this deficient section of the FEIS completely redone.

For all of the above reasons as well as those specified in both Mr. Gonyo's public comments and Cedarburg Science's Ecological Review Letter Report, I strongly urge you, on behalf of the Wilderness Society, to first hold a formal public hearing on this highly-controversial matter and then reject the WisDOT's permit request. This troubling road expansion project does not come close to meeting the strict legal requirements of Section 404 of the Clean Water Act and therefore, should be promptly scrapped.

Sincerely yours,


Donald J. Barry,
Executive Vice President and General Counsel

Memo

To: Jeff Gonyo, Highway J Citizens Group, U.A
From: Ginny Plumeau, Cedarburg Science LLC
Date: 1/24/2005
Re: Review of USACE Permit No. MVP-2004-157290-DJP

In accordance with your request, Cedarburg Science, LLC reviewed the USACE Permit No. MVP-2004-157290-DJP issued on January 14, 2005, for the Wisconsin Department of Transportation's (WisDOT) proposed 2005 Highway 164 Expansion between Swan Road and Prospect Court. Several issues presented in our August 20, 2004, ecological review letter report and August 20, 2004, USACE public comment letter were not specifically addressed in the USACE permit. These issues are summarized as follows:

- The wetland delineation is out of date and does not accurately reflect the total wetland acreage that is currently present within the project area.
- Although the issue of impacts to federally threatened and endangered species potentially occurring within the project area is a condition of the permit, the wording is vague and does not state the need for surveys to be performed or updated, as recommended by Cedarburg Science.
- The permit requires the permittee to review potential impacts with the USFWS. It does not state that USFWS recommendations be incorporated into the final design.
- An argument based on several factors was made in our correspondence for increasing the mitigation ratio to 1.5:1. The overall mitigation ratio accepted in the permit is 1.35:1.
- The mitigation bank accepted for the project is not located in the same watershed as the project. A request for a search of mitigation sites within the watershed was not conditioned.
- The potential for increased basement flooding of local residents was not discussed in the USACE permit.
- Past violations by WisDOT in this project area were not referenced by the USACE permit.
- Steps to prevent primary impacts on adjacent water resources from construction occurring within the project area are discussed in the standard conditions section of the permit; secondary and cumulative impacts to nearby water resources and environmental corridors were not addressed.
- Alternate routes and methods for improving Highway 164 were not addressed in the USACE permit.

I hope that this review of the permit is useful to you in your deliberations with the WisDOT. Should you have any questions, feel free to contact me.



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Highway 164 project over budget, delayed

New completion date set for Dec. 9

By ERIK BROOKS - GM Today Staff


November 3, 2005

WAUKESHA - Highway 164 reconstruction north of Capitol Drive is running more than 20 percent over budget and more than two weeks late, a state Department of Transportation official said.

And it remains possible that the project - initially set to be completed by Nov. 23 and now set for completion by Dec. 9 - will not be finished until spring, said Doug Buth, area manager for Payne & Dolan Inc., the project's Waukesha-based general contractor.

"We do not want to push this job to meet a completion date and compromise the quality of the finished project," Buth said Tuesday. "That is really a concern now."

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"Anything can be done. But if Mother Nature gets in our way, we may just need to regroup, and, I hate to say it, finish things in spring."

If that is the case, Payne & Dolan could face "significant" fines, said Bruce Barnes, project manager for the state Department of Transportation.

The work in question is happening on a 3.8-mile stretch between Swan Road in Pewaukee and Prospect Court in Sussex - the second phase of a three-phase project that will see the existing two-lane Highway 164 widened to four lanes through the City of Pewaukee, town of Lisbon, Pewaukee and Sussex.

The project had an initial price tag of \$11.4 million when the state accepted the bid of Payne & Dolan in early 2005. It is now up to an estimated \$13.9 million, or 21.9 percent higher than the first estimate, Barnes said.

The state has authorized the higher amount, Barnes said. The DOT is contributing 20 percent to the bulk of the project's cost, with federal funds making up the remaining 80 percent. Individual communities are helping pay for things like sidewalks and sewers.

The added costs have come from the discovery of more marshland and rocky soils in the areas around the reconstruction, Barnes said.

Those areas have to be filled in with new soil to allow the new road to be built.

"Those quantities were severely over what the estimate was initially," Buth said.

For now, work continues on Highway 164's northbound lanes, as well as on landscaping, grading, storm sewer and electrical upgrades throughout the project.

The reconstruction has also seen a number of additions since initial plans were drawn up, Barnes said. They include adding a traffic signal to the Swan Road intersection near Wal-Mart and relocating the intersections of Richmond Road and North Corporate Circle to create one common intersection.

The additions, however, have added little to the growing cost estimate, Barnes said.

"We don't like to see any increases," he said. "Certainly our firm objective here is to have the project complete by the end of this calendar year."

A separate contractor completed phase one of the project, work from Rockwood Drive to Swan Road, last year at an estimated cost of \$9.8 million, or about \$384,000 over the initial budget, Barnes said. The final phase, work from Prospect Court to Howard Lane, will take place from April to November of 2006, Barnes said.

Enk Brooks can be reached at enkbrosks@conlaynet.com.

This story appeared in The Freeman on November 2, 2005.

Sussex Sun

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NEWS SEARCH Top Stories

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The Highway 164 widening project missed one deadline for completion last month, and is about to miss another. It has already exceeded its \$11.3 million budget.

Widening the highway to four lanes and adding a median from Swan Road in the Village of Pewaukee to Prospect Court in the Village of Sussex was supposed to be done by Nov. 23, the day before Thanksgiving.

Now it appears the new deadline—this Friday, Dec. 9—will also be missed.

That's when the clock starts ticking on the contractor, Payne & Dolan.

"There is a completion-date penalty of \$1,100 that begins the day after Dec. 9," explained Bruce Barnes, the Department of Transportation (DOT) Highway 164 project manager.

"We're not too focused on the penalty right now," he said Friday. "We're focused on completing the project."

"The bulk of the asphalt paving was done by Nov. 17," he added, but that still leaves two traffic signals, at Lisbon and Swan roads.

"Traffic signals are conventionally done last, Barnes said. "That's what we're focusing on right now," he said.

He said the Lisbon Road traffic signal is scheduled to be activated by Dec. 17 and the Swan Road signal by Christmas.

Barnes added that he still expected the remainder of the median—the southern end just north of Swan Road—to be completed by Friday.

About 14,300 vehicles travel the 3.8-mile two-lane stretch of Highway 164 every day, according to the DOT.

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REVIEW AND UPDATE OF REGIONAL
LAND USE AND TRANSPORTATION
SYSTEM PLANS FOR SOUTHEASTERN WISCONSIN
PUBLIC INFORMATION HEARING

**ORIGINAL
TRANSCRIPT**

Proceedings taken before MARY RING, a
Registered Professional Reporter and Notary Public in and
for the State of Wisconsin, at Gateway Technical College,
Madrigano Auditorium, 3520 30th Avenue, Kenosha,
Wisconsin, on April 12, 2006, commencing at 6:02 p.m. and
concluding at 6:30 p.m.

MILWAUKEE 414-224-9533
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TOLLFREE 800-456-9531

A P P E A R A N C E S

COUNTY OF KENOSHA:

Mr. Frederick J. Patrie, Director of Public Works.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION:

Mr. Kenneth Yunker, Deputy Director.
Mr. Christopher T. Hiebert, Senior Engineer.
Mr. William J. Stauber, Chief Land Use Planner.
Mr. Albert A. Beck, Principal Planner.
Mr. Otto P. Dobnick, Principal Planner.

* * * * *

I N D E X

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Mr. Norman Siler.....	6

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TRANSCRIPT OF PROCEEDINGS

MR. PATRIE: Welcome to the public meeting and hearing on the preliminary recommended regional plans for the land use and transportation in southeastern Wisconsin.

Welcome everyone. My name is Fred Patrie. I'm the director of public works, and I've been asked by the Regional Planning Commission to conduct the public hearing portion of the meeting tonight.

I will briefly highlight the format for today's meeting and hearing. The session has three parts. The first is what you were engaged in from 4:30 to 6, and that was where the public had the opportunity to review the information and -- regarding the study and the preliminary plans and an opportunity to ask questions from the SEWRPC staff.

SEWRPC is represented here this evening by Mr. Ken Yunker, the deputy director, Bill Stauber, Chris Hiebert, Al Beck and Otto Dobnick. The presentation will be given by Mr. Hiebert from the Regional Planning Commission staff.

The third part of the session after his presentation will be the formal public hearing in

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which you'll be able to comment on the preliminary plans. Since there's a relatively small number of people, we'll allow five minutes for each speaker, and if people want to speak again after that, time allowing, we will do that.

As you entered the room tonight, you had the opportunity to fill out a speaker registration form on which you could indicate your desire to be heard. Those are available over at the table. If you raise your hand, I'm sure somebody from the staff will give you a form to fill out.

After the presentation of the preliminary plans, those of you who wish to be heard, I'll ask you to come up to the microphone, even if it isn't working, state your name and address, if you would, for the record. The statements of this will be documented in the study's record. Public involvements then will be presented to the Advisory Committee that is conducting -- citing the conduct of the study.

I'll turn it over to Mr. Hiebert, who will give a presentation on the preliminary plans. (Presentation given from 6:04 p.m. to 6:27 p.m.)

MR. PATRIE: It is now time to receive

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06:27 1 public comments, as I indicated earlier. The
 06:27 2 purpose of the public hearing is to receive your
 06:27 3 comments. You'll have approximately five minutes
 06:27 4 for an initial comment. I'd ask you to step to
 06:27 5 the microphone area where -- the microphones
 06:27 6 aren't working, but if you want to make a comment.

06:27 7 This is not a question and answer
 06:27 8 period. The staff is here and was here at 4:30,
 06:27 9 or so, to answer your questions, and they will
 06:27 10 stay after the meeting if you have specific
 06:27 11 questions.

06:27 12 Again, not everyone is comfortable
 06:27 13 speaking in a public forum. That's why there are
 06:27 14 other opportunities by which you can register your
 06:27 15 comments or concerns. There are forms that AI has
 06:27 16 over here. There's also information that you can
 06:27 17 submit your comments to the Regional Planning
 06:27 18 Commission staff via e-mail. And they, again,
 06:27 19 will be able to provide you a site. There is
 06:27 20 literature over there that also contains the
 06:28 21 SEWRPC site, Internet, where you can link to other
 06:28 22 things.

06:28 23 If time permits, we'll be allowed to
 06:28 24 have a second round of speeches. I'd like to also
 06:28 25 point out the comments may also be provided in

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06:29 1 lifestyles a lot more accommodating.

06:29 2 And I think with the price of gasoline
 06:29 3 as it is, and even the president acknowledges that
 06:29 4 it's got to be bought and controlled against each
 06:29 5 other, that SEWRPC is taking the right direction
 06:29 6 with this plan.

06:29 7 MR. PATRIE: Is there anybody else
 06:29 8 wishing to speak? Does anybody else wish to
 06:29 9 speak? Does anybody else wish to speak? Seeing
 06:29 10 no one rushing to the microphone, the public
 06:29 11 hearing is concluded.

(Proceedings concluded at 6:30 p.m.)

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06:28 1 writing, as I indicated.

06:28 2 So if there's anybody that wishes to
 06:28 3 comment, you can just step to the center of the
 06:28 4 room where the stenographer can clearly hear you.
 06:28 5 State your name and address, and we'll receive
 06:28 6 your comments. I'll let you know when you have
 06:28 7 about 30 seconds left. Is there anybody that
 06:28 8 wishes to speak? Is there anybody wishing to
 06:28 9 speak?

06:28 10 You know, I feel funny, Mr. Siler. This
 06:28 11 is the first public hearing I've ever been at
 06:28 12 where I know everybody by first name.

06:28 13 MR. YUNKER: Norm, after you speak can
 14 we have you fill out a registration form --

15 MR. SILER: Yeah.

16 MR. YUNKER: -- just so we have it for
 17 the record?

18 MR. SILER: I wasn't going to, but I
 06:28 19 think it's worth saying. My name is Norman Siler.
 06:28 20 My main address is Somers, 53171. And I'll
 06:28 21 comment at greater length in writing. I just want
 06:29 22 to say that I'm greatly pleased to see that SEWRPC
 06:29 23 has put so much emphasis on bike trails and public
 06:29 24 transit, and it's a trend that in other parts of
 06:29 25 the country that I visited is making their

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
PUBLIC INFORMATION MEETING
APRIL 12, 2006

Public Statements At Public Hearing On
Review Of Preliminary Year 2035 Regional Land Use And
Transportation Plan For Southeastern Wisconsin, taken
before KAREN L. HOWELL, a Registered Professional
Reporter and Notary Public in and for the State of
Wisconsin, at Gateway Technical College, 400 County
Highway H, Elkhorn, Wisconsin, on APRIL 12, 2006

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P R E S E N T

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
MEMBERS:

Robert E. Beglinger, Chief Transportation Engineer
Sonia Dubielzig, Transportation Planner
Philip C. Evenson, Executive Director
David M. Jolicoeur, Senior Engineer
Gary K. Korb, Regional Planning Educator
Timothy McCauley, Principal Planner

A L S O P R E S E N T

Allen Morrison, Commissioner from Walworth County.

I N D E X

Statement On The Record By: Page
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Dorothy Burwell, Delavan, Wisconsin 13
Attachment:
- Speaker Registration Form For David Patzelt.

STATEMENTS ON THE RECORD

MR. PATZELT: Thank you for having me.
My name is David Patzelt, P-A-T-Z-E-L-T, 17 North
1st Street, Geneva, Illinois, 60134 I have
received your plan and read through it. It was a
very thorough plan. There's many items that we
agreed with, and I have some general comments.

Maybe to give you a little bit of
background, Sho-Deen, Incorporated is a developer.
We have been in business for about 45 years,
predominantly in the King County, Illinois area.
We currently hold title to approximately 3,000
acres that are within Walworth County.
Approximately 2,000 of which are within the Town
of Delavan and a thousand of which are within the
Town of Walworth abutting the Village of Fontana
and the Village of Walworth.

My first comment, I'll gear it towards
the property that we currently own and your
diagram of commuter rail service that's coming up
through the Town of Walworth, the southern part of
the plan -- I picked it up as Map 2 in your
brochure. And I have a couple comments on that.

One, it was interesting to note that, as

I understand it, there used to be rail service on
that same rail line that extended out to
Janesville. We currently own property on both
sides of that rail line, and it was part of our
preliminary planning process that we were doing
internally, we were considering a rail stop on
that rail line if that rail line were to ever
extend out of the Fox Lake/Antioch area.

And I guess my question would be was
there consideration given to continuing to plan
that line out to Janesville for commuters to
eventually make it from Janesville into the
Chicago area?

MR. EVENSON: We didn't intend this to
be question and answer. But I'm going to accept
the questions and try to answer them because there
is a small crowd here tonight. The answer is --
the short answer to your question, Dave, is no at
this point. But that doesn't mean it might not be
extended for that some day. As I recall, Bob, the
feasibility study that we did concluded that there
is significant potential on this line up as far as
it, but provided that Metra would extend it to,
what would be their last stop in Illinois?

MR. JOLICOEUR: Antioch, Illinois.

1 MR. EVENSON: So in part, we were
2 dependent upon what happens in Illinois here to
3 get the line to -- near the state line. And then
4 Wisconsin interests could take over in much the
5 same way that we are working in the Racine/Kenosha
6 corridor now to extend that service farther north.
7 But as far as consideration going to Janesville,
8 no, we did not specifically look at that in the
9 feasibility study, but it could be looked at in
10 the future.

11 MR. PATZELT: Okay. I would encourage
12 you to do that. As property owners in King
13 County, Illinois, we currently own one train
14 station on the Metra line and own property that
15 straddles two different Metra lines and are
16 working with Metra to build stops at one of those
17 lines. And currently they have just completed
18 building a stop and platform at one of those other
19 lines.

20 So how is that enticed for the public?
21 It is through private funding that entices Metra
22 to get stops, and that certainly is something that
23 as a developer owning property on either side, we
24 know that we would be asked to do that and would
25 encourage that.

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1 We think that line is an important line
2 to southern Wisconsin. Coming up tonight, coming
3 through Harvard following a number of vehicles out
4 of the Harvard stop, people that got stopped by
5 the train, boarded their cars and started heading
6 north. So I think that would be valuable.

7 Jumping over to the Town of Walworth in
8 your Map 3 your off-street bicycle plan, we
9 firmly believe in bicycle paths and alternative
10 means of transportation, smart growth principles.
11 As such in your current discussions with the Town
12 of Delavan and our property there that we are
13 talking about developing, we have committed to
14 funding and constructing over 15 miles of
15 recreational paths and bicycle paths.

16 I could not determine a line that would
17 come into the Town of Delavan or anywhere near the
18 inlet. Albeit, the map was relatively small, it
19 looked like there were some lines close to the
20 Williams Bay and Delavan area. But I would think
21 that if you have somebody that has gone on record
22 in the town and committed to 15 miles of bike path
23 and recreational path, it would certainly be nice
24 if we could get some connections to that path
25 system. And quite possibly, you probably weren't

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1 aware that that was happening.

2 If you don't mind, I'd like to ask
3 another question. And it's unfamiliar to me under
4 the regional transportation operations program.
5 Could you give a little further explanation? It's
6 on page nine of your program exactly what the RTOP
7 is and what is required of a town government to
8 get involved in an RTOP, and how might private
9 industry and a developer get involved or push
10 along the RTOP?

11 With our 2000-acre development, we have
12 done initial traffic studies that we have
13 submitted to WISDOT for the Town of Delavan area.
14 And they have asked us to expand our traffic
15 studies for growth throughout the city of -- of
16 the northeastern area, City of Delavan and the
17 southwestern area of Elkhorn as well as all over
18 the town, and we are going to be doing that. We
19 are waiting until June/July to get more accurate
20 traffic -- existing background traffic numbers.
21 Could you -- would you mind giving me a little bit
22 further explanation on the RTOP?

23 MR. EVENSON: I will not because I'm not
24 that close to it, Dave. But Dave -- or do you
25 want to respond, or Bob, do you want to respond?

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1 MR. JOLICOEUR: The RTOP would be a
2 similar type of programming document as the
3 transportation improvement program, but it would
4 be -- it's a pilot effort on our part to be
5 looking at specific projects and improve
6 operations such as intersection improvements,
7 signal timing improvements and so on, projects
8 that are --

9 MR. BEGLINGER: Access control.

10 MR. JOLICOEUR: Access control.

11 MR. PATZELT: When you say "a pilot
12 program," is this something new?

13 MR. JOLICOEUR: This is something new,
14 yes.

15 MR. PATZELT: And how might the town
16 and/or private industry get involved and want to
17 be the guinea pig with the pilot program?

18 MR. EVENSON: Well, I think we always
19 look for guinea pigs and willing partners. So I
20 think what this would require would be for the
21 Town of Delavan, if that's the jurisdiction
22 involved, to write a letter to us and/or WISDOT
23 and indicate an interest in volunteering to
24 advance this concept along and give it a try and
25 see if it makes sense.

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1 MR. PATZELT: Okay. Thank you. Jumping
2 over to Map 4 on page 10 of the brochure, the park
3 and ride lots, I understand why a majority of your
4 park and rides are focused around the general
5 Milwaukee area.

6 We see growth in potential traffic down
7 43 to the -- generally to the southwest and down
8 to let's say even to the Beloit and Rockford area.
9 And I guess I would encourage you to consider one
10 more potential existing potential park and ride
11 location, and that would be somewhere in the Town
12 of Delavan area. And that I think could be served
13 for either heading southwest down 43 or northeast
14 into the Milwaukee area.

15 Moving over to Map 5 on page 12,
16 specifically there's in the Wauworth County map on
17 the -- just below Route 43 and east of Delavan
18 where you are showing Highway 50 in blue, and
19 that's being widened from approximately Highway F.
20 Was there -- what is being done, if anything, to
21 acquire the additional right-of-way in that
22 location? Highway 50 has been widened
23 approximately a mile east of 43. And I know that
24 the Town of Delavan has expressed concerns
25 repeatedly to WISDOT about expanding or creating

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1 four lanes all the way through Highway 50 to that
2 F location and actually carrying it further to the
3 East 67, which is your yellow line that kind of
4 goes north/south. So I guess the question is, and
5 I don't know if you are able to answer that, what
6 can be done to encourage that or move that along?

7 And then secondly, you're suggesting
8 Highway F moving to the east and then north up 67,
9 the yellow line. And was there a suggestion or
10 consideration given to extending that out to what
11 I believe is Town Hall Road and having the yellow
12 line carried down Town Hall Road, which I believe
13 is the heavier black line going east and west from
14 your blue line again to 67 that heads north?

15 MR. EVENSON: Well, let me address a
16 little bit of what you've suggested or asked,
17 Dave. First of all, the yellow line means that,
18 at least in the preliminary work that we've done
19 to date, and based upon the urban development
20 extent and numbers that lie behind that for
21 population and housing and jobs, the yellow line
22 indicates that it's not a firm recommendation to
23 widen initially, but it's to reserve right-of-way
24 for potential future widening.

25 The blue line, on the other hand, is a

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1 firm recommendation for widening and -- within the
2 planning period. The way these projects get going
3 is that either the County or State agency, whoever
4 has got jurisdiction for the arterial and/or maybe
5 the town or the city, whatever has jurisdiction,
6 they are the ones that have to take the ball and
7 create a project of whatever dimensions in length.
8 And that -- sometimes that takes political
9 pressure from landowners and local governments to
10 get the State to do something. And that is how
11 the system works for the County.

12 Both the State and the County have, of
13 course, limited resources to deploy. And how some
14 of these projects might stack up against others, I
15 don't know. But that's the way the process works.
16 You have got to approach the jurisdictional agency
17 for the request for the project to get going,
18 because you can only reserve right-of-way if the
19 projects have already been engineered and you know
20 what right-of-way precisely it is you are going to
21 need for a project that you might not undertake
22 for quite a number of years.

23 Having said that, let me also say that
24 in connection with the extent of the Sho-Deen
25 proposal that -- and I have not been fully briefed

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1 on it. I have only seen, you know, a map and some
2 basic newspaper description of the development.
3 But if that came to fruition, that would, in part
4 -- I'll use the word rearrange the urban areas
5 that hadn't had -- for sometime been planned in
6 the Delavan/Elkhorn corridor. And in part,
7 perhaps, induce additional growth in that area
8 beyond the level that we have assumed in our
9 planning. All that is possible.

10 So we have always viewed our plans as
11 points of departure and upon which you move
12 forward to make decisions, and sometimes things
13 change. And if the land use plans of the County
14 and the Town and the communities change, then we
15 have to reflect those changes in revised analyses
16 that lead potentially to plan amendments.

17 So that is the way we work here in
18 southeastern Wisconsin. We work cooperatively
19 with the County, local governments and the State
20 when it comes to highways. And our main concern
21 on urban development is that it be properly
22 located so that it can be served with essential --
23 with sewer and water supply facilities and
24 potentially even local transit facilities, and
25 that the densities be appropriate for urban type

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1 uses. And I think your development some might
2 argue is more dense, some might argue is not dense
3 enough. I don't know. But from what I have seen
4 of it, it fits that bullet point on the slide that
5 said that most new urban development should be in
6 the median and high density ranges.

7 MR. PATZELT: Thank you. Thank you for
8 hearing my comments, and that is the extent of my
9 questions.

10 MR. EVENSON: We appreciate your coming
11 and your comments, and I'm sure we'll be seeing
12 more of you in the future as time goes on and as
13 your projects move forward within the local
14 government structure of Wisconsin. Thank you.

15 Is there anyone else who wants to
16 comment for the record? Anybody else?

17 MS. BURWELL: Dorothy Burwell,
18 B-U-R-W-E-L-L from Delavan, Wisconsin.

19 I'm curious on the U.S. 12 extension
20 from Elkhorn to Whitewater, it said only two
21 homes. And I remember a few years back there was
22 a big to-do over a developer who had discovered
23 plats that had been approved many years ago, and
24 it was within that corridor. And because it was
25 like grandfathered in, he developed that

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1 important comments that were made, and we
2 appreciate that.

3 (Proceedings concluded at 6:45 p.m.)
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1 subdivision. Are those two homes in that
2 subdivision, or are there more?

3 MR. BEGLINGER: When we developed the
4 alignment that is now shown on the map, we swung
5 the alignment west of that subdivision, and we
6 developed the alignment to minimize impacts.

7 MR BURWELL: Okay.

8 MR BEGLINGER: So it would not be in
9 that particular subdivision.

10 MS. BURWELL: Okay. Very good.

11 MR EVENSON: Now having said that,
12 Dorothy, we didn't do engineering studies of this
13 facility. So at some point, WISDOT would have to
14 engineer the location -- or the precise location
15 of the facility, and it may or may not end up with
16 two or maybe more or maybe less, who knows how
17 those things go. But for our system planning
18 purposes, that is our best estimate at this point
19 in time.

20 MS. BURWELL Understand.

21 MR. EVENSON: Any other questions or
22 comments by anybody?

23 If not, I want to thank you for coming
24 tonight and contributing to our process. Even
25 though you are few in number, there were some

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1 STATE OF WISCONSIN)
2) SS:
3 COUNTY OF MILWAUKEE)
4
5

6 I, KAREN L. HOWELL, a Registered
7 Professional Reporter and Notary Public in and for the
8 State of Wisconsin, do hereby certify that the above
9 transcript of Southeastern Wisconsin Regional Planning
10 Commission was recorded by me on APRIL 12, 2006, and
11 reduced to writing under my personal direction.

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

17 In witness whereof I have hereunder set
18 my hand and affixed my seal of office at Milwaukee,
19 Wisconsin, this 26th day of April, 2006.
20
21

22 Notary Public
23 In and for the State of Wisconsin
24

My Commission Expires: July 1, 2007.

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ORIGINAL
TRANSCRIPT

PUBLIC INFORMATION MEETING

REVIEW AND UPDATE OF REGIONAL LAND USE
AND TRANSPORTATION SYSTEM PLANS
FOR SOUTHEASTERN WISCONSIN

TRANSCRIPT OF PROCEEDINGS

Proceedings had in the above-entitled matter before LINDA J. SAARI, a Registered Merit Reporter and Notary Public in and for the State of Wisconsin, at HeartLove Place, 3229 North Dr. Martin Luther King Drive, Milwaukee Wisconsin, on April 13, 2005, commencing at 6:00 p.m. and concluding at 6:25 p.m.

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A P P E A R A N C E S

- COUNTY OF KENOSHA,
DEPARTMENT OF PUBLIC WORKS, by
MR. FREDERICK J. PATRIE
Director of Public Works,
19600 - 75th Street
Bristol, Wisconsin 53104
- SOUTHEASTERN WISCONSIN REGIONAL
PLANNING COMMISSION
W239 N1812 Rockwood Drive
Waukesha, Wisconsin, by
- MR. KENNETH R. YUNKER, PE
Deputy Director
- GARY K. KORB
Regional Planning Educator
(UW-Extension working with SEWRPC)
- MR. ALBERT A. BECK,
Principal Planner
- MR. WILLIAM J. STAUBER, AICP
Chief Land Use Planner
- MR. DAVID M. JOLICOEUR, PE
Senior Engineer

* * * * *

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TRANSCRIPT OF PROCEEDINGS

06:00 1

06:02 2 MR. PATRIE: Well, it's 6:00, and we

06:02 3 start try to start these meetings on time.

06:02 4 My name is Fred Patrie, and I'm the

06:02 5 Director of Public Works for Kenosha County. I

06:02 6 served as the chairman of the Technical Advisory

06:02 7 Committee that was assigned.

06:02 8 The meeting tonight consisted of three

06:02 9 parts. The first was having the staff available

06:02 10 to meet with you and answer questions

06:02 11 individually. The second part comes now at 6:00,

06:02 12 and that's a presentation by the SEWRPC staff.

06:02 13 And then the third will be a public hearing where

06:03 14 anyone who is interested can submit comments,

06:03 15 suggestions or ideas.

06:03 16 There are a number of ways you can get

06:03 17 your information on the record. The first is by

06:03 18 speaking. Not all people are comfortable in a

06:03 19 public forum speaking, so there are a number of

06:03 20 other options for you. One is to put your

06:03 21 comments in writing tonight and leave them with

06:03 22 any of the SEWRPC staff. The other would be to

06:03 23 get on the website and submit your comments at

06:03 24 that time.

06:03 25 For the meeting and public hearing

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06:03 1 tonight a record will be created. We have a

06:03 2 stenographer here. Her responsibility tonight is

06:03 3 to make sure the record is clear. So as in all

06:03 4 public hearings, at least the ones that I conduct,

06:03 5 only one person can talk at a time. And if she

06:03 6 feels that she's not getting a public record

06:04 7 she'll ask you to stop and start over or clarify

06:04 8 what your comments are.

06:04 9 If you are going to speak tonight I

06:04 10 would appreciate you filling out the form at the

06:04 11 desk, and that will contain the information that

06:04 12 the stenographer will be able to put in the

06:04 13 record.

06:04 14 The SEWRPC staff here tonight are

06:04 15 Mr. Ken Yunker, who is the deputy director sitting

06:04 16 to my left. Bill Stauber, and Al Beck, and Gary

06:04 17 Korb were available when you walked in. And to my

06:04 18 right is Dave Jolicoeur, and he will be giving the

06:04 19 presentation on the summary plans and the

06:04 20 preliminary plans.

06:04 21 When he is finished with his

06:04 22 presentation I will ask him to turn the podium

06:04 23 back over to me, and then we will have the public

06:04 24 input portion of the meeting, and then we will

06:04 25 conclude.

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06:04 1 So without any further delay I will
06:05 2 introduce you to Mr. Jolicoeur from the SEWRPC
06:05 3 staff.
06:05 4 (Presentation by Mr. Jolicoeur.)
06:23 5 MR. PATRIE: Mr. Yunker, did you want to
06:23 6 add anything to the presentation?
06:23 7 MR. YUNKER: No.
06:23 8 MR. PATRIE: It's now time to receive
06:23 9 comments from the public. This period of the
06:23 10 meeting is to receive your comments. It is not
06:23 11 meant to be a question-and-answer period as the
06:23 12 staff was here since 4:30 to meet with you
06:23 13 one-on-one, and we'll meet individually with
06:23 14 anyone that has specific questions after.
06:23 15 I would ask SEWRPC, Gary or Al, did
06:24 16 anybody register to speak tonight?
06:24 17 MR. KORB: No, I don't believe so.
06:24 18 MR. PATRIE: We're going do ask that you
06:24 19 keep your comments to about three minutes. You'll
06:24 20 be notified when you have about 30 seconds
06:24 21 remaining. We want everyone -- obviously, this
06:24 22 isn't a large group -- but we want to give
06:24 23 everybody the opportunity speak. And the
06:24 24 stenographer's job tonight is to get down what you
06:24 25 say and get it down accurately. So you can all

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06:25 1 or has indicated that they wish the opportunity to
06:25 2 speak, the public hearing is closed.
06:25 3 (Proceedings concluded at 6:25 p.m.)
06:25 4 *****
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06:24 1 help her do her job here tonight by allowing the
06:24 2 person to speak without background noise like
06:24 3 cheering or jeering. That won't be allowed. So,
06:24 4 if time permits, we'll allow somebody to speak.
06:24 5 Is there anybody that wishes to speak
06:24 6 tonight?
06:24 7 Do you have one?
06:24 8 MR. KORB: No.
06:24 9 MR. PATRIE: Is there anybody that
06:24 10 wishes to speak?
06:24 11 MR. KORB: Is there anybody that would
06:24 12 like a form? I brought them up.
13 MR. PATRIE: Would you raise your hand.
06:24 14 No one? Okay.
06:24 15 I advise you again, that your comments
06:25 16 can be provided in writing. Mr. Korb has the
06:25 17 forms, you can write it out, and we'll get into
06:25 18 the public record.
06:25 19 You have until April 20, 2006 to submit
06:25 20 your comments either in writing or on-line at the
06:25 21 e-mail address that Mr. Jolicoeur put, was shown
06:25 22 on there. I think it's www.sewrpc --
06:25 23 MR. JOLICOEUR: S-E-W-R-P-C, sewrpc.org,
06:25 24 O-R-G.
06:25 25 MR. PATRIE: Since no one has registered

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REVIEW AND UPDATE OF REGIONAL
LAND USE AND TRANSPORTATION
SYSTEM PLANS FOR SOUTHEASTERN
WISCONSIN

PUBLIC INFORMATION MEETING

Proceedings taken before CHERI KOBLE,
Court Reporter and Notary Public in and for the State of
Wisconsin, at Frame Park, Rotary Building, 1150 Baxter
Street, Waukesha, Wisconsin, on April 13, 2006,
commencing at 6:00 p.m. and concluding at 7:04 p.m.

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A P P E A R A N C E S

Southeastern Wisconsin Regional Planning Commission:

Mr. Philip C. Evenson, AICP
Executive Director

Mr. Robert E. Beglinger
Chief Transportation Engineer

Mr. David A. Schilling
Principal Planner

Mr. Christopher T Hiebert
Senior Engineer

Ms. Sonia Dubielzig
Transportation Planner

Ms. Laura Turner
Transportation Planner

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MR EVENSON: I have only one slip
handed to me from Fay Amerson who would like to
make a formal comment. So, Fay, come on up. You
have the floor. I would ask that for the courtesy
of the reporter here, that you spell your last
name so it's correct for the record.

MS AMERSON Okay.

MR EVENSON: Come on up and use the
microphone We all want to hear you.

MS. AMERSON: Okay. We I, thank you,
Executive Director Evenson. My name is Fay
Amerson, A-M-E-R-S-O-N. I reside with my husband
at West 270 South 3565 Oak Knoll Drive, Town of
Waukesha.

Thank you so much for giving me the
opportunity to speak and provide some public input
to the Regional 2035 Land Use Plan and
Transportation Plan. I've determined I'd be dead
by then, so my comments I think -- and I really
speak from my heart. I do care about what happens
in 2035.

What I do, I know, and what I probably
do all of my life, I do it for the next
generation, protecting environmental resources.

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So I guess I can comment on this, even though I
know I'll be dead by then.

I also would like to commend your staff.
Over the years I have worked both professionally
and personally with the commission staff. They
are unbelievable for providing just so much help
for me to understand a lot of issues, a lot of
resource issues, and I just wanted to give you
that opportunity to commend your staff. They are
so professional, so helpful, so resourceful, and
that is just very important to the public when
they need information.

I want to just talk about a few things.
First of all, about the land use plan, and I
probably could go on forever about some things,
but if there's one thing that I want, a revision
in the land use plan that has been in every
generation land use plan, and I hope to erase it
in this one, is allowing or permitting or even
considering golf courses in primary environmental
corridors.

Only because today I had to walk through
one of the most beautiful environmental corridors
in a county not too far from here where it's been
clear-cut and just ready for development that's

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1 not in anybody's land use plan, and it really
 2 saddened me to see that destruction to a primary
 3 environmental corridor in anticipation of
 4 development.

5 And I can just imagine what the
 6 developer is going to say. Well, we're going to
 06:27 7 build a golf course there because it's a permitted
 8 use, and it's on the table that's in the land use
 06:27 9 plan. So I would want reconsideration.

06:27 10 Golf courses don't have to be in primary
 11 environmental corridors. They can be outside of
 06:27 12 primary environmental corridors. But I've seen
 13 the destruction. One in particular in the Town of
 06:27 14 Geneva in Walworth. It's a great golf course, I
 06:27 15 mean I've been on it, but they really didn't have
 06:27 16 to log the environmental corridor, and it was just
 06:27 17 a shame to see that happen and I would like
 06:28 18 some -- I don't know if we can condition the heck
 06:28 19 out of that table that's in the land use plan to
 06:28 20 consider environmental corridors off limits to
 06:28 21 that type of activity that is so destructing.

06:28 22 The other -- now I ran out of notes. I
 06:28 23 guess I've also come here tonight again to appeal
 06:28 24 for the removal of the west Waukesha bypass for
 06:28 25 the public corridor. I've even gotten to now I'm

06:28 1 just protecting the corridor.

06:28 2 I guess I don't care what you do outside
 06:28 3 the corridor, but between Sunset and 59, that
 06:28 4 stretch of Pebble Creek is the most unique
 06:28 5 environment in Waukesha County. It has an immense
 29 6 diversity of fish, which the commission is now
 06:29 7 looking at and inventorying. The flora and the
 8 fauna in the primary environmental corridor are
 9 like none other in a community within walking
 10 distance of the City of Waukesha. A kid can take
 06:29 11 their fishing pole and catch fish out of that
 12 creek. It is cool water, cold water, warm water.
 13 It is like unbelievable.

06:29 14 And since I've lived in this community,
 15 a bypass is planned through that corridor. I
 06:29 16 think that -- and I know and I heard the
 17 discussion about the preliminary engineering needs
 18 to be done, but I just -- it just needs -- you
 19 need to reconsider removing that or somehow in
 20 your plan note that that corridor is so special to
 06:29 21 this community of Waukesha.

22 That's all I have to say because I came
 23 from -- oh, one other thing. I work in Elkhorn
 06:30 24 and I just don't understand the 83 bypass. That,
 06:30 25 I think, is built for me 'cause I have to commute

06:30 1 to Waukesha, to Elkhorn. So you would think they
 06:30 2 built that road so I'd go around Mukwonago. I've
 3 been on it twice since it's been built. It just
 06:30 4 is -- it doesn't save time, it's dangerous, so I
 don't understand why it was built.

06:30 5 So that makes me conclude -- I look at
 06:30 6 every bypass now and we really need to think hard.
 06:30 7 In fact, they don't even have a sign saying a
 06:30 8 bypass or they don't even have a sign that says 83
 06:30 9 that way. In fact it has some other name on it.
 06:30 10 There's hardly anybody that goes on it
 06:30 11 and I really think that maybe what we should do on
 06:30 12 that is put a traffic meter, not where the park
 06:30 13 and ride is, but a little bit in-between the park
 06:30 14 and ride and ES to see how many people are really
 06:30 15 using that bypass. I certainly don't use it. I
 06:31 16 would think that that was built for people like me
 17 that need to get through Mukwonago.

18 So that's my comment, and thank you so
 19 much for the opportunity.

06:31 20 MR. EVENSON: Thank you, Fay, for your
 21 thoughtful comments. Anybody else who wants to
 06:31 22 make a comment? Anybody else? Come on up and
 06:31 23 give your name or --
 24

06:31 25 MS. LONGTINE: I just have a couple

06:31 1 questions first.

06:31 2 MR. EVENSON: Would you give your name
 06:31 3 first?

06:31 4 MS. LONGTINE: Yeah, it's Laurie,
 06:31 5 L-A-U-R-I-E, Longtine, L-O-N-G-T-I-N-E. My first
 6 question is if I make an oral comment tonight,
 06:31 7 would that preclude me from making a written
 06:31 8 comment at a later time?

06:31 9 MR. EVENSON: Absolutely not. You can
 10 submit written comments. I was going to mention
 06:31 11 at the end, the record stays open for this purpose
 06:31 12 through April 20th, and you can do it through the
 13 website or you can do it through the U.S. mail or
 14 you can hand carry it. However you want to get it
 06:31 15 to us, we'll accept it until that time.

06:32 16 MS. LONGTINE: And my second question
 17 relates to the presentation. In one of the
 18 last -- one of the later slides, Chris, you gave
 06:32 19 some statistics about what sorts of emissions
 20 would be reduced by this plan and, you know,
 06:32 21 something was 70 percent and 88 percent.

22 Let me formulate this a little more
 06:32 23 clearly. But how do you arrive at how much -- how
 06:32 24 these emissions will be reduced? I mean is it
 25 reduced car trips or how -- what's the formula?

06:32 1 MR EVENSON: If I may answer it, it's
 06:32 2 we're making more trips, all of us, in 2035 than
 06:32 3 we are today. There's more of us, we're making
 06:32 4 more trips, driving more, but emitting less all
 06:32 5 because of tailpipe technology. It's the bottom
 06:32 6 line.
 06:32 7 Cars are getting cleaner and cleaner and
 06:32 8 cleaner, and we have not assumed -- we're
 06:32 9 working -- when we do these estimates, we work off
 06:33 10 of factors and data that are given to us by EPA
 06:33 11 and DNR, so we don't make this stuff up. We just
 06:33 12 apply their factors, estimate the mix of vehicles
 06:33 13 that are going to be on the road and how much
 06:33 14 travel there's going to be, and there's a model
 06:33 15 that calculates the emissions.
 06:33 16 But the one thing you can say for the
 06:33 17 American travel industry over the past 25 years
 06:33 18 and looking out to 25 years in the future is it's
 06:33 19 done its share, and then some, of cleaning up its
 06:33 20 act with regard to harmful emissions. And so
 06:33 21 that's why it's going down by tremendous amounts,
 06:33 22 60, 70 percent or whatever the numbers were
 06:33 23 MS. LONGTINE: So it's pretty much all
 06:33 24 based on improved technologies --
 06:33 25 MR. EVENSON: Yeah.

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06:33 1 MS. LONGTINE: -- and not on fewer
 06:33 2 trips?
 06:33 3 MR. EVENSON: Absolutely.
 06:33 4 MS. LONGTINE: Even with the public
 06:33 5 transit options included in the plan?
 06:33 6 MR. EVENSON: That helps a little bit,
 06:33 7 but it's a marginal impact. Okay? But that
 06:33 8 helps, too, though, yes. And that's factored into
 06:34 9 the calculations in the model. So using transit
 06:34 10 helps, I don't mean to say that it doesn't, but
 06:34 11 it's not nearly as significant a help as the
 06:34 12 tailpipe technological improvements that are --
 06:34 13 already are coming and are more to come,
 06:34 14 particularly in diesel trucks and things like
 06:34 15 that. Okay?
 06:34 16 MS. LONGTINE: Now can I make some oral
 06:34 17 comments?
 06:34 18 MR. EVENSON: You may make whatever
 06:34 19 comments you want.
 06:34 20 MS. LONGTINE: Those are just the
 06:34 21 questions. Okay.
 06:34 22 MR. EVENSON: You want to come up and
 06:34 23 use the mic so everybody can hear you?
 06:34 24 MS. LONGTINE: All right. Well,
 06:34 25 whatever. You don't need anything more from me.

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06:34 1 do you? I'll send in the slip with my address on
 06:34 2 it.
 06:34 3 I guess I just would like to say that I
 06:34 4 would like to commend the planning commission and
 06:34 5 the advisory committees. I think that some of the
 06:35 6 elements of these plans are really well thought
 06:35 7 out, you know, trying to reduce the dependence on
 06:35 8 automobiles and factoring in many of the -- so
 06:35 9 many of the things that have to be factored in.
 06:35 10 However, I would echo the comments of
 06:35 11 Fay Amerson and ask you to consider taking out
 06:35 12 that highway -- that Waukesha west bypass through
 06:35 13 the sensitive environmental corridor that's Pebble
 06:35 14 Creek, which feeds into the Vernon marsh, which
 06:35 15 feeds into -- which joins up with the Mukwonago
 06:35 16 River, one of the most biodiverse rivers on the
 06:35 17 planet.
 06:35 18 And I think what we're all, as citizens
 06:35 19 and planners what we're all starting to realize is
 06:35 20 that these, you know, these environmental
 06:35 21 corridors, you really, you really can't -- you
 06:35 22 can't interrupt them with buildings, with
 06:35 23 highways, with whatever because as soon as you, as
 06:36 24 soon as you put a highway through a wetland, you
 06:36 25 don't have a wetland anymore. You have two

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06:36 1 wetlands.
 06:36 2 And there are -- you know, almost
 06:36 3 everything that lives there, with the exception of
 06:36 4 birds, is not going to be able to get from side A
 06:36 5 to side B once you put that road through. And I
 06:36 6 think we've -- with the concerns that are in our
 06:36 7 region about groundwater and drinking water
 06:36 8 availability and quality, we have to really
 06:36 9 consider protecting, more than ever, the recharge
 06:36 10 areas which are our wetlands.
 06:36 11 I have -- for the past couple years I've
 06:36 12 had the honor, I would say it's an honor, to be an
 06:36 13 environmental educator in the School District of
 06:36 14 Waukesha, and one of the things that we teach our
 06:36 15 first, or our fifth graders is we teach them about
 06:36 16 the hydrological cycle. Can't even say that
 06:37 17 We teach them about that, and we use a
 06:37 18 metaphor of a sponge and how wetlands will just
 06:37 19 absorb water as the water levels raise up and how
 06:37 20 they really act as a sponge filtering out all
 06:37 21 kinds of impurities that come in through the air
 06:37 22 and that trickle in through the incoming streams
 06:37 23 and rivulets that supply their water source.
 06:37 24 And with growing populations, people who
 06:37 25 are moving out here and people who are already

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06:37 1 living here, they expect that you're going to turn
 2 on that tap and it's going to be relatively clean
 3 and safe and available
 4 And we just can't go on as if the
 5 resources are infinite, and I thank you very much
 06:37 6 for recognizing that, and I encourage you to
 7 recognize it even more and try not to adhere to
 06:38 8 the policy or the theory that if they build -- if
 06:38 9 you build it, they will come. It's true they
 06:38 10 might come anyway and they might expect that you
 06:38 11 build it, but we don't always have to do -- we
 12 don't always have to have that as our solution to
 06:38 13 everything.
 06:38 14 And so I would just ask you to consider
 06:38 15 what wonderful resources we have in this area, in
 06:38 16 this county, and to continue to protect them to
 17 the extent possible. You guys are the
 18 professionals, you're the planners.
 19 You know, from you it goes to the
 06:38 20 counties and the municipalities for their planning
 21 purposes and I hope I'm not going to offend
 06:38 22 anyone, but the farther down that process you get,
 23 the less professional and the less educated, and
 24 I'm not talking about formal education, but, you
 06:38 25 know, education in these concepts, that you get

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06:39 2 people who are making decisions on a really,
 06:39 3 really local level, and it's so easy to chip away
 06:39 4 at environmental corridors and things that we're
 06:39 5 trying to protect at a local level. You know,
 06:39 6 what's another acre, what's another home, what's
 06:39 7 another, you know, few miles of road. And pretty
 06:39 8 soon it all adds up and we've got the whole thing
 06:39 9 paved over. So I just would ask you to keep that
 10 in mind. Thank you.
 11 MR. EVENSON: Let me just take a moment
 06:39 12 to comment, if you'd like to hear me, for a minute
 13 or two on the Waukesha bypass point that's been
 06:39 14 raised.
 06:39 15 No one is more aware than we are of the
 06:39 16 conflicts that you're talking about. That's the
 06:39 17 tough part of comprehensive planning because we
 06:39 18 have many objectives that we're trying to achieve.
 06:40 19 We're trying to protect and preserve the
 06:40 20 environment certainly. We're also trying -- we're
 06:40 21 worried about the regional economy. We want a
 06:40 22 good transportation system, we need to accommodate
 23 the growth and change that's coming, and
 06:40 24 inevitably you end up having conflicting
 06:40 25 objectives.
 And what's really important when those

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06:40 1 conflicting objectives are brought to bear is
 06:40 2 sensible compromise and sensible design. That's
 06:40 3 exactly what didn't happen in Mukwonago, Fay. I
 06:40 4 would agree with you. It doesn't function as a
 06:40 5 bypass. It's not as we had originally envisioned
 06:40 6 a bypass to be aligned and work. But that's what
 06:40 7 came out of the detailed engineering, and that's
 06:40 8 why 83 isn't rerouted. 83 still goes through
 06:40 9 town. I never use it either because it's more for
 06:40 10 a local road and for local people around there
 06:40 11 than it is for a bypass. It doesn't work.
 06:40 12 And if you think about the west Waukesha
 13 situation, we want to be sure that we get a
 06:41 14 functional bypass if we're going to complete that,
 06:41 15 and that requires some kind of a connection across
 06:41 16 that critical valley you're talking about. And
 06:41 17 it's going to be important that not only
 18 transportation engineers, but biologists and
 06:41 19 aquatic ecologists and those skills all be brought
 06:41 20 to bear if and when that project gets approved and
 21 moves along, and there seems to be some energy now
 22 again to look at that.
 23 But all those skills have to be
 06:41 24 recognized and brought to bear to get a reasonable
 25 solution to the problem of conflicting objectives

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06:41 1 here. So we understand what you're saying and
 06:41 2 we're sympathetic to it. That's the hard part of
 3 our work.
 06:41 4 Anybody else want to make a comment or
 06:41 5 have any questions?
 06:41 6 MS. AMERSON: Can I just make a comment?
 06:41 7 MR. EVENSON: Go ahead.
 06:41 8 MS. AMERSON: I'm sorry 'cause I'm so
 06:41 9 tired, but my husband -- here's the comment from
 10 my husband, who loves that --
 11 MR. EVENSON: Does he let you speak for
 12 him?
 13 MS. AMERSON: Yeah, he'll let me speak
 14 on this because it's Pebble Creek. Anything else,
 15 no. Because he absolutely -- that is like his
 16 prize. And he thought you could fit about a 20,
 06:42 17 maybe a 30 acre lake in there. What if that was a
 18 natural lake? It would be guarded, it would be
 19 hands off, but because it's this -- a creek and a
 20 wetland and a corridor, it gets a different level
 06:42 21 of protection. I know if it was a lake, 'cause I
 22 know how we protect our lakes --
 06:42 23 MR. EVENSON: Ever been across Lake
 06:42 24 Ponchatrain?
 06:42 25 MS. AMERSON: Yeah.

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06:42 1 MR. EVENSON: I know what you're saying.
 2 MS. AMERSON: I think that we would have
 3 a different -- I don't think you would have that
 4 concrete through there. I think if that was a
 06:42 5 lake, a natural lake, it wouldn't be on any map,
 06:43 6 and that's his comment. Thanks.
 06:43 7 MR. EVENSON: Okay.
 06:43 8 MS. AMERSON: Terrence Amerson
 9 MR. EVENSON: Anybody else want to make
 06:43 10 a comment or ask a question or -- yes, sir, you
 06:43 11 want to make a comment? Come up here and --
 06:43 12 MR. BLACKBURN: I've got a question, or
 06:43 13 a question or two.
 06:43 14 MR. EVENSON: Would you state your name
 06:43 15 for the record, please, and spell your last name
 16 for the reporter?
 17 MR. BLACKBURN: Christopher Blackburn.
 06:43 18 B-L-A-C-K-B-U-R-N. Do you need my address as
 19 well?
 20 MR. EVENSON: Why don't you give it for
 21 the record.
 06:43 22 MR. BLACKBURN: 1225 Apache Trail,
 06:43 23 Brookfield. At last Wednesday's Brookfield 2020
 06:43 24 task force meeting, it was stated that an I94
 06:43 25 interchange, I can't remember if the statement was

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06:43 2 at Calhoun Road or it might have been more general
 between Moorland and Barker, is that in this plan
 06:43 3 or is that recommended in this plan?
 06:43 4 MR. EVENSON: It has been in our plan,
 5 and it continues to remain as a recommendation in
 06:43 6 our plan. Now, it's shown on the map, Bob, I
 06:44 7 believe at Calhoun, right?
 06:44 8 MR. BEGLINGER: Yes, it is.
 06:44 9 MR. EVENSON: But it could be a split
 06:44 10 diamond. You know, that's one of the alternatives
 06:44 11 between Brookfield and Calhoun roads. So the
 06:44 12 design of it is up in the air, but yes, we do
 06:44 13 believe that the -- two of the busiest freeway
 06:44 14 interchanges in the state are the Goerkes Corners
 06:44 15 interchange and the Moorland Road interchange, and
 06:44 16 to relieve those interchanges and spread the
 06:44 17 traffic out and avoid traffic congestion on some
 06:44 18 lengths of some of the streets in the vicinity of
 06:44 19 those interchanges, less of it, an interchange
 06:44 20 in-between would make a lot of sense.
 21 MR. BLACKBURN: Have you considered or
 22 has SEWRPC considered the environmental conditions
 06:44 23 in that area? I mean I think it's basically
 06:44 24 wetlands. On either side there's a public park to
 06:44 25 the south of Calhoun and to the west, there's a

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1 public park to the north and to the east. Do they
 06:45 2 consider all these conditions in making the
 06:45 3 recommendations or is that not part of the
 4 process?
 5 MR. EVENSON: Well, the detailed -- yes.
 6 The answer is yes. And somewhere in our documents
 7 we do try to estimate, even at the system level of
 8 planning that we're at now, we do try to estimate
 9 impacts on wetland loss, corridor intrusion,
 10 houses that would be lost, for example. We do our
 06:45 11 best.
 12 But it isn't till you get down to that
 06:45 13 detailed engineering/environmental phase of public
 14 works project development that you really
 06:45 15 understand in detail exactly the impacts that
 06:45 16 would occur, and it may be parkland, but that
 17 doesn't necessarily mean it's wetland. You know.
 06:45 18 MR. BLACKBURN: We I, it's -- I mean I'm
 06:45 19 a representative of the Sixth District and the
 06:45 20 other alderman from that district has pretty well
 06:45 21 documented, you know, photographs, you know, what
 06:45 22 the conditions are there. You know, I'm not sure
 06:45 23 if it's categorized as a wetland in the sense of
 06:46 24 soils and everything, but I'm pretty sure it is.
 06:46 25 I haven't seen --

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1 MR. EVENSON: That may be. That may be.
 06:46 2 MR. BLACKBURN: -- any of the latest
 3 SEWRPC maps on it. I guess there's environmental
 06:46 4 issues. As a representative and a resident of the
 06:46 5 area, it's not welcomed if we were to interchange
 06:46 6 at that point I guess, you know, to put it mildly,
 06:46 7 and certainly I would and I think the residents
 06:46 8 would prefer to see that de-mapped.
 06:46 9 I'm kind of wondering the driving -- you
 06:46 10 know, the drivers, is it the land use pattern or
 06:46 11 what is driving the recommendation for having an
 06:46 12 interchange at that location? I mean is it
 06:46 13 anticipating development? Where is this traffic
 06:46 14 anticipated to come from or, you know, where is
 06:46 15 the benefit over -- with the current traffic, you
 06:46 16 know, relieving the current traffic pattern,
 06:46 17 shifting it, you know, where is the net benefit if
 06:46 18 things are functioning acceptably now?
 06:47 19 MR. EVENSON: Well, that's a complex
 20 question and one that I'm not going to try to
 06:47 21 address in detail here tonight because I'm not
 22 prepared to, number one, but there are a lot of
 06:47 23 answers to those questions, and we'll be happy
 06:47 24 to -- if you want to spend the time with the
 25 transportation staff, they will do that with you.

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06:47 1 But generally speaking, as I said, the
06:47 2 two interchanges, both east and west of that
3 location, are congesting -- are overloaded
4 problems from time to time now and are expected to
06:47 5 get worse. And so just relieving the loads on
06:47 6 those two interchanges would achieve a better and
7 facilitate a better set of traffic patterns in
8 that area.

06:47 9 In part, however, it's due to
06:47 10 anticipated future development in line with
11 Brookfield's long-term land use planning for that
12 whole Bluemound Road corridor. That's a factor
06:48 13 also because the more jobs -- you bring more jobs
06:48 14 into the area, you bring higher density
06:48 15 development into the area, more residents into the
06:48 16 area and you generate more traffic.

06:48 17 MR. BLACKBURN: Okay. Yeah, there I got
06:48 18 a general comment. From looking at the city's
19 planning process over the last several years, it
06:48 20 appears to, although I haven't studied it in great
06:48 21 enough detail, seems to be followed by SEWRPC as
06:48 22 well, it's kind of the chicken or the egg.

06:48 23 It looks as though the transportation
06:48 24 use seems to follow the land use. So the land use
25 is determined, the transportation then follows.

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06:48 1 And it looks to me like the first analysis should
06:48 2 be what is the available transportation in an
06:48 3 area, what is the incremental costs and then after
06:48 4 factoring that in, look at what land use is
06:48 5 appropriate. It seems like it's almost backwards
06:48 6 where it's built and then serviced at any cost.
06:48 7 When I say at any cost, not only the financial
06:49 8 cost to the taxpayers, but also costs in terms of
06:49 9 road widenings and interchanges going into
06:49 10 residential neighborhoods, diminishing quality of
06:49 11 life and property value as well.

06:49 12 It does seem as though, with the
13 technology that we have and, you know, we have the
06:49 14 GIS systems, that you could do planning to see
06:49 15 where intensive land use makes sense.

06:49 16 It almost seems -- and I know there's
17 people that favor intensive land use in the
18 Bluemound corridor, and it almost seems as though
19 intensifying land use in an area that has issues
20 may not make the most sense, you know, in a
06:49 21 macroeconomics, you know, standpoint. There may
22 be other areas of the region that can take
23 intensive land use that have underutilized
24 capacity in terms of transit.

25 One of the things that is kind of

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06:49 1 apparent here from your population statistics is
06:49 2 that we haven't had, you know, really huge growth
3 in southeastern Wisconsin yet. I think anybody --
4 I think everybody -- well, a lot of people in the
5 room have probably seen over the last -- if they
06:50 6 were residents for the last 20 or 30 years,
7 they've seen how we've spread out as an area
06:50 8 without the corresponding growth in population.
9 Certainly not like south Florida, for example,
06:50 10 Phoenix, for example, with the huge -- you know,
06:50 11 you're at double digits you're overgrowth.

06:50 12 So with that, you know, we're tending to
06:50 13 have a lot of leftover infrastructure in areas
06:50 14 where it's depopulated, while building new
06:50 15 infrastructure in areas where population is
06:50 16 shifting to and some growth, I mean it does -- you
06:50 17 know, I think I heard, as I walked in, 18 percent
06:50 18 growth by 2035. Not a huge growth over, you know,
06:50 19 30 years, but, you know, there's some growth.

06:50 20 So I, you know, I'm just kind of
06:50 21 questioning the planning process, whether it
06:50 22 should be looked at a little bit more from -- you
23 identified 60 growth areas. You know, are those
24 the right 60 growth areas? Are those the ones
25 best served by, you know, infrastructure?

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1 MR. EVENSON: Yeah, I don't disagree.
2 There ought to be a feedback loop and there is in
06:51 3 transportation and land use planning. We do begin
06:51 4 always with land use because, you know, you've got
5 to start with something, but it's legitimate to
06:51 6 ask in some situations if the feedback in
7 infrastructure development requirements and costs
06:51 8 is so great or the environmental impact is so
06:51 9 great, that you might feedback and recycle and
06:51 10 adjust your land use plan.

06:51 11 And I can give you examples, and it
06:51 12 doesn't take GIS technology to do this. I mean
06:51 13 it's happened in the past. It happened in Mequon
06:51 14 where their local land use planning had envisioned
06:51 15 much more intensive commercial development along
06:51 16 Port Washington Road north of Mequon Road between
17 Mequon Road and Highland. Happened on 164 in
06:51 18 Sussex and Lisbon.

06:51 19 I can -- you know, we can go back and I
06:52 20 can show you examples of local planning where when
21 we -- they came to us and we showed them the kind
06:52 22 of trip generation that was involved and the kind
06:52 23 of infrastructure that would be required to serve
06:52 24 it, they fed that back and they cut back on their
06:52 25 expectations. So it does happen. Okay?

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06:52 1 The Brookfield Bluemound Road corridor
 06:52 2 stands as one of the most longstanding local land
 06:52 3 use planning decisions that hasn't changed much.
 06:52 4 And I've been around for almost 40 years here now.
 5 And if you look at the 1954 plan for
 6 Brookfield and subsequent neighborhood and other
 7 planning that Brookfield did over the years, it
 06:52 8 hasn't changed much. Even though the
 9 infrastructure requirements are intensified
 06:52 10 because of the land use patterns that the local
 11 land use planning there has engendered, it hasn't
 06:52 12 seemed to feedback and change much the desire to
 06:52 13 build tax base and to accommodate higher density
 14 involvement in that corridor.
 15 MR BLACKBURN: I would have to agree
 16 with that probably until recent years, but as --
 06:53 17 you know, I think as the impact I've been a
 06:53 18 resident since 1993, and you can kind of see it,
 19 the 1993 ramp up, that was a few years after
 06:53 20 Bluemound was widening, but I guess, you know, I
 06:53 21 question and, you know, others question whether or
 06:53 22 not we've kind of reached the point of diminishing
 23 returns as far as development there where you've
 24 kind of reached the level of the scale of
 25 intensity that is supported by, you know, the

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06:53 1 infrastructure and that to put an interchange in
 06:53 2 is costly and widening the roads to accommodate
 06:53 3 the intersections are costly and the incremental
 4 gain, but, you know, you start getting diminishing
 06:53 5 return. That's kind of the point.
 6 MR. EVENSON: Well, I don't want to get
 7 into a running debate here. It's an interesting
 8 discussion, but let me just say two more points.
 9 Number one, the market forces, commercial market
 06:54 10 forces have an impact, too. If you look at what's
 11 happening at Mayfair and at Bayshore, both now
 12 successful intensifications and densifications of
 06:54 13 uses, bringing more and more trips to those areas.
 06:54 14 So that's part of what Brookfield I
 15 think is -- they're looking, I think, at the
 16 success of Mayfair, and they're saying, well, we
 17 need to intensify the Brookfield Square area, for
 06:54 18 example.
 06:54 19 We I, that intensification brings more
 20 traffic, places greater stress on the Moorland
 21 Road interchange and adjacent roads, and that's
 22 part of the reason why the Calhoun Road
 06:54 23 interchange is in the plan. Okay?
 24 The other thing I want to say, and then
 06:54 25 we'll -- is your comment about population growth

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1 is true, but population growth alone is not the
 06:54 2 only driver of land use demand. We are
 3 depopulating the older urban areas not by tearing
 4 down houses so much, but some of that's going on,
 5 but by having smaller families. So we can have
 06:55 6 the same number of people, there are only
 06:55 7 marginally fewer people, but we've got a lot more
 8 families and therefore a lot more houses and a lot
 9 more demand for residential land.
 06:55 10 We also have, compared to when I first
 06:55 11 came to southeastern Wisconsin, a much higher
 06:55 12 labor force participation rate. We've got far
 13 more jobs per thousand population than we had and
 06:55 14 therefore you have more office buildings and more
 06:55 15 industrial buildings and therefore more land use
 06:55 16 development and more trip making that goes with
 17 it.
 18 So some people tend to focus only on
 06:55 19 population and seem to think that that's the prime
 20 driver of land use spreading out and land use
 21 demand. It's not. There are many other factors
 06:55 22 included, lifestyles and family sizes and things
 06:55 23 like that. But I appreciate your comments.
 06:56 24 MS REIFENBERG: I have a comment to
 06:56 25 make, please.

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1 MR. EVENSON: Would you please state
 2 your name for the record?
 06:56 3 MS. REIFENBERG: Sure. Angela
 06:56 4 Reifenberg, R-E-I-F-E-N-B-E-R-G. I live at 2814
 5 North 78th Street, Milwaukee 53222. And my
 6 comments regard the west bypass also, but then I'd
 06:56 7 also like to comment on the Springdale Road
 06:56 8 extension. Both of those roads go through PECs.
 06:56 9 And I'd like to follow up on what Laurie
 10 said in that in now putting a road through a
 06:56 11 wetland, instead of having one wetland, you now
 06:56 12 have two, and that additional road also brings
 13 additional pollutants to those wetlands because
 14 you have petroleum and other byproducts that will
 06:56 15 wash out onto the roads, as well as motorists who
 06:56 16 now have the opportunity to throw trash out their
 06:57 17 windows.
 06:57 18 And I just think we need to do more to
 19 protect our primary environmental corridors. We
 20 have to really look at, when we put these roads
 06:57 21 in, what the impacts will be of them. So that's
 22 my comment.
 23 MR. EVENSON: Thank you. We appreciate
 24 your comments. Anybody else want to make a
 06:57 25 comment for the record or -- anybody else?

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06:57 1 Anybody else got any questions? Fay, does your
 06:57 2 husband have any more comments?
 06:57 3 MS. AMERSON: No, he has no more
 06:57 4 comments. And he's glad, he's glad that you
 06:57 5 didn't make the comment that the reason that we
 06:57 6 have all -- we need all these roads is because
 06:57 7 more women work, that we're the problem.
 06:57 8 MR. EVENSON: I didn't say that.
 06:57 9 MS. AMERSON: I know, but it's been
 06:57 10 said.
 06:57 11 MR. EVENSON: Okay.
 06:57 12 MS. LONGTINE: I have another question.
 06:57 13 It's sort of a question slash --
 06:57 14 MR. EVENSON: Do you remember her name?
 06:57 15 COURT REPORTER: Laurie was it?
 06:57 16 MS. LONGTINE: Yeah, Laurie.
 06:57 17 MR. EVENSON: One more question. Go
 06:57 18 ahead.
 06:57 19 MS. LONGTINE: It just occurred to me
 06:57 20 that it seems like this -- all of this planning,
 06:58 21 and I know it's -- I know planning is an
 06:58 22 impossible thing. I mean all you can do is take
 06:58 23 what's happened in the past and then project some
 06:58 24 new factors and try to make an educated guess.
 06:58 25 But all of this is predicated on still

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06:58 1 the use of the automobile as the primary way to
 06:58 2 get around and -- have you, have you heard of or
 06:58 3 read of a book, or read a book called The Long
 06:58 4 Emergency by James Kunstler?
 06:58 5 MR. EVENSON: I've heard of it. I have
 06:58 6 not read it.
 06:58 7 MS. LONGTINE: Well, he's the -- I think
 06:58 8 he's the guy that started the peak oil term, and
 06:58 9 some of his predictions -- I mean this guy is --
 06:58 10 he might be a little far out, but not, not to be
 06:58 11 ignored entirely either, that really with oil at
 06:58 12 its peak production now, where we have just passed
 06:59 13 peak, that the oil that's left is going to be
 06:59 14 harder and harder to extract, more expensive to
 06:59 15 extract and that eventually this -- again, we
 06:59 16 can't keep going the way we've been going, and
 06:59 17 eventually this is going to, you know, result in
 06:59 18 us, you know, running out or having it so terribly
 06:59 19 expensive, that we're almost going to have to
 06:59 20 return -- if we keep going and using it that way,
 06:59 21 we're almost going to have to return to a rural
 06:59 22 economy, you know, where people, you know, get
 06:59 23 their food from the market, you know, the farmer's
 06:59 24 stand down the road. Something that they can walk
 06:59 25 to or bicycle to instead of driving to. And it

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06:59 1 seems to me that a lot of this planning is
 06:59 2 predicated on, you know, that continuing to be a
 06:59 3 major resource that we can just continue to rely
 06:59 4 on.
 06:59 5 Has the idea that we're -- not that
 07:00 6 we're running out immediately, but that we at some
 07:00 7 point could run out, has that been factored in at
 07:00 8 all?
 07:00 9 MR. EVENSON: Yeah, we're not unmindful
 07:00 10 of these trends and what's going on, and we do try
 07:00 11 our best to keep up with the literature in various
 07:00 12 fields. We are preparing a plan for 2035, and
 07:00 13 nothing that we've seen tells us that things are
 07:00 14 going to dramatically change, at least within that
 07:00 15 horizon.
 07:00 16 Beyond that, who knows. I think there's
 07:00 17 kind of a broad assumption being made that while
 07:00 18 oil may -- will get more expensive and may
 07:00 19 diminish, other fuels will come into play. You
 07:00 20 know, if you read The Wall Street Journal today,
 07:00 21 it talked about the soaring stocks of ethanol, for
 07:00 22 example, and so I mean there's -- this is my own
 07:00 23 personal feeling. There's something about
 07:00 24 personal transportation that we all crave and love
 07:01 25 and want to keep.

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07:01 1 And you see it even in the developing
 07:01 2 countries, the other developing countries of the
 07:01 3 world now. Some of the ones even in Europe that
 07:01 4 have had high transit are having trouble
 07:01 5 maintaining their transit ridership because as
 07:01 6 wealth gets built, more and more people buy
 07:01 7 private motor cars or trucks or whatever.
 07:01 8 So that's a hard -- that's one of these
 07:01 9 trends that's hard to know where we're going to
 07:01 10 go, but we're going to give up our personal
 07:01 11 transportation kicking and screaming, I think, all
 07:01 12 the way. And that may be many years down the
 07:01 13 road. Certainly not within the time frame of the
 07:01 14 plans that we're trying to make here.
 07:01 15 MS. LONGTINE: I'm not suggesting that
 07:01 16 we give it up. I mean I'm as addicted to it as
 07:01 17 anybody else, but, you know, I guess if you accept
 07:01 18 the premise that it is a limited resource and at
 07:01 19 some point it's going to diminish or go away
 07:01 20 entirely, that maybe we should be thinking about
 07:01 21 that instead of spending all our money on making
 07:01 22 more roads and even improving the roads that we
 07:01 23 have. Maybe build something into the plan that
 07:01 24 would account for a change, a change in people's
 07:01 25 patterns.

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1 MR. EVENSON: Yeah, and I think our
 2 attempts, and we've been doing this for several
 3 decades now without a lot of success, but maybe
 07:02 4 the next couple decades there will be more success
 07:02 5 in getting transit, particularly rail transit
 6 built, because then you can begin to talk about
 7 almost re-settlement patterns based upon a public
 07:02 8 transit, more dense form of development.
 9 And some of that may happen. You know.
 10 But it's not going to come easy and it's not going
 07:02 11 to come quickly. And we'll just have to, we'll
 07:02 12 just have to see.
 13 I don't think our highway plans are
 07:03 14 terribly -- they're not terribly ambitious. If
 15 you look at the numbers and listen to the numbers,
 16 they're pretty marginal increases.
 17 We're not building a lot of new lane
 18 miles of highway. The freeway widening that's
 07:03 19 proposed is proposed only on the ones that are the
 07:03 20 very worst congestion and only because we have to
 07:03 21 rebuild them anyway. If we weren't going to have
 07:03 22 to rebuild them from the ground up, like we're
 07:03 23 starting to do with the Marquette, I don't think
 07:03 24 we'd be proposing widening, but now that we are
 07:03 25 starting to rebuild them, it would be, in our

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1 opinion, foolish not, at a very small marginal
 2 cost, to widen them where we can.
 3 Well, thank you very much for coming on
 07:03 4 behalf of the Regional Planning Commission and its
 5 staff and our advisory committees. We appreciate
 07:03 6 your input. I assure you we take these comments
 07:03 7 sincerely and seriously. We will record them, we
 07:03 8 will report them, we will discuss them, we will
 07:03 9 respond to them, and you may well see some changes
 07:03 10 in the plans. So thank you and good night.
 07:04 11 (Proceedings concluded at 7:04 p.m.)
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1 STATE OF WISCONSIN)
 2) SS
 3 COUNTY OF MILWAUKEE)
 4
 5 I, CHERI KOBLE, Court Reporter and
 6 Notary Public in and for the State of Wisconsin, do
 7 hereby certify that the above proceedings were recorded
 8 by me on April 13, 2006, and reduced to writing under
 9 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 25th day of Apr 1, 2006.
 18
 19
 20
 21 Notary Public
 22 In and for the State of Wisconsin
 23
 24 My Commission Expires: May 25, 2008
 25

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REVIEW AND UPDATE OF REGIONAL
LAND USE AND TRANSPORTATION
SYSTEM PLANS FOR SOUTHEASTERN
WISCONSIN

PUBLIC INFORMATION MEETING

Proceedings taken before PEGGY MITCHELL,
Registered Merit Reporter, Certified Realtime Reporter and
Notary Public in and for the State of Wisconsin, at
Milwaukee Downtown Transit Center, 909 East Michigan
Avenue, Milwaukee, Wisconsin, on the 19th day of April,
2006, commencing at 6:00 p.m. and concluding at 6:45 p.m.

MILWAUKEE 414-224-9533
RACINE 262-637-4960
TOLL FREE 800-456-9531

A P P E A R A N C E S

Frederick J. Patrie, County of Kenosha
Directory of Public Works

Philip Evenson, Executive Director
Ken Yunker, Deputy Director

Professional Staff:

Gary Korb
Bob Beglinger
Bill Stauber
Dave Shilling
Chris Heibert
Dave Jouligour

Ms. Donna Brown, Wisconsin Department
of Transportation

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TRANSCRIPT OF PROCEEDINGS

--oo0oo--

MR. PATRIE: Welcome to the ninth and
final public meeting and hearing on the preliminary
recommended regional plans for land use and
transportation in Southeastern Wisconsin. My name
is Fred Patrie, and I'm the Director of Public Works
for Kenosha County, and I've been asked to chair the
public hearing this evening.

I will now briefly review the format for
today's -- or tonight's meeting and hearing. The
session has three parts. The first session began at
4:30, and enabled you to meet with individual SEWRPC
staff and ask any questions relating to the
preliminary transportation for land use plan. The
public has had the opportunity to review that
information regarding the preliminary plans, and ask
those questions.

The second part of the presentation, or
the hearing tonight, will be a presentation from
Mr. Kenneth Yunker, who is the Deputy Director of
the Regional Planning Commission.

Following his presentation, at about 6:30
or so, you will have the opportunity to sign in and
register to speak tonight. As you entered the room,

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you had the opportunity to fill out a speaker
registration form. If anybody needs a speaker
registration form, and hasn't filled one out, if you
raise your hand, somebody on the Regional Planning
staff will get to you a card.

Those of you that wish to be heard after
the presentation will be asked to step forward.
Your statement will be taken down. Ms. Peggy
Mitchell is the stenographer, probably partially
hidden by the screen. Her job tonight is to make
sure she gets all the public input completely and
accurately. Accordingly, only one person will be
allowed to speak at a time. There will not be
allowed any distractions, such as jeering or
cheering. Her job is to make sure the record is
complete and accurate. Mine is to make sure that
everyone who wishes to speak has an opportunity to
speak, and is not intimidated as they speak.

Your statement will be taken down by the
staff and recorded. After the presentation, I will
talk to two other methods that may be used to get
your comments in the record.

It is now time to begin the study -- the
presentation of the regional land use plan. Also
represented here this evening are Phil Evenson, the

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1 Executive Director of the Regional Planning
2 Commission. Professional Staff Bill Stauber, Al
3 Beck, Gary Korb, Bob Beglinger, Dave Jouliqour and
4 Chris Heibert. The State DOT is represented by
5 Ms. Donna Brown, who is in the audience also.

6 So with no further interruption, I'll
7 turn it over to Mr. Yunker.

8 (Presentation)

9 MR. PATRIE: It is now time to go to the
10 third portion of the meeting this evening. That's
11 to receive your comments concerning the preliminary
12 plan.

13 I want to emphasize that the purpose of
14 the public portion is not to have a question and
15 answer period, but rather to receive your comments.
16 The professional staff at SEWRPC will remain after
17 the public input portion to answer any specific
18 questions you may have.

19 We're going to ask tonight that we keep
20 your comments to about three minutes. You'll be
21 notified when you have about 30 seconds remaining.
22 We want everyone to have an opportunity to express
23 themselves or herself this evening. If you don't have
24 enough time in the allocated three minutes, you may
25 have an additional opportunity to speak again. When

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1 you provide your comments, please come up to the
2 podium. And may I ask that you fill out a speaker's
3 form so we can get your name and address correct.

4 As I stated earlier, at the beginning of
5 tonight's proceeding, please assist the stenographer
6 and myself to keeping the public input complete and
7 accurate. And to that end, I will make sure that
8 only one person speaks at a time, and that person
9 does it without interruption or distraction.

10 Some people are not comfortable speaking
11 in public. Therefore, we offer that you can submit
12 your comments in writing. Those will be received
13 through April 20th, 2006, tomorrow. And they can
14 also be provided via e-mail address through the end
15 of business tomorrow.

16 With that, we will begin the public
17 portion of the meeting. The only speaker that I
18 have signed up is Cristi Currie. I hope I'm
19 pronouncing it correct. St. Francis Greenspace
20 Association, 3035 South Superior Street, Milwaukee,
21 Wisconsin. If Ms. Curry would come to the podium.

22 Again, if anybody wishes to formally
23 register to speak, raise your hand. The SEWRPC
24 staff will make sure you fill out one of these.
25 Also that you registered for the meeting tonight.

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1 Ms. Currie, you have the floor.

2 MS. CURRIE: Thank you. I'm with the
3 Greenspace group in St. Francis. The expanding
4 Oklahoma Avenue from Lake Drive to Clement was
5 expected by Greenspace.

6 MR. PATRIE: Could you speak up? I think
7 there are some people having trouble. If you want
8 to move forward, too, it might make it easier for
9 all the speakers, if you just sit in the front rows
10 for the public. To make sure you can hear.

11 I'm sorry, Ms. Currie, I didn't mean to
12 interrupt.

13 MS. CURRIE: I thought there might be a
14 mike, but I'll try to use my big voice.

15 I'm with Greenspace group in St. Francis.
16 And the expanding of Oklahoma Avenue from Lake Drive
17 to Clement was expected by the Greenspace group some
18 years back. And it was expected due to the massive
19 overdevelopment taking place in St. Francis,
20 primarily on the lakefront.

21 There's highly congested living
22 conditions of condominiums, back to back and side by
23 side, many of which are not selling and are being
24 moved to rental units instead. This development
25 originated on the basis of violating an

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1 environmental corridor. People from St. Francis and
2 Bay View turned out in droves and packed the Common
3 Council of St. Francis from wall to wall. Their
4 message was no more development and keep our
5 greenspaces.

6 Well, that's not happening. And now the
7 repercussions from that is that all that traffic
8 from all those people packed into a very small space
9 that used to be wild greenspace now all wants to
10 come towards Bay View. And I'm remembering how I
11 went to the Common Council meetings to represent the
12 people from Bay View, who do a lot of activities in
13 those areas, and was told I could not speak at their
14 meetings because I was not a St. Francis person.
15 But I'm speaking up now.

16 Oklahoma Avenue is wide enough already.
17 It's one of the widest streets in the area. And if
18 you remember, it has a new Starbucks and a new
19 little submarine restaurant there that's very close
20 to Kinnickinnic and Oklahoma with a very short
21 turnoff rate. So if you're coming from the west,
22 going to Kinnickinnic and Oklahoma, you have X
23 number of feet. And better watch your person in
24 front of you because all of a sudden, if they turn
25 on their blinker at all, they're turning a left,

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1 they've made a very abrupt stop, and you're likely
 2 to tail end them.

3 We've had a number of accidents there.

4 I've talked to people in the vicinity of Oklahoma
 5 and Kinnickinnic, and he said he's witnessed more
 6 accidents, bad accidents, in the Oklahoma and
 7 Kinnickinnic area since the development. And more
 8 is expected because they're still planning on
 9 developing even more of the lakefront.

10 I've never seen so much development go
 11 on. Every single greenspace has been attacked in
 12 that area, despite what the people say. And this is
 13 supposedly a democracy, and they are not -- the
 14 politicians in that area are not listening to the
 15 people. And we hope that they listen to the people.
 16 We don't want to see anymore accidents on Oklahoma
 17 or in that area. And we would like them to respect
 18 what little greenspace we have.

19 There is a difference between parks and
 20 wild spaces. Parks are more formalized, more tamed,
 21 more under control, very nice to have, but not the
 22 same as wild areas. Wild areas represent our sense
 23 of freedom, and speak to our soul.

24 MR. PATRIE: You have about 30 seconds.

25 MS. CURRIE: And Oklahoma, we just don't

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1 want them coming to St. Francis now that they've
 2 done their dirty deeds. Thanks.

3 MR. PATRIE: Thank you, Ms. Currie, for
 4 your comments.

5 Marty Wall, W-a-l-l, citizen, 5705 West
 6 Trenton Place, Milwaukee, 53213. You have the
 7 floor, sir.

8 MR WALL: Thank you very much. I won't
 9 take the full 30 minutes. That was a joke. Come
 10 on.

11 I appreciate the changes in the plans,
 12 and I like the addition of express bus ideas and
 13 mass transit and things of that nature. I think
 14 that's the right direction to go.

15 My position, I guess, is just to bring
 16 out that I think we need to expand the connections
 17 and the potential of the SEWRPC commission, if that
 18 be the right commission to undertake this endeavor,
 19 but I think transportation is so key to the entire
 20 area.

21 And so much rides on transportation, such
 22 as the social conditions, where the jobs are
 23 created, the environmental aspects and so forth, as
 24 you well talked about. But it appears to me that,
 25 again, we're reactive. And maybe that's the place

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1 of SEWRPC. But I would suggest that maybe it's time
 2 for us to look at a different direction, maybe look
 3 in a proactive type of manner.

4 We've been having plans since 1966.

5 Unfortunately, these plans have resulted in the
 6 greatest disparity between any two counties in
 7 America when you look at Waukesha County versus
 8 Milwaukee County; the greatest disparity in incomes,
 9 greatest disparity in race, greatest disparity in
 10 employment, greatest disparity in education. So all
 11 of these factors, while not directly related to
 12 transportation, I think transportation is the
 13 vehicle, if you will, to really bring all these
 14 ideas on the table at the same time, and try to
 15 address these great complex problems on a bigger
 16 scale.

17 I appreciate what you guys do, and I
 18 think we're on the right track, but rather than
 19 pushing the agenda by saying if the clusters of jobs
 20 are here, and we connect those jobs with the inner
 21 city, these people in the inner city can take a bus
 22 out to the jobs.

23 I think we can look at it a different way
 24 and maybe try to pull the region in a certain
 25 direction. This really won't occur until SEWRPC,

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1 and I hate to say this, but SEWRPC needs to
 2 diversify its staff. And SEWRPC, I believe, needs
 3 to be located in the area of the greatest need. And
 4 that addresses a lot of things. I think that brings
 5 real life experience to the table. And until we get
 6 that, and I don't mean this disparagingly, but I
 7 don't see that when I come to these meetings. And
 8 I've been coming to them all, and it's unfortunate.

9 I think we're at the precipice of seeing
 10 what is the result of 30 or 40 years of bad
 11 planning. We are behind the times. We are the
 12 largest city in America without a train system, and
 13 that's unfortunate. From a city that once led the
 14 nation in transit, we are now falling behind. And I
 15 think we're seeing the results, and I think now is
 16 the time to really act.

17 I appreciate the time. I would just say
 18 one more thing. I wish the DOT plan, \$6.2 billion
 19 for transportation, had some aspect of mass transit
 20 in it. That's real unfortunate. If I'm wrong on
 21 that, I'll stand corrected. But when I read the
 22 plan originally, it did not carry anything about
 23 mass transit.

24 So we need a lot of work. Thank you very
 25 much.

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1 MR. PATRIE: Thank you, Mr. Wall, for
 2 your comments.
 3 Next speaker is Brian Peters,
 4 Independence First. 600 West Virginia Street, 4th
 5 Floor, Milwaukee, Wisconsin, 53204.
 6 MR. PETERS: Okay. My name is Brian
 7 Peters, and I work at Independence First, which is
 8 an independent living center, and we serve people
 9 who have disabilities. And over half of our staff
 10 and board members are people with disabilities
 11 themselves. I wasn't actually planning on
 12 presenting today, but I was inspired, so here I am.
 13 I was looking at the boards earlier, and
 14 I want to make sure that you're aware that land and
 15 transportation issues do have a long-term effect on
 16 people with disabilities. For example, if the
 17 distance between their house and the services they
 18 require, or their job is farther than or is
 19 problematic for a person, it really impacts people
 20 with disabilities more than people who don't, of
 21 course. Especially those who don't have access with
 22 their own vehicle. We really want to encourage
 23 there be a mix use of transportation; especially for
 24 people with disabilities to have access to a variety
 25 and means of transportation so that they can get to

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1 their leisure activities as well as their jobs. We
 2 don't want the future to look like some of the
 3 suburbs in our area where everywhere you go you have
 4 to drive. Even if you have a car, we want there to
 5 be other options other than just driving; taking a
 6 bus or a train, including pedestrian walkways.
 7 So thank you very much for your time.
 8 MR. PATRIE: Thank you very much,
 9 Mr. Peters.
 10 The next registered speaker, and the last
 11 card that I've received, is Ms. Mary Smarelli. And
 12 I hope I pronounced that right. And if I didn't,
 13 correct me. It's Transit Express, Inc., 424 West
 14 Cherry Street, Milwaukee, 53212. You have the
 15 floor.
 16 MS. SMARELLI: Yes, that was very good
 17 for a first time around.
 18 My name is Mary Smarelli, and I am a
 19 lifelong resident of Milwaukee County. I am also
 20 president of Transit Express, a company providing
 21 passenger transportation service in southeastern
 22 Wisconsin.
 23 I read the plan's vision statement, and I
 24 wholeheartedly support it. My comments here today
 25 are mostly related to the support of the plan rather

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1 than specific elements within the plan. I would
 2 suspect that few people who read that vision
 3 statement would disagree with it. This is not to
 4 say that a vision statement for the common good may
 5 not result in short-term problems for some people.
 6 As a community, we often do things in the
 7 interest of the public good that are objectionable
 8 to some individuals. For example during
 9 snowstorms, we tow away vehicles that are blocking
 10 roads and inhibiting the flow of traffic. We create
 11 public control systems that expedite the flow of
 12 traffic in some directions or facilitate safe
 13 passage for pedestrians in others. We create
 14 building codes that promote safety and public
 15 access. We provide funding for public schools, even
 16 though many of us don't have children in those
 17 schools.
 18 I believe the discussion must take place,
 19 and decisions be made, on the basis of both sound
 20 planning principles and the benefits to be derived
 21 for the general public, sometimes even at the
 22 expense of those few who may be negatively impacted
 23 by the plan.
 24 When the Marquette interchange planning
 25 was taking place about five years ago, I could

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1 easily see that the eventual road building
 2 disruptions were going to cost my business and my
 3 operation hundreds of thousands of dollars in
 4 delays. It would've been quite easy for me to
 5 support delaying the project, as some had suggested.
 6 My guess is that two years from now there will be
 7 few people who will take issue with the decision to
 8 proceed with the rebuilding.
 9 26 years ago, in my early years in
 10 business, I thought the best way to provide high
 11 quality service and make a profit was to focus
 12 solely on reducing expenditures. This strategy was
 13 only marginally successful. Since the early 1990s,
 14 in addition to monitoring those expenses, we have
 15 committed additional resources to upgrading assets,
 16 infrastructure, technology and staffing. The result
 17 of these actions was both an improvement in the
 18 quality and profitability of our business.
 19 My point is simply this. In this
 20 transportation plan, and in any plan for that
 21 matter, a do nothing or status quo approach is
 22 certainly one option, but one that would be
 23 shortsighted.
 24 A half century ago, Milwaukee County --
 25 the City of Milwaukee was the 10th largest city in

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1 the US. While other cities have grown in size,
2 Milwaukee has shrunk to the 30th largest city.
3 Although there are numerous factors that affect this
4 ranking, it is more than just a coincidence that our
5 transit and freeway systems have remained largely
6 stagnant during that same period.

7 Other communities have invested in
8 facilities and infrastructure, and those investments
9 have improved the quality of the -- the quality of
10 life and the economic vitality of those communities.
11 If southeastern Wisconsin does not commit the
12 resources to upgrading our transportation
13 infrastructure, we will, most assuredly, shrink to
14 become the 40th largest city in the next decade.

15 Perhaps for some individuals that is a
16 preferred future. I personally believe this would
17 be a mistake. As a business owner and an individual
18 paying significant corporate taxes and personal
19 property taxes in three counties in southeastern
20 Wisconsin, I am most certainly concerned with the
21 manner in which public dollars are spent by our
22 taxing authorities. But I believe that in order to
23 fulfill this plan's vision and improve the quality
24 of life for the area, that we must commit the
25 resources to continually maintain and upgrade our

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1 transportation infrastructure. And I would support
2 the expenditure of resources to achieve these
3 objectives. Thank you.

4 MR. PATRIE: Thank you, Ms. Smarelli.
5 How close was I?

6 MS. SMARELLI: Very close.

7 MR. PATRIE: I guess there are advantages
8 to coming up from Kenosha, if you know what I mean.

9 Next registered speaker, and the last
10 speaker that we have a form for, is Jeff Lunz,
11 PO Box 581, Waukesha, 53187. Mr. Lunz, you have the
12 floor.

13 MR. LUNZ: Thank you. My name is Jeff.
14 I had a chance to peruse the fourth newsletter. I
15 would like to have read it more closely, but I
16 didn't get much of a chance. I have not seen it in
17 any calculations on projected gas prices. If the
18 cost of gas keeps increasing, this will, in turn,
19 put these plans on their end.

20 In the plans, I see an acceptance that
21 sprawl will continue in residential development and
22 employment density. I appreciate the doubling of
23 public transportation dollars by 2035, and the notes
24 that this and a commuter rail system creates but
25 does not mandate at its stops produces residential

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1 and employment centers. Such high density centers
2 are our best defense at increased gas prices, and we
3 should plan for increased fuel costs. Thank you.

4 MR. PATRIE: Thank you, Mr. Lunz. Is
5 there anybody else that wishes to speak, fill out a
6 form? Is there anyone else that wishes to speak?
7 If not, then the public input portion of the meeting
8 is concluded. Thank you for coming, everyone. I
9 believe the professional staff will be staying
10 around in case you have any further questions.
11 Thank you.

12 (Proceedings concluded at 6:45 p.m.)
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1 C E R T I F I C A T E

2 STATE OF WISCONSIN)
3)
4 MILWAUKEE COUNTY)

5
6 I, MARGARET M. MITCHELL, a Certified
7 Realtime Reporter and Notary Public in and for the State of
8 Wisconsin, do hereby certify that the above proceedings
9 were recorded by me on the 19th day of April, 2006, and
10 reduced to writing under my personal direction.

11 I further certify that I am not a
12 relative or employee or attorney or counsel of any of the
13 parties, or a relative or employee of such attorney or
14 counsel, or financially interested directly or indirectly
15 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 27th day of April, 2006.
19

20 _____
21 Notary Public
22 In and for the State of Wisconsin

23 My commission expires January 18, 2009.
24
25

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Appendix B

**ATTENDANCE RECORDS OF PUBLIC INFORMATION
MEETINGS HELD APRIL 5, 2006 THROUGH APRIL 19, 2006**

ATTENDANCE RECORDS FOR PUBLIC INFORMATIONAL MEETINGS HELD APRIL 5, 2006 THROUGH APRIL 19, 2006

SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting and Public Hearing/Reunión de Información Pública y Audiencia Pública
Review and Update of Regional Land Use and Transportation System Plans/
Revisión y Actualización de los Planes Regionales del Uso de la Tierra y Sistema de Transportación

April 5, 2006
United Community Center, Auditorium
1028 S. 9th Street
Milwaukee, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
1. <u>Tom Winter</u>	<u>1942 N. 17A St Min</u>	<u>Milw. County Transit Sys.</u>
2. <u>Jeff Polenske</u>	<u>3775 S. Cherokee Way</u>	<u>Milwaukee</u>

SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting and Public Hearing/Reunión de Información Pública y Audiencia Pública
Review and Update of Regional Land Use and Transportation System Plans/
Revisión y Actualización de los Planes Regionales del Uso de la Tierra y Sistema de Transportación

April 5, 2006
Racine Gateway Technical College, Great Lakes Room - Racine Building
1001 S. Main Street
Racine, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
1. <u>Charles W. Johnson</u>		
2. <u>Bill GUNTHER</u>	<u>716 ORANGE ST. ARDEN, WI 53005</u>	
3. <u>John H. Magee</u>	<u>2214 Washington Ave Racine, WI 53405</u>	
4. <u>Vern Braun</u>	<u>4930 90th St Racine WI 53410</u>	
5. <u>Steven Lamfark</u>	<u>14200 Washington</u>	<u>Sturtevant 53177</u>

SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting and Public Hearing/Reunión de Información Pública y Audiencia Pública
Review and Update of Regional Land Use and Transportation System Plans/
Revisión y Actualización de los Planes Regionales del Uso de la Tierra y Sistema de Transportación

April 6, 2006
Ozaukee County Administration Center, Auditorium
121 W. Main Street
Port Washington, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
1. <u>Tom Richart</u>	<u>340 5th Ave</u>	<u>Gratton</u>
2. <u>DALENE LOCHPIHLER</u>	<u>8150N RIVER RD.</u>	<u>RIVER HILLS</u>
3. <u>Gus Wirth</u>	<u>N48 Waboso Spring</u>	<u>Cedarburg</u>
4. <u>Paul Toback</u>	<u>121 W. Main St</u>	<u>Port Washington</u>
5. <u>RICK NELSON</u>	<u>1432 NORIDGE IL.</u>	<u>PORT WASH.</u>
6. <u>TOM MEAUX</u>	<u>02 Conti</u>	<u>ADMINISTRATIVE</u>

SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting and Public Hearing/Reunión de Información Pública y Audiencia Pública
Review and Update of Regional Land Use and Transportation System Plans/
Revisión y Actualización de los Planes Regionales del Uso de la Tierra y Sistema de Transportación

April 6, 2006
Washington County Fair Park Pavilion, Room 112
3000 County Highway PV
Polk, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
1. <u>Dave Romb</u>	<u>WB Daily News</u>	<u>WB</u>
2. <u>Allen Carr</u>	<u>7356 W Waterford Hill.</u>	<u>53027</u>
3. <u>Thomas Sackett</u>	<u>828 Summit St.</u>	<u>HTEA 53027</u>
4. <u>Al Hughes</u>	<u>1429 Hwy 33 E. West Bend.</u>	<u>53095</u>
5. <u>Mary Ann Hughes</u>		
6. <u>Madelyn John</u>	<u>1061 Tuscola Lane</u>	<u>West Bend 53095</u>
7. <u>Jaymie Wagner</u>	<u>2456 South Lane</u>	<u>Hartford Wis. 53027</u>
8. <u>Jeffrey M. Jones</u>	<u>2668 Hwy 169, Stinger, WI</u>	<u>53086</u>
9. <u>DR. WILHELM</u>	<u>2764 SLINGER RD</u>	<u>RICHFIELD WI 53074</u>
10. <u>Garry Plumeau</u>	<u>2433 W Hawthorne</u>	<u>SAOK-116 WI 53080</u>
11. <u>Lara Hudson</u>	<u>5886 E. Waterford Rd</u>	<u>Hartford 53027</u>
12. <u>Jenna Clark</u>	<u>Wash Co Transit</u>	<u>W.D. 53095</u>
13. <u>Garth Ryan</u>	<u>7525 Lakewood Rd</u>	<u>WB 53090</u>
14. <u>Jim Bennett</u>	<u>7237 Valley Court</u>	<u>Hartford 53027</u>
15. <u>Jim Fesch</u>	<u>900 Lady St</u>	<u>West Bend 53090</u>
16. <u>Greg Galinsky</u>	<u>4023 Wabesa Dr</u>	<u>Polk WI 53033</u>
17. <u>Don Burkin</u>	<u>4991 Hillside</u>	<u>West Bend 53095</u>
18. <u>Kieth A Kizwaldt</u>	<u>5001 Sunset Dr</u>	<u>Kewaskum 53440</u>
19. <u>Leander Thurman</u>	<u>9025 Hwy W</u>	<u>conditioned 53010</u>
20. <u>TOO MACLAY</u>	<u>5347 Oak Lane Rd</u>	<u>NEST BEND 53095</u>
21. <u>Carl John</u>	<u>1061 Tuscola Ln</u>	<u>West Bend 53095</u>
22. <u>Ken Carter</u>	<u>2625 Mansfield Rd</u>	<u>Richfield 53076</u>
23. <u>Ken Carter</u>	<u>2625 Mansfield Rd</u>	<u>Richfield 53076</u>
24. <u>Albert J Schulteis</u>	<u>4026 Pioneer Rd</u>	<u>Richfield 53076</u>
25. <u>Catherine Grimm</u>	<u>4885 Bramblewood Dr</u>	<u>Hartford 53027</u>
26. <u>David S. Anderson</u>	<u>4518 Pleasant Hill Rd</u>	<u>Richfield 53076</u>
27. <u>Gary Turtonwald</u>	<u>Riverview Ave</u>	<u>Richfield.</u>
28. <u>Ted Merten</u>	<u>Town park</u>	<u>Richfield Wis</u>
29. <u>TIM GRATH</u>	<u>3972 MAYFIELD JACKSON</u>	
30. <u>Alte Gell</u>	<u>1325 Skalom & Kewaskum</u>	
31. <u>Dany Schrein</u>	<u>7816 Tomahawk Dr</u>	
32. <u>Jon Schroeder</u>	<u>6725 N. Trenton Rd.</u>	<u>West Bend</u>
33. <u>John, Durral</u>	<u>4441 Bittersweet Ct.</u>	<u>Jackson</u>
34. <u>John Durral</u>	<u>4441 Bittersweet Ct.</u>	<u>Jackson</u>
35. <u>Bobbe Pappas</u>	<u>9389 Hickory Dr.</u>	<u>Kewaskum</u>
36. <u>Mary Jane Rothberg</u>	<u>1848 Hwy 33 E</u>	<u>West Bend</u>
37. <u>Ally G. Philp</u>	<u>5751 F. Waterford Rd.</u>	<u>Evon</u>
38. <u>Cynthia M. Julew</u>	<u>5751 E. Waterford Rd.</u>	<u>Evon</u>
39. <u>Michael Karnick</u>	<u>6375 Pleasant Hill Dr</u>	<u>West Bend</u>
40. <u>Kathy Kowas</u>	<u>2465 Country Creek Cir</u>	<u>West Bend</u>
41. <u>KAREL SKUDT</u>	<u>6757 Eastwood Trail</u>	<u>WB</u>
42. <u>Jess Gallon</u>	<u>3573 S. 48th St</u>	<u>Greenfield</u>
43. <u>Tom LESZCZYNSKI</u>	<u>4539 Graystone Dr</u>	<u>Richfield</u>
44. <u>Sue Mungen</u>	<u>1950 Hwy CC</u>	<u>Richfield</u>
45. <u>Dale Ehn</u>		<u>Tot Germantown</u>
46. <u>Mary Ann John</u>	<u>4382 Hickory Rd.</u>	<u>West Bend</u>
47. <u>Kelom Wagner</u>	<u>6432 Hwy 167</u>	<u>Hartford 53027</u>
48. <u>Doug Marquardt</u>	<u>4214 Pioneer Rd</u>	<u>Richfield 53076</u>

SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting and Public Hearing/Reunión de Información Pública y Audiencia Pública
Review and Update of Regional Land Use and Transportation System Plans/
Revisión y Actualización de los Planes Regionales del Uso de la Tierra y Sistema de Transportación

April 12, 2006
Kenosha Gateway Technical College, Madrigano Auditorium
3520 30th Avenue
Kenosha, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
1. Steve Macejko	W163 N 8085 Hiawatha Ct	M. Falls WI 53125
2. Chuck Wabers	KAC 7405 30 th Ave	Kenosha, WI 53143
3. Norman Siler	PO Box 278	Somers WI 53121
4. Mike Lemens	655 5 th St.	Kenosha 53142
5. Jeff Kalahn	625 - 52 nd St.	Kenosha 53142
6. Joseph Agard	16007 93 rd St	Bellevue WI 53104

SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting and Public Hearing/Reunión de Información Pública y Audiencia Pública
Review and Update of Regional Land Use and Transportation System Plans/
Revisión y Actualización de los Planes Regionales del Uso de la Tierra y Sistema de Transportación

April 12, 2006
Elkhorn Gateway Technical College, Room 112 - 100 Building
400 County Highway H
Elkhorn, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
1. Tim Hoppe		Darien
2. Jeff Reeth		DARIEN
3. Greg Dahl		Elkhorn
4. Donald Butcher		Darien
5. Brian Fox		Darien
6. Dorothy Burrise		Delavan
7. Gordon K Burrise		Delavan
8. David Patzelt	11 N First St. Geneva	Walworth County
9. Allen L. Morrison	N 768 County Rd. H, Sharon, WI	53585

SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting and Public Hearing/Reunión de Información Pública y Audiencia Pública
Review and Update of Regional Land Use and Transportation System Plans/
Revisión y Actualización de los Planes Regionales del Uso de la Tierra y Sistema de Transportación

April 13, 2006
HeartLove Place, Auditorium
3229 N. Dr. Martin Luther King Jr. Drive
Milwaukee, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
1. Rose Stehly	P.O. Box 12150	Sharon, Mil.
2. Marjorie Carr	1942 N. 11 th	MCTS
3. Charise Webb	2444 N. 85 th St.	Wauwatosa
4. Joseph Blakeman	2908 W. Hayes St.	MILWAUKEE WI
5. John Donerty	1707 N. Prospect Ave	Milw
6. Matt Ryan	10000 N. Lincoln Dr	Mequon

SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting and Public Hearing/Reunión de Información Pública y Audiencia Pública
Review and Update of Regional Land Use and Transportation System Plans/
Revisión y Actualización de los Planes Regionales del Uso de la Tierra y Sistema de Transportación

April 13, 2006
Rotary Building, Frame Park
1150 Baxter Street
Waukesha, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
1. Richard J. Dulke	St 1095 So. Callaway Rd	Brookfield
2. Maureen Naranjo	548 W. 2570 Zeebain Rd	Waukesha
3. DWAYNE LATOKE	8553 S Bedford Way	OK Creek
4. Jani Langen	14371 S3581 Oak Knoll Dr	Waukesha
5. Brian Dupont	711 ROXBORO BLVD WAUWATOSA 284 N. 78 th ST MILWAUKEE WI 53222	Wauwatosa - MILWAUKEE
6. Linda Anderson		MILWAUKEE
7. Susan E. Evans	519 W 29051 Cambria Rd	Waukesha WI 53188
8. Famil. Amerson	W2705385 Oak Knoll Dr	Waukesha WI 53189
9. Christopher Blackburn	1225 Apache TR	Brookfield, WI 53005

SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting and Public Hearing/Reunión de Información Pública y Audiencia Pública
Review and Update of Regional Land Use and Transportation System Plans/
Revisión y Actualización de los Planes Regionales del Uso de la Tierra y Sistema de Transportación

April 19, 2006
Milwaukee Downtown Transit Center, Harbor Lights Room
909 E. Michigan Avenue
Milwaukee, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
1. Mike Vebber	MCTS	
2. Shunaga Ishizaki	Milwaukee	Interpreter
3. Angie Tomko	Milwaukee	
4. Dave Windsor	City of Milw DPW	
5. Al Morrison	Sharon, Wis	
6. Sarah Delair	Milwaukee	Interpreter
7. Civic Cooper	Milwaukee	
8. Daniel Schmidt	Washington	
9. Gus "Sandy" Wirth	Ozaukee	SEWRPC
10. Lora Brown	MCTS	
11. Brian Peters	Milwaukee	
12. TIM WIBERG	TOJA	
13. SCARL LUNZ	WAUKESHA	
14. Marty Wall	Milw	Citizen
15. DAVE NOVAK	3779 S 90 th ST	MILWAUKEE
16. JUDITH BUECHLE	2521 E Bellvue 11 C	Milwaukee
17. WILLIAM SEIL	2827 S. LEWIS	MILW 53207
18. CRISTI CURRIE	3035 S Superior St.	Milw. WI 53207
19. MARY SMARRELLI	Transit Express Inc	Milw, WI 53212
20. Christa Marlowe	2428 S. Lewis	Milw, WI 53207
21. Jerry Withersli	39725 1 st	Milw 53207
22. Matt Ryan	10000 N. Lincoln Dr	Mequon
23. KEN HEDRO		OZAUKEE SEWRPC

Appendix C

**COMMISSION ANNOUNCEMENTS OF PUBLIC INFORMATION
MEETINGS HELD IN APRIL 2006 AND SUMMARY MATERIALS
DISTRIBUTED AT PUBLIC INFORMATION MEETINGS**

APRIL 2006 PUBLIC INFORMATIONAL MEETINGS

PUBLIC INFORMATION MEETINGS AND HEARINGS SCHEDULED ON PRELIMINARY YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN

Citizens are invited to a series of public information meetings and hearings to learn more about, and to comment on, the year 2035 preliminary recommended regional transportation system plan for southeastern Wisconsin. The purpose of these meetings is to brief residents of the Region on the preliminary recommended year 2035 regional transportation plan, and to provide an opportunity for comment. This plan, together with the regional land use plan, is intended to provide an overall framework and vision for future land use and transportation system development within the Region for the year 2035. Each session will begin with a meeting in "open house" fashion from 4:30 p.m. to 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 in "town hall" format.

Date	Building/Room	Location
April 5, 2006	United Community Center, Auditorium	1028 S. 9 th Street, Milwaukee, WI
April 5, 2006	Racine Gateway Technical College, Great Lakes Room	1001 S. Main Street, Racine, WI
April 6, 2006	Ozaukee County Administration Center, Auditorium	121 W. Main Street, Port Washington, WI
April 6, 2006	Washington County Fair Park Pavilion, Room 112	3000 County Highway PV, Pk, WI
April 12, 2006	Kenosha Gateway Technical College, Madriano Auditorium	3520 30 th Avenue, Kenosha, WI
April 12, 2006	Elkhorn Gateway Technical College, Room 112-100 Building	400 County Highway H, Elkhorn, WI
April 13, 2006	HeartLove Place, Auditorium	3229 N. Dr. Martin Luther King, Jr. Drive, Milwaukee, WI
April 13, 2006	Rotary Building, Frame Park	1150 Baxter Street, Waukesha, WI
April 19, 2006	Milwaukee Downtown Transit Center, Harbor Lights Room	909 E. Michigan Avenue, Milwaukee, WI

Persons with special needs are asked to contact the Commission offices a minimum of 72 hours in advance of their preferred public meeting date so that appropriate arrangements can be made. Special needs may be related to site access and/or mobility, materials review or interpretation, or active participation, including the submission of comments.

In addition to providing comments on the preliminary recommended transportation plan and regional land use plan at the public hearings, written comments may also be submitted. Written comments should be received no later than Thursday, April 20, 2006. All study materials, including Study Newsletter No. 4, which describes the preliminary recommended regional transportation plan, and Study Newsletter No. 3 which describes the preliminary recommended regional land use plan may be obtained at the following website: www.sewrpc.org/regionalplans. To ask questions, to submit written comments, or to request Study Newsletters, please 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
 Regional Plan Review and Update
 E-mail: regionalplans@sewrpc.org
www.sewrpc.org/regionalplans

El Conquistador
 March 24, 2006

PUBLIC INFORMATION MEETINGS AND HEARINGS SCHEDULED ON PRELIMINARY YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN

Citizens are invited to a series of public information meetings and hearings to learn more about, and to comment on, the year 2035 preliminary recommended regional transportation system plan for southeastern Wisconsin. The purpose of these meetings is to brief residents of the Region on the preliminary recommended year 2035 regional transportation plan, and to provide an opportunity for comment. This plan, together with the regional land use plan, is intended to provide an overall framework and vision for future land use and transportation system development within the Region for the year 2035. Each session will begin with a meeting in "open house" fashion from 4:30 p.m. to 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 in "town hall" format.

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In addition to providing comments on the preliminary recommended transportation plan and regional land use plan at the public hearings, written comments may also be submitted. Written comments should be received no later than Thursday, April 20, 2006. All study materials, including Study Newsletter No. 4, which describes the preliminary recommended regional transportation plan, and Study Newsletter No. 3 which describes the preliminary recommended regional land use plan may be obtained at the following website: www.sewrpc.org/regionalplans. To ask questions, to submit written comments, or to request Study Newsletters, please 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
 Regional Plan Review and Update
 E-mail: regionalplans@sewrpc.org
www.sewrpc.org/regionalplans

Milwaukee Journal Sentinel
 March 20, 2006

Ozaukee County News Graphic
 March 23, 2006

Racine Journal Times
 March 23, 2006

El Conquistador
 March 24, 2006

West Bend Daily News
 March 24, 2006

Kenosha News
 March 27, 2006

The Freeman
 March 27, 2006

Milwaukee Community Journal
 March 29, 2006

Elkhorn Independent
 March 30, 2006

The Milwaukee Courier
 April 1, 2006

PUBLIC INFORMATION MEETINGS AND HEARINGS SCHEDULED ON PRELIMINARY YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN

Los ciudadanos son invitados a una serie de juntas públicas de información y reuniones para aprender más y hacer comentarios acerca del año 2035 plan regional recomendada y preliminar de sistema de transporte para sud este de Wisconsin. El propósito de este estudio es para informar a los residentes de la región. Preliminar recomendado del año 2035 el plan de transporte regional y la oportunidad para comentar. Este proyecto junto con el regional espera proporcionar una visión para el futuro de uso de la tierra y el sistema de transporte dentro de la región en el año 2035. Cada sesión empezará con una junta en forma de una "casa abierta" de 4:30 pm to 6:00 pm. Un presentación sera hecha por el personal de el estudio a las 6:00pm a las 6:30 pm sera una junta publica en el formato de "town hall".

Date	Building/Room	Location
April 5, 2006	United Community Center, Auditorium	1028 S. 9 th Street, Milwaukee, WI
April 5, 2006	Racine Gateway Technical College, Great Lakes Room	1001 S. Main Street, Racine, WI
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April 13, 2006	HeartLove Place, Auditorium	3229 N. Dr. Martin Luther King, Jr. Drive, Milwaukee, WI
April 13, 2006	Rotary Building, Frame Park	1150 Baxter Street, Waukesha, WI
April 19, 2006	Milwaukee Downtown Transit Center, Harbor Lights Room	909 E. Michigan Avenue, Milwaukee, WI

Las personas con necesidades especiales son pedidas contactar a las oficinas de la comisión un mínimo de 72 horas en el avance de su publico preferido que encuentra la fecha para que los apropiat arreglos se pueden hacer. Las necesidades especiales pueden ser relacionadas al acceso del sitio y/o la movilidad, las materias revisan o interpretación, o la participación activa, inclusive la submisión de comentarios. Además de proporcionar los comentarios en el preliminar recomendaron el plan del transporte y el plan regional de utilización de la tierra en las vistas publicas, los comentarios escritos se pueden materiales someter también. Los comentarios escritos se deben recibir no luego que el jueves, el 20 de abril de 2006. Todas materias del estudio, inclusive boletín de estudio No. 4 que describe el preliminar el plan del transporte y boletín de estudio regional recomendado No. 3 que describe el preliminar el plan regional recomendado de utilización de la tierra se puede obtener en el sitio web siguiente: www.sewrpc.org/regionalplans, para hacer preguntas para someter los comentarios escritos, o para solicitar boletín de estudio por favor contactar:

Southeastern Wisconsin Regional Planning Commission
 W239 N1812 Rockwood Drive
 P.O. Box 1607
 Waukesha, WI 53187-1607
 Phone: 262-547-6721 Fax: 262-547-1103
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El Conquistador
 March 24, 2006

News Release

FOR IMMEDIATE RELEASE

March 20, 2006

Release No. 06-4

For more information:
Kenneth R. Yunker,
Deputy Director
(262) 547-6721 or
kyunker@sewrpc.org

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION SCHEDULES PUBLIC MEETINGS AND HEARINGS ON PRELIMINARY YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN

As part of the review and update of long-range land use and transportation plans for the seven-county Southeastern Wisconsin Region, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) has now completed the preparation of a preliminary year 2035 regional transportation system plan. A newsletter has been prepared, and a series of public informational meetings and hearings have been scheduled to share the findings of, and receive comment on, the preliminary plan.

The newsletter and the schedule of public meetings, along with all other information which has been developed on the review and update of the land use and transportation system plans, is available on the Commission's website, www.sewrpc.org/regionalplans. The meetings are scheduled for Wednesday, April 5, 2006, Thursday, April 6, 2006, Wednesday, April 12, 2006, Thursday, April 13, 2006, and Wednesday, April 19, 2006. Staff will be available at the meetings in an "open house" format from 4:30 p.m. to 6:00 p.m. to individually answer questions and provide information about the review and update of the regional land use and transportation system plans. A presentation will be made by study staff at 6:00 p.m. The meetings will also provide an opportunity to comment on the preliminary year 2035 regional transportation system plan with a public hearing in "town hall" format beginning at 6:30 p.m.

The preliminary year 2035 regional transportation system plan was designed to serve, and to be consistent with, the year 2035 regional land use plan. The development and evaluation of the preliminary regional transportation system plan for southeastern Wisconsin was also guided by the following vision statement:

A multimodal transportation system with high quality public transit, bicycle and pedestrian, and arterial street and highway elements which add to the quality of life of the Region residents and support and promote expansion of the Region's economy, by providing for convenient, efficient, and safe travel by each mode, while protecting the quality of the Region's natural environment, minimizing disruption of both the natural and manmade environment, and serving to support implementation of the regional land use plan while minimizing the capital and annual operating costs of the transportation system.

Recommendations of the preliminary year 2035 regional transportation system plan include the following:

- Significant improvement and expansion of public transit in the Region, including development within the Region of a rapid transit and express transit system, improvement of existing local bus service, and integration of local bus service with the proposed rapid and express transit services. Altogether, service on the regional transit system would be increased from service levels in 2005 by about 100 percent measured in terms of revenue transit vehicle-miles of service provided.
- Promotion of safe accommodation of bicycle and pedestrian travel, and encouragement of bicycle and pedestrian travel as an alternative to personal vehicle travel. The preliminary plan recommends that as the existing surface arterial street system of about 3,300 miles in the Region is resurfaced and reconstructed segment-by-segment, the provision of accommodation for bicycle travel would be considered and implemented, if feasible, through bicycle lanes, widened outside travel lanes, widened shoulders, or separate bicycle paths. It is also proposed in the preliminary plan that a system of 575 miles of off-street bicycle paths be provided between the Kenosha, Milwaukee, and Racine urbanized areas and the cities and villages within the Region with a population of 5,000 or more located outside these three urbanized areas.
- Improvement and expansion of transportation systems management to better manage and operate existing transportation facilities to their maximum traffic carrying capacity and travel efficiency. The preliminary plan recommends expansion of operational control, advisory information, and incident management measures relating to freeway traffic management; coordinated signal system, intersection improvement, curb lane parking restriction, access management, and advisory information measures relating to surface arterial street and highway traffic management; and the development of major activity center parking management and guidance systems.

- Expansion of travel demand management measures intended to reduce personal and vehicular travel or to shift such travel to alternative times and routes, allowing for more efficient use of the existing capacity of the transportation system. The travel demand management measures proposed in the preliminary plan include high-occupancy vehicle preferential treatment, park-ride lots, transit pricing, personal vehicle pricing, travel demand management promotion, transit information and marketing, and detailed site-specific neighborhood and major activity center land use plans.
- Improvement and expansion of the arterial street and highway system to address congestion which may not be expected to be alleviated by the expansion of public transit, bicycle and pedestrian facilities, and travel demand and transportation systems management. The year 2035 arterial street and highway system of the Region under the preliminary plan would total 3,627 route-miles. Approximately 88 percent, or 3,196 of these route-miles, are recommended to be resurfaced and reconstructed to their same capacity. Approximately 346 route-miles, or less than 10 percent of the total preliminary recommended arterial street and highway system are recommended for widening to provide additional through traffic lanes, including 127 miles of freeways. The remaining 85 route-miles, or about two percent of the total arterial street mileage, are proposed new arterial facilities.

The completion of preliminary recommended transportation system plan means that comments and feedback on that plan will now be solicited through April 20, 2006. Completion of the year 2035 regional transportation system plan is expected in the spring of 2006.

[Note: Attached to this press release is the Newsletter which lists the dates and locations of the scheduled nine public meetings and hearings and provides information on a preliminary year 2035 regional transportation system plan.]

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REVIEW AND UPDATE OF REGIONAL LAND USE AND TRANSPORTATION SYSTEM PLANS FOR SOUTHEASTERN WISCONSIN



NEWSLETTER 4

MARCH 2006

INTRODUCTION

The review and update of the land use and transportation system plans for the seven-county Southeastern Wisconsin Region is nearing completion.

This is the fourth in a series of newsletters on the review and update. The first included the announcement of an initial series of public meetings held in August 2004 and information regarding the Regional Planning Commission, the new year 2035 population and economic projections for the Region, the basic principles guiding the Commission's regional land use and transportation planning, and the existing regional land use and transportation system plans. The second issue included announcement of a second series of public meetings for May 2005, and information regarding the advisory committees on regional land use and transportation planning, the implementation to date of existing regional land use and transportation plans and historic trends in land use and transportation, and the proposed process for development of regional land use and transportation plans. The third issue included announcement of a third series of public meetings in September of 2005, information regarding the preliminary recommended land use plan for the year 2035, and preliminary proposals for public transit, bicycle and pedestrian facilities, travel demand management, and transportation systems management being considered for inclusion in the year 2035 regional transportation plan.

This fourth newsletter includes information regarding:

- A preliminary recommended regional transportation plan for the year 2035; and,
- Public informational meetings and hearings scheduled for April 2006.

PRELIMINARY RECOMMENDED YEAR 2035 REGIONAL TRANSPORTATION PLAN

The development of the preliminary recommended year 2035 regional transportation system plan for southeastern Wisconsin was guided by the following vision for the transportation system of southeastern Wisconsin:

A multimodal transportation system with high quality public transit, bicycle and pedestrian, and arterial street and highway elements which add to the quality of life of Region residents and support and promote expansion of the Region's economy, by providing for convenient, efficient, and safe travel by each mode, while protecting the quality of the Region's natural environment, minimizing disruption of both the natural and manmade environment, and serving to support implementation of the regional land use plan, while minimizing the capital and annual operating costs of the transportation system.

STUDY PUBLIC INFORMATIONAL MEETINGS AND HEARINGS

A series of public informational meetings and hearings has been scheduled throughout the Region in April. The purpose of these meetings and hearings is to brief residents of the Region on the preliminary recommended year 2035 regional transportation plan and to provide an opportunity for comment. The table below highlights the dates and locations of the upcoming meetings and hearings. Staff will be available in an "open house" format from 4:30 p.m. to 6:00 p.m. to individually answer questions and provide information about the review and update of the regional land use and transportation system plans. 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. Persons with special needs are asked to contact the Commission offices a minimum of 72 hours in advance so that appropriate arrangements can be made. Contact information may be found on the back of this newsletter. The comment period on the preliminary recommended plan extends through April 20, 2006.

Date	Location
April 5, 2006	United Community Center, Auditorium 1028 S. 9th Street, Milwaukee
April 5, 2006	Racine Gateway Technical College, Great Lakes Room 1001 Main Street, Racine
April 6, 2006	Ozaukee County Administration Center, Auditorium 121 W. Main Street, Port Washington
April 6, 2006	Washington County Fair Park Pavilion, Room 112 3000 County Highway PV, Town of Polk
April 12, 2006	Kenosha Gateway Technical College Madrigano Auditorium 3520 30th Avenue, Kenosha
April 12, 2006	Elkhorn Gateway Technical College Room 112-100 Building 400 County Highway H, Elkhorn
April 13, 2006	HeartLove Place, Auditorium 3229 N. Dr. Martin Luther King, Jr. Drive Milwaukee
April 13, 2006	Rotary Building, Frame Park 1150 Baxter Street, Waukesha
April 19, 2006	Milwaukee Downtown Transit Center, Harbor Lights Room 909 E. Michigan Avenue, Milwaukee

The development of each plan element of the preliminary recommended regional transportation system plan for the year 2035—public transit, bicycle and pedestrian, travel demand management, transportation system management, and arterial streets and highways—builds upon the current adopted year 2020 regional transportation plan, recognizing the successful implementation of approximately 15 to 20 percent of each element of the year 2020 plan since 1997. In the development of the preliminary recommended year 2035 regional transportation system plan, consideration was given to those year 2020 plan proposals which had advanced to project planning and engineering, but which could not be implemented at the project level. Also considered was the support and opposition which has been offered on the recommendations of the current adopted year 2020 regional transportation system plan.

The preliminary recommended year 2035 regional transportation system plan is designed to serve, and to be consistent with, the year 2035 regional land use plan. Future needs for public transit, street and highway, and other transportation improvements considered in the regional transportation planning process was derived from the projected travel based upon the regional land use plan. In addition, the consistency of the regional transportation and land use plans was evaluated by comparing the accessibility provided under the preliminary recommended transportation plan and the location of improvements proposed under the preliminary recommended transportation plan to the location of land use development and redevelopment proposed under the land use plan.

The process for the development of the preliminary recommended year 2035 regional transportation plan began with consideration and development of the travel demand management, transportation systems management, bicycle and pedestrian, and public transit elements of the plan. The effects on travel demand of a regional transportation plan alternative including these four combined plan elements (a Transportation Systems Management, or TSM Plan alternative) was then tested and evaluated, and compared to that of a no-build plan which proposed to maintain the existing transportation system. Only subsequent to this testing and evaluation did the year 2035 regional transportation system plan development process consider arterial street and highway system improvement and expansion. Arterial street and highway improvement and expansion was then considered only to address the residual highway traffic volumes and attendant traffic congestion which may not be expected to be alleviated by travel demand management, transportation systems management, bicycle and pedestrian facilities, and public transit. A plan including arterial street and highway improvement and expansion (a TSM Plus Highway Plan) was then compared to a plan which only includes travel demand management, transportation systems management, bicycle and pedestrian, and public transit elements, and to a "no-build" transportation system plan. The TSM Plus Highway Plan is the preliminary recommended plan being advanced by the Commission staff and Regional Transportation Planning Advisory Committee.

Discussed in the remainder of this newsletter are the public transit, bicycle and pedestrian facilities, transportation systems management, travel demand management, and arterial street and highway elements of the preliminary recommended year 2035 regional transportation plan.

Public Transit Element

The public transit element of the preliminary recommended plan envisions significant improvement and expansion of public transit in southeastern Wisconsin, including development within the Region of a rapid transit and express transit system, improvement of existing local bus service, and the integration of local bus service with the proposed rapid and express transit services. Map 1 displays the transit system proposals for each of the three transit system components. Altogether, service on the regional transit system would be increased from service levels existing in 2005 by about 100 percent measured in terms of revenue transit vehicle-miles of service provided, from about 69,000 vehicle-miles of service on an average weekday in the year 2005 to 138,000 vehicle-miles of service in the year 2035 (see Table 1).

The proposed expansion of public transit is essential in southeastern Wisconsin for many reasons:

- Public transit is essential to provide an alternative mode of travel in heavily traveled corridors within and between the Region's urban areas, and in the Region's densely developed urban communities and activity centers. It is not desirable, and not possible, in the most heavily traveled corridors, dense urban areas, or the largest and densest activity centers of the Region to accommodate all travel by automobile with respect to both demand for street traffic carrying capacity and parking. To attract travel to public transit, service must be available throughout the day and evening at convenient service frequencies, and at competitive and attractive travel speeds.
- Public transit also supports and encourages higher development density and in-fill land use development and redevelopment, which results in efficiencies for the overall transportation system and other public infrastructure and services.
- Public transit also contributes to efficiency in the transportation system, including reduced air pollution and energy consumption.
- Public transit permits choice in transportation, enhancing the Region's quality of life and economy. A portion of the Region's population and businesses would prefer to have public transit alternatives available and to travel by public transit. High quality public transit helps provide a high quality of life and contributes to the maintenance and enhancement of the Region's economy.
- Public transit is essential in the Region to meet the travel needs of persons unable to use personal automobile transportation. In the year 2000, approximately 80,000 households, or 11 percent of the Region's households, did not have a personal vehicle available and were dependent upon public transit for travel. The accessibility of this portion of the Region's population to the metropolitan area—jobs, health care, shopping and education—is almost entirely dependent upon the extent to which public transit is available, and is reasonably fast, convenient, and affordable.

Rapid Transit Service

The proposed rapid transit service would consist of buses operating over freeways connecting the Milwaukee central business district, the urbanized areas of the Region, and the urban centers and outlying counties of the Region. Rapid transit bus service would be provided south to Racine and Kenosha, southwest to Mukwonago and East Troy, west to Waukesha and Oconomowoc, northwest to West Bend and Hartford, and north to Cedarburg, Grafton, Saukville, and Port Washington. The proposed rapid transit system would have the following characteristics:

- The bus rapid transit service would operate in both directions during all time periods of the day and evening providing both traditional commuter and reverse-commute service.
- The rapid transit service would operate with some intermediate stops spaced about three to five miles apart to increase accessibility to employment centers and to increase accessibility for reverse-commute travel from residential areas within central Milwaukee County. The stops would provide connections with express transit service, local transit service, or shuttle bus or van service to nearby employment centers.
- The service would operate throughout the day. The frequency of service provided would be every 10 to 30 minutes in weekday peak travel periods, and every 30 to 60 minutes in weekday off-peak periods and on weekends.

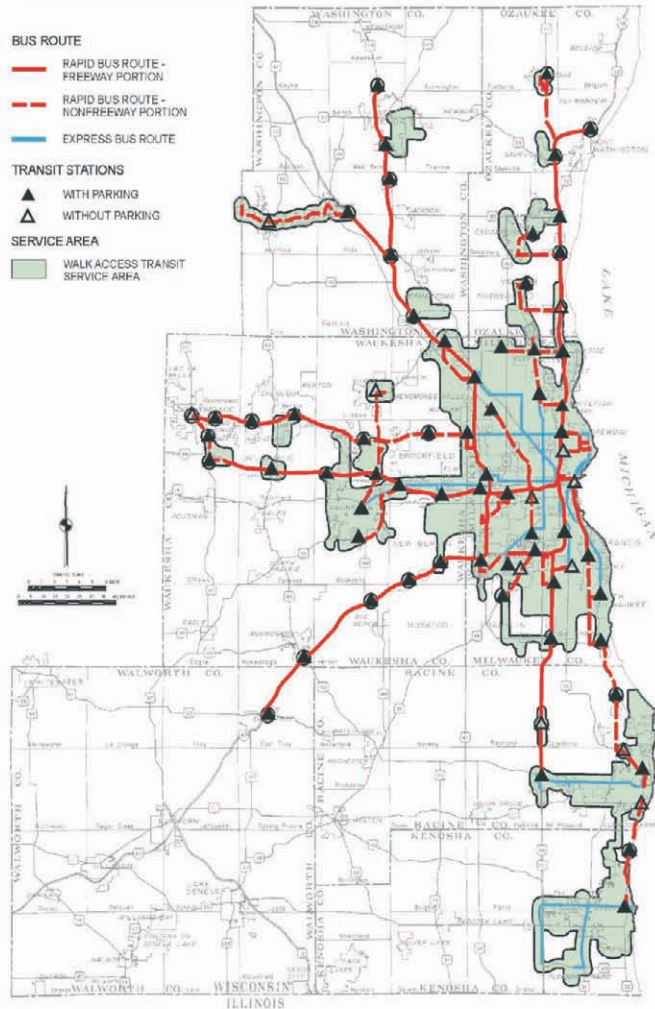
An approximately 204 percent increase in rapid transit service is proposed as measured by daily vehicle-miles of bus service, from the 7,900 vehicle-miles of such service provided on an average weekday in the year 2005, to 24,000 vehicle-miles in the plan design year 2035.

Express Transit Service

The proposed express transit service would consist of a grid of limited-stop, higher-speed routes located largely within Milwaukee County connecting major employment centers and shopping areas, other major activity centers such as General Mitchell International Airport, tourist attractions and entertainment centers, and residential areas. The express routes would replace existing major local bus routes. Stops would typically be spaced about one-quarter mile apart. It is envisioned that this system of limited-stop express service routes would initially consist of buses operating over arterial streets in mixed traffic, and would be upgraded over time to buses operating on reserved street lanes with priority treatment at traffic signals.

Map 1

PUBLIC TRANSIT ELEMENT OF PRELIMINARY RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN: YEAR 2035



Source: SEWRPC.

Table 1

PUBLIC TRANSIT ELEMENT OF PRELIMINARY RECOMMENDED YEAR 2035 REGIONAL TRANSPORTATION PLAN

Average Weekday Transit Service Characteristics	Existing 2005 ^a	Proposed 2035	Proposed Increment	
			Number	Percent Change
Revenue Vehicle -Miles				
Rapid	7,900 ^b	24,000	16,100	203.8
Express	-	17,000	17,000	-
Local	81,100	97,000	35,900	58.8
Total	69,000	138,000	69,000	100.0
Revenue Vehicle -Hours				
Rapid	360 ^b	1,100	750	214.3
Express	-	1,100	1,100	-
Local	4,750	8,900	4,150	87.4
Total	5,100	11,100	6,000	117.6

^a Estimated.

^b Includes the existing commuter bus route operated in the Kenosha-Milwaukee-Racine corridor. While portions of this route operate with express stop spacing, the long trips served by, and average operating speeds of, this route are typical of those for rapid service.

Source: SEWRPC.

As envisioned under the plan:

- The express service would operate in both directions during all periods of the day and evening providing both traditional and reverse-commute service.
- The service would generally operate with a stop spacing of about one-quarter mile with one-half mile stop spacing in outlying portions of Milwaukee County and the Milwaukee urbanized area.
- The frequency of service provided would be about every 10 minutes during weekday peak periods, and about every 20 to 30 minutes during weekday off-peak periods and on weekends.

Table 2
RECOMMENDED FREQUENCY OF LOCAL BUS SERVICE UNDER THE PRELIMINARY RECOMMENDED YEAR 2035 REGIONAL TRANSPORTATION PLAN

Area	Average Weekday Headways on Local Bus Service (minutes)		
	Morning and Afternoon Peak Periods	Midday Off-peak Period	Evening Off-peak Period
Within Milwaukee County			
Central Milwaukee County.....	5-15	10-20	15-20
Remainder of Milwaukee County.....	15-20	20-30	20-60
Outside Milwaukee County....	15-30	30-60	30-60

Source: SEWRPC.

- The overall travel speed provided would be about 16 to 18 miles per hour, a significant improvement over the average 12 miles per hour speed provided by the existing local bus transit service.
- No express transit service existed in the Region in 2005. As proposed, about 17,000 vehicle-miles of express transit service would be provided on an average weekday in the Region in the year 2035.

Local Transit Service

The improvement and expansion of local bus transit service over arterial and collector streets, with frequent stops throughout the Kenosha, Milwaukee, and Racine urbanized areas is also proposed. Service would be provided on weekdays, and during weekday evenings, Saturdays, and Sundays. An approximately 59 percent increase in local bus service is proposed from the 61,100 vehicle-miles of local bus service provided in 2005 on an average weekday to 97,000 vehicle-miles in the plan design year 2035. The service improvements and expansion proposed include expansion of service area and hours, and significant improvements in the frequency of local transit service provided, particularly on major local routes. The proposed frequency of local bus service is shown in Table 2.

Paratransit Service

Paratransit service is proposed to be provided consistent with the Federal Americans with Disabilities Act (ADA) of 1990. Under the provisions of this Act, all transit vehicles that provide conventional fixed-route transit service must be accessible to persons with disabilities, including those persons using wheelchairs. All public entities operating fixed-route transit systems must also continue to provide paratransit service to those disabled persons within local transit service areas who are unable to use fixed-route transit services consistent with federally specified eligibility and service requirements. The complementary paratransit services must serve any person with a permanent or temporary disability who is unable independently to board, ride, or disembark from an accessible vehicle used to provide fixed-route transit service; who is capable of using an accessible vehicle, but one is not available for the desired trip; or who is unable to travel to or from the boarding or disembarking location of the fixed-route transit service. The planned paratransit service must be available during the same hours and on the same days as the fixed-route transit service, be provided to eligible persons on a "next-day" trip-reservations basis, and not limit service to eligible persons based on restrictions or priorities to trip purpose, and not be operated under capacity constraints which might limit the ability of eligible persons to receive service for a particular trip. The paratransit service fares must be no more than twice the applicable public transit fare per one-way trip for curb-to-curb service.

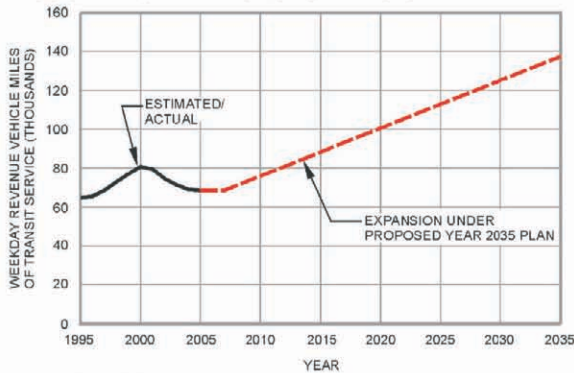
Upgrading to Rail Transit or Bus Guideways

Rapid and express transit service is proposed to initially be provided with buses. This bus service would ultimately be upgraded to commuter rail for rapid transit service and to bus guideway or light rail for express transit service. Map 2 displays seven potential future commuter rail lines and six potential future bus guideway/light rail lines within southeastern Wisconsin. Public transit cannot offer convenient accessibility to metropolitan area services for those without an automobile, offer an attractive alternative in heavily traveled corridors and dense urban activity centers, or provide a true choice for travel if it is caught in traffic congestion, and its travel times are not comparable to those of automobile travel. Upgrading to exclusive guideway transit may also be expected to promote higher density land development and redevelopment at and around the stations of the exclusive guideway transit facilities, promoting implementation of the regional land use plan.

There are two efforts currently underway in southeastern Wisconsin considering upgrading to fixed guideway transit. Milwaukee County in cooperation with the City of Milwaukee and Wisconsin Center District is conducting the Milwaukee downtown connector study which is considering implementation of express transit electric bus guideway technology and buses operating in reserved street lanes. Rapid transit commuter rail in the Milwaukee-Racine-Kenosha corridor was recommended for implementation at the con-

Figure 1

HISTORIC AND PLANNED VEHICLE-MILES OF PUBLIC TRANSIT SERVICE ON AN AVERAGE WEEKDAY IN THE SOUTHEASTERN WISCONSIN REGION: 1995-2035



Source: SEWRPC.

clusion of a corridor transit alternatives analysis study. The Counties and Cities of Milwaukee, Racine, and Kenosha are currently conducting further study addressing funding and refinement of the proposed commuter rail extension. The 2005-2007 State budget created a three County regional transit authority for Kenosha, Milwaukee, and Racine Counties, which would be the operator of the proposed commuter rail service.

Summary and Conclusions—Public Transit

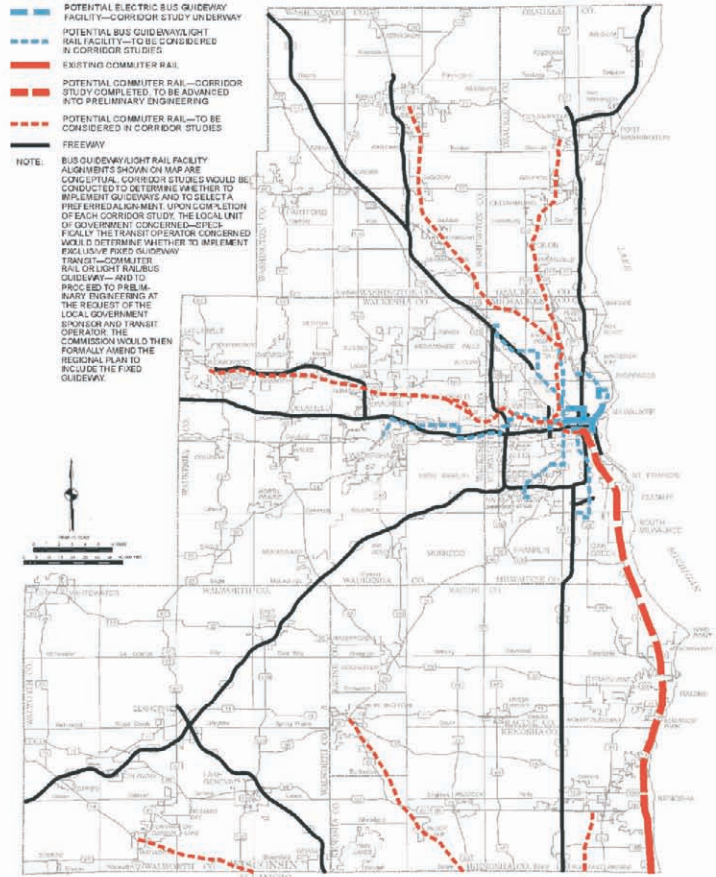
The proposed expansion of public transit in southeastern Wisconsin would represent a near doubling of transit service in southeastern Wisconsin by the year 2035. As shown in Figure 1, this would entail about a 2.5 percent annual increase in transit service to the year 2035, less than the level of annual increase which occurred between 1995 and 2000. Significant implementation of the year 2020 plan occurred between 1997 and 2000 as transit service expanded by over 25 percent. However due to State and local budget problems, transit service was significantly reduced from 2000 to 2005.

Implementation of this proposed expansion is dependent upon the continued commitment of the State to be a partner in the maintenance, improvement and expansion, and attendant funding of public transit. The State has historically funded 40 to 45 percent of transit operating costs, and has increased funding to address inflation in the cost of providing public transit, and to provide for transit improvement and expansion. State transit funding to the Milwaukee County Transit System increased by 29 percent from 1995 to 2000 and by 70 percent for all other transit systems in the Region, but only by 5 percent between 2000 and 2005 for the Milwaukee County Transit System and by 12 percent for all other transit systems. In comparison, local funding of public transit increased between 1995 and 2000 by 30 percent for the Milwaukee County Transit System and by 62 percent for other transit systems in the Region, and increased between 2000 and 2005 by 20 percent for the Milwaukee County Transit System and 73 percent for other transit systems in the Region. The 2003-2005 State budget provided no funding increase for public transit Statewide and the 2005-2007 budget only provides a 2 percent annual increase. An annual 4 to 5 percent increase may be essential to address rising costs, including inflation and real increases in fuel costs, and to support system improvement and expansion.

Implementation of the proposed expansion of public transit in southeastern Wisconsin will also be dependent upon attaining dedicated local funding for public transit. The local share of funding of public transit in southeastern Wisconsin is provided through county or municipal budgets, and represents about 15 percent of the total operating costs and 20 percent of total capital costs of public transit. Thus, the local share of funding public transit is largely provided by property taxes, and public transit must annually compete with mandated services and projects. Increasingly, due to the constraints in property tax based funding, counties and municipalities have found it difficult to provide funding to address transit needs, and to respond to shortages in Federal and State funding. Most public transit systems nationwide have dedicated local funding, typically a sales tax of 0.25 to 1.0 percent. A sales tax provides funding which should increase with inflation and area growth, thereby addressing funding needs attendant to inflation in the costs of providing public transit and transit system expansion.

Map 2

POTENTIAL RAPID TRANSIT COMMUTER RAIL AND EXPRESS TRANSIT BUS GUIDEWAY/LIGHT RAIL LINES UNDER THE PRELIMINARY RECOMMENDED YEAR 2035 REGIONAL TRANSPORTATION PLAN



Source: SEWRPC.

A regional transit authority could also assist in implementing the proposed transit system expansion. A number of the proposed transit services extend across city and county boundaries. A regional transit authority could assist in the implementation of these proposed services.

Bicycle and Pedestrian Facility Element

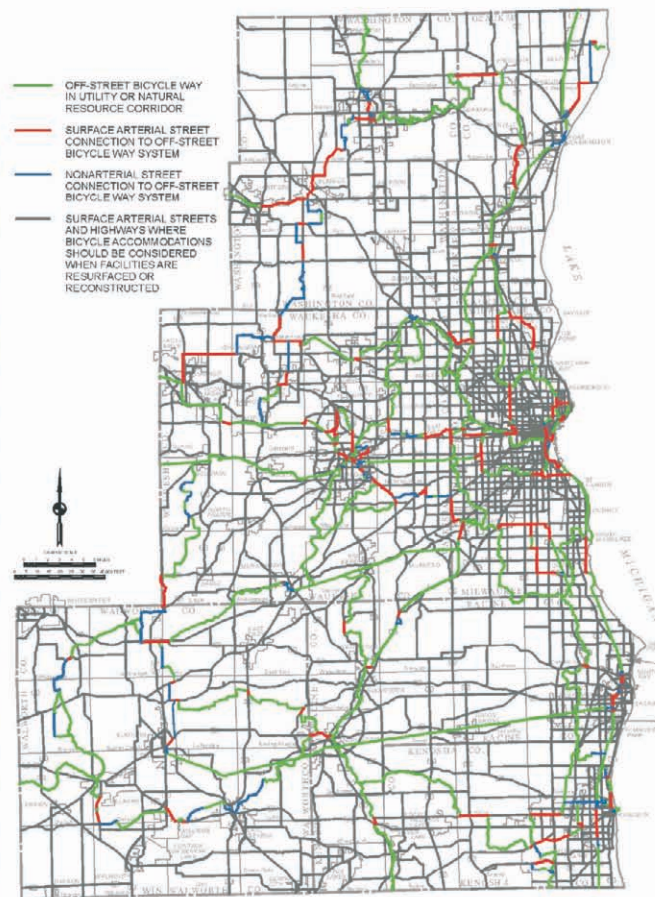
The bicycle and pedestrian facility element of the preliminary recommended plan is intended to promote safe accommodation of bicycle and pedestrian travel, and encourage bicycle and pedestrian travel as an alternative to personal vehicle travel. The preliminary plan envisions that as the surface arterial street system of about 3,300 miles in the Region is resurfaced and reconstructed segment-by-segment, the provision of accommodation for bicycle travel would be considered and implemented, if feasible, through bicycle lanes, widened outside travel lanes, widened shoulders, or separate bicycle paths. The surface arterial street system of the Region provides a network of direct travel routes serving virtually all travel origins and destinations within Southeastern Wisconsin. Arterial streets and highways, particularly those with high-speed traffic or heavy volumes of truck or transit vehicle traffic, require improvements such as extra-wide outside travel lanes, paved shoulders, bicycle lanes, or a separate bicycle path in order to safely accommodate bicycle travel. Land access and collector streets, because of low traffic volumes and speeds, are capable of accommodating bicycle travel with no special accommodation for bicycle travel.

The level and unit of government responsible for constructing and maintaining the surface arterial street or highway should have responsibility for constructing, maintaining, and funding the associated bicycle facility. A detailed evaluation of the alternatives for accommodation of bicycles on surface arterial streets or highways should necessarily be conducted by the responsible level and unit of government as part of the engineering for the resurfacing, reconstruction, and new construction of each segment of surface arterial. It is proposed that the Regional Planning Commission prepare an assessment of the priority of need for bicycle accommodation on each segment of the surface arterial street and highway system considering such factors, as traffic volume, composition, speed, and congestion.

It is also proposed that a system of off-street bicycle paths be provided between the Kenosha, Milwaukee, and Racine urbanized areas and the cities and villages within the Region with a population of 5,000 or more located outside these three urbanized areas. This system of off-street bicycle paths was initially also proposed in the adopted park and open space plans prepared by the Commission for each of the seven counties of the Region. These off-street bicycle paths would be located in natural resource and utility corridors and are intended to provide reasonably direct connections between the Region's urbanized and small urban areas on safe and aesthetically attractive routes with separation from motor vehicle traffic. Some on-street bicycle connections will be required to connect segments of this system of off-street paths. These connections if provided over surface arterials would include some type of bicycle accommodation—paved shoulders, extra-wide outside travel lanes, bicycle lanes, or separate parallel bicycle paths—or if provided over a nonarterial collector or land access street would require no special accommodation. The proposed system of on- and off-street bicycle facilities is shown on Map 3, and includes 575 miles of off-street bicycle paths with 147 miles of surface arterial and 83 miles of nonarterial connections. Approximately 203 miles of the planned 575 miles of off-street bicycle paths currently exist. Also shown on Map 3 is the surface arterial street and highway system within the Region proposed to be provided with bicycle accommodation.

The pedestrian facilities portion of the proposed bicycle and pedestrian facilities plan element is envisioned as a policy plan, rather than a system plan. It proposes that the various units and agencies of government responsible for the construction and maintenance of pedestrian facilities in southeastern Wisconsin adopt and follow a series of recommended standards and guidelines with regard to the development of those facilities, particularly within planned neighborhood units. These standards include the provision of sidewalks in the urban portions of the Region.

Map 3
OFF-STREET BICYCLE PATHS
AND SURFACE ARTERIAL STREET AND
HIGHWAY SYSTEM BICYCLE ACCOMMODATION
UNDER THE PRELIMINARY RECOMMENDED YEAR
2035 REGIONAL TRANSPORTATION PLAN



Source: SEWRPC.

Transportation Systems Management

The transportation systems management element of the preliminary recommended year 2035 regional transportation plan includes measures intended to manage and operate existing transportation facilities to their maximum carrying capacity and travel efficiency, including: freeway traffic management, surface arterial street and highway traffic management, and major activity center parking management and guidance.

Freeway Traffic Management

Proposed measures to improve the operation and management of the regional freeway system include operational control, advisory information, and incident management measures, as well as a traffic operations center supporting these measures. Essential to achieving freeway operational control, advisory information, and incident management is the WisDOT traffic operations center (TOC) in the City of Milwaukee. At the TOC all freeway segments in the Milwaukee area are monitored, freeway operational control and advisory information is determined, and incident management detection and confirmation is conducted. The TOC is important to the safe and efficient operation of the regional freeway system and is in operation 365 days a year, 24 hours a day.

Operational Control

Measures to improve freeway operation during average weekday peak traffic periods and during minor and major incidents through monitoring of freeway operating conditions and control of entering freeway traffic include traffic detectors, freeway on-ramp-meters, and ramp-meter control strategy. Traffic detectors measure the speed, volume, and density of freeway traffic, and are used in operational control, as well as advisory information and incident management. Existing freeway system traffic detectors consist of detectors embedded in the pavement at one-half mile intervals on the freeways in Milwaukee County and on IH 94 in Waukesha County, and at about one to two mile intervals on IH 94 in Kenosha and Racine Counties. The data collected from these traffic detectors is monitored by the WisDOT at the TOC for the purposes of detecting freeway system travel speed and time, traffic congestion, traffic flow breakdowns, and incidents. Freeway ramp meter traffic entry rates can be modified based upon the traffic volume and congestion indicated by the traffic detectors. Travel information on traffic congestion and delays can be provided to freeway system users through the WisDOT website and on variable message signs. Traffic speeds and congestion indicated by traffic detectors can instantaneously identify the presence of a freeway incident. It is proposed that existing freeway system traffic detectors be maintained, and that traffic detectors be installed on the freeway system throughout the Region at one-half mile intervals.

Ramp-meters are traffic signals located on freeway entrance ramps or, in some cases, freeway-to-freeway entrance ramps, and are used to control the rate of entry of vehicles onto a freeway segment to achieve more efficient operation of the adjacent freeway segment and the downstream freeway system. To encourage ridesharing and transit use, preferential access for high-occupancy vehicles is provided at ramp-meter locations to allow the high-occupancy vehicles to bypass traffic waiting at a ramp-metering signal. There are 120 freeway on-ramps currently in the Milwaukee area equipped with ramp-meters. Buses and high-occupancy vehicles currently receive preferential access at 62 of the 120 on-ramp-meter locations. It is proposed that ramp-meters be installed on all freeway on-ramps within the Region, with high-occupancy vehicle preferential access provided at all metered ramps, particularly those which would be used by existing and planned public transit.

Another element of freeway operational control is the strategy used in the operational control of ramp-meters. The existing ramp-meters on the southeastern Wisconsin freeway system are controlled in two ways. Some are controlled in a "pre-timed" mode, operating during specified peak traffic hours of the weekday at specified release rates of vehicles. Others are controlled as well during specified peak traffic hours of the weekday, but the vehicle release rates are based upon adjacent freeway system traffic volume and congestion. It is proposed that the strategy of controlling ramp-meters through consideration of adjacent congestion be expanded throughout the freeway system, and that an operational control strategy be considered which would consider downstream freeway traffic congestion and seek to minimize total travel delay on the freeway system while providing for equitable average and maximum delays at each ramp-meter, and avoiding the extension of vehicle queues onto surface streets. It is also proposed that the need for expanded vehicle storage on freeway on-ramps be considered, and addressed, during the reconstruction of the regional freeway system.

Advisory Information Measures

Providing advisory information to motorists is an integral part of providing an efficient street and highway system. By providing information on current travel conditions, motorists can choose travel routes which are more efficient for their travel, and the result is a more efficient transportation system. Advisory information measures include permanent variable message signs (VMS), the WisDOT website, and provision of information to the media. The WisDOT uses the permanent VMS to provide real time information to travelers about downstream freeway traffic conditions, such as current travel times to selected areas, information about lane and ramp closures, and where travel delays begin and end. There are 23 permanent VMS located on the freeway system, primarily in the Milwaukee area, and 13 on surface arterials which connect with the freeway system primarily located in western Milwaukee County. It is proposed that variable message signs be provided on the entire freeway system, and on surface arterials leading to the most heavily used freeway system on-ramps.

The WisDOT also provides substantial information about current freeway system traffic conditions on a website using data collected from freeway system traffic detectors. The information includes maps depicting the current level of freeway traffic congestion and the locations of confirmed incidents, views of freeway system traffic available from the freeway system closed circuit television camera network, and current travel times and delays on the major freeway segments in the Milwaukee area. The data on the website is also available to the media and used in daily radio and television broadcasts. It is proposed that WisDOT continue to enhance and expand the

information provided on its website and to the media, and consider deployment of a regional 511 traveler information system which would allow the public to dial "511" and receive automated messages about current travel conditions along their desired route through a series of predetermined automated menus.

Incident Management Measures

Incident management measures have as their objective the timely detection, confirmation, and removal of freeway incidents. As noted earlier, the WisDOT freeway system TOC and freeway system traffic volume detectors are essential to incident management, as well as freeway operational control and advisory information. Other incident management measures include closed circuit television, enhanced freeway location reference markers, freeway service patrols, crash investigation sites, the Traffic Incident Management Enhancement Program, ramp closure devices, and alternate route designations.

Closed-circuit television (CCTV) cameras provide live video images to the WisDOT and the Milwaukee County Sheriff's Department which allow for the rapid confirmation of congested areas and the presence of an incident, and immediate determination of the appropriate response to the incident and direction of the proper equipment to be deployed in response to the incident. There are currently 83 closed-circuit television cameras on the southeastern Wisconsin freeway system, covering Milwaukee County freeways, IH 94 and USH 41/45 in eastern Waukesha County, and IH 94 in Kenosha and Racine Counties. It is proposed that the CCTV camera network be provided on the entire regional freeway system.

Enhanced reference markers assist motorists in identifying specific locations along a freeway segment when reporting incidents. These markers are typically small signs provided at one-tenth mile intervals along the freeway system which typically display the highway shield and mile marker. Enhanced reference markers are currently provided in Milwaukee County in the freeway median at each one-tenth mile on USH 45 from the Zoo Interchange to the Milwaukee-Waukesha County line, and on IH 94 from the Mitchell Interchange to the Illinois-Wisconsin State line, including the freeway segments of IH 94 in Kenosha and Racine Counties. It is proposed that enhanced reference markers be provided on the entire regional freeway system.

Freeway service patrols provide for rapid removal of disabled vehicles and initial response to clearing incidents. Freeway service patrols consist of specially equipped vehicles designed to assist disabled motorists and assist in clearance of incidents. Freeway service patrol vehicles may be equipped to provide limited towing assistance, as well as minor services such as fuel, oil, water, and minor mechanical repairs. Freeway service patrols currently operate in a limited role on the Milwaukee County freeway system and on IH 94 in Kenosha, Racine, and Waukesha Counties. In each of these four counties, service patrols operate during weekday peak traffic periods. In Milwaukee County service patrols also operate all day during weekdays, and in Kenosha and Racine Counties, service patrols also operate all day during weekends. In Kenosha, Racine, and Waukesha Counties, one service patrol vehicle serves 12 to 15 miles of freeways, and in Milwaukee County one service patrol vehicle serves 70 miles of freeways. Expansion of the freeway service patrol is recommended to serve the entire regional freeway system, and to provide greater coverage including all day weekday and weekend service, evening service, and increased vehicle coverage of one vehicle per 12 to 15 miles of freeway.

Crash investigation sites are designated safe zones for distressed motorists to relocate to if they are involved in a crash or an incident on the freeway. There are 35 crash investigation sites on the southeastern Wisconsin freeway system, with the largest concentration—24 of the 35, or about 69 percent—located on the system in Milwaukee County. It is proposed that the WisDOT evaluate the extent of use and attendant benefits of existing crash investigation sites, and consider expansion as needed to serve the entire regional freeway system.

The Traffic Incident Management Enhancement (TIME) Program, sponsored by the WisDOT, has served to bring together, and coordinate, the transportation engineering, law enforcement, media, emergency responders, transit, tow and recovery, and other freeway system operational interests at monthly meetings. The goals of the TIME program are to improve and enhance freeway incident management, improve freeway safety, and enhance the quality and efficiency of freeway travel. It is proposed that the TIME program continue to be operated and sponsored by WisDOT.

Ramp closure devices have been deployed on IH 94 in Kenosha, Racine, and Waukesha Counties. The ramp closure devices are either Type III barricades or swing arm gates. These ramp closure devices allow for the closure of freeway on-ramps during planned and unplanned major incidents, such as special events and severe inclement weather. It is proposed that WisDOT evaluate the use and attendant benefits of existing ramp closure devices, and consider their application throughout the Region.

Alternate routes are designated, clearly marked and signed surface arterial street and highway routes which generally parallel freeway segments. These routes would be intended to be used by motorists during major freeway incidents and ramp closures and during particularly extreme congestion. Motorists would be directed through advisory information to these routes during major incidents and periods of particularly extreme congestion. It is proposed that WisDOT and the Regional Planning Commission, together with the concerned and affected local governments, examine the potential for the designation of alternative routes, and consider implementation of a pilot effort in a designated corridor.

Surface Arterial Street and Highway Traffic Management

This group of proposed transportation system management measures would attempt to improve the operation and management of the regional surface arterial street and highway network, and include improved traffic signal coordination, intersection traffic engineering improvements, curb lane parking restrictions, access management, and advisory information.

Coordinated traffic signal systems provide for the efficient progression of traffic along arterial streets and highways allowing motorists to travel through multiple signalized intersections along an arterial route at the speed limit minimizing or eliminating the number of stops at signalized intersections. In the Region, coordinated traffic signal systems currently generally range from systems comprising two traffic signals to systems comprising about 100 traffic signals. Approximately 1,100 of the 1,700 traffic signals in the Region, or about 65 percent, are part of a coordinated signal system. It is proposed that Commission staff work with State and local government to document existing and planned arterial street and highway system traffic signals and traffic signal systems, and develop recommendations for improvement and expansion of coordinated signal systems.

It is also proposed that State and local governments aggressively consider and implement needed individual arterial street and highway intersection improvements, such as adding right- and/or left-turn lanes; improvements in the type of traffic control deployed intersection, including two- or four-way stop control, roundabouts, or signalization; or improvements in signal timing at individual signalized intersections. This measure proposes that State, county, and municipal governments each prepare a prioritized short-range (two to six year) program of arterial street and highway intersection improvements under their jurisdiction, pursue aggressive implementation of the programs, and review and update the programs every two to five years.

It is also proposed that local governments consider implementation of curb-lane parking restrictions during peak traffic periods in the peak traffic direction as traffic volumes and congestion increase. These parking restrictions would be implemented rather than the widening with additional lanes or construction of new arterial streets.

Access management is also proposed to improve transportation systems operations and provide for full use of roadway capacity. Access management involves applying standards for the location, spacing, and operation of driveways, median openings, and street connections. It is proposed that State, county, and municipal governmental units with arterial streets and highways under their jurisdiction adopt access management standards, consider and implement these standards as development takes place along arterials under their jurisdiction, and prepare and implement access management plans along arterials which currently are developed and have access which violates these standards.

Advisory information should also be provided to motorists concerning the surface arterial street and highway network in the Region. It is recommended that the WisDOT improve and expand the data provided on its website (travel times, congestion maps, and camera images) concerning freeway travel to include surface arterial street and highway travel, beginning with the pilot route designated as an alternative route to a segment of the freeway system.

Major Activity Center Parking Management and Guidance

Another proposed transportation system management measure would attempt to improve traffic operation conditions by reducing the traffic circulation of motorists seeking parking in major activity centers. The City of Milwaukee currently has an initiative to construct SummerFest shuttle bus parking management and guidance system. This initiative would provide static and dynamic signing indicating the location of parking structures and the availability of parking in those structures for a number of parking structures in the central business district (CBD) which are near SummerFest shuttle bus routes. This proposed measure supports the City of Milwaukee initiative and proposes expansion of parking management and guidance systems to incorporate all of the Milwaukee CBD at all times of the year.

Regional Transportation Operations Program

It is also proposed that WisDOT in cooperation with SEWRPC and all transportation system operators in the Region work to prepare a Regional Transportation Operation Program (RTOP). It is envisioned that the RTOP would program high priority short-range (three to five year) operational improvement projects for implementation, in part based upon the transportation systems management recommendations in the regional transportation system plan.

Travel Demand Management Element

The travel demand management measures included in the preliminary recommended year 2035 regional transportation plan include measures intended to reduce personal and vehicular travel or to shift such travel to alternative times and routes, allowing for more efficient use of the existing capacity of the transportation system. These measures are in addition to the public transit and pedestrian and bicycle plan elements previously described.

Seven categories of travel demand management measures are proposed for inclusion in the year 2035 plan: high-occupancy vehicle preferential treatment, park-ride lots, transit pricing, personal vehicle pricing, travel demand management promotion, transit information and marketing, and detailed site-specific neighborhood and major activity center land use plans.

High-Occupancy Vehicle Preferential Treatment

This group of proposed travel demand management measures would attempt to provide preferential treatment for transit vehicles, vanpools, and carpools on the existing arterial street and highway system. The proposed preferential treatment category consists of

four specific travel demand management measures: the provision of high-occupancy vehicle (HOV) queue bypass lanes at metered freeway on-ramps; reserved bus lanes along congested surface arterial streets and highways; transit priority signal systems; and preferential carpool and vanpool parking.

The provision of HOV queue bypass lanes at metered freeway on-ramps currently exists at 62 of the 120 metered freeway on-ramp locations within the Milwaukee area. The proposed travel demand measure recommends that consideration be given to providing HOV bypass lanes at all metered freeway on-ramps within the Region, dependent upon right-of-way and on-ramp geometric design constraints. For this measure to be truly effective, strict enforcement of HOV bypass lanes will be required.

Reserved bus lanes similar to those along Blue Mound Road in Waukesha County allow transit vehicles to bypass vehicle queues attendant to traffic signals on congested arterial streets and highways. These reserved lanes may be expected to reduce transit travel times and improve transit travel time reliability during peak travel periods. This proposed travel demand management measure would expand the use of reserved bus lanes throughout the Region on the congested surface arterial streets and highways which currently, or may be expected in the future, to accommodate express and major local transit routes, and on the surface arterial portion of rapid transit routes.

The third proposed travel demand management measure within the high-occupancy vehicle preferential treatment category is transit priority signal systems. This proposed measure would allow transit vehicles to extend the end of the green phase of traffic signals as they approach a signalized intersection. This proposed measure would include transit priority signal systems along all express and major local transit routes, and the surface arterial portion of rapid transit routes within the Region.

The fourth proposed travel demand management measure within the high-occupancy vehicle preferential treatment category is preferential carpool and vanpool parking. This proposed measure would be voluntary and would propose that employers providing free/subsidized parking for their employees consider providing and enforcing preferential parking for those employees who carpool or vanpool to the employment site. This proposed measure may reduce vehicle trips by encouraging ridesharing.

Park-Ride Lots

To promote carpooling and the resultant more efficient use of the Region's transportation system, a network of park-ride lots are proposed to facilitate carpooling. Map 4 shows the proposed system of park-ride lots including existing park-ride lots and those proposed to be served by public transit. Park-ride lots are proposed along all major routes at their major intersections and interchanges where sufficient demand may be expected to warrant provision of an off-street parking facility.

Transit Pricing

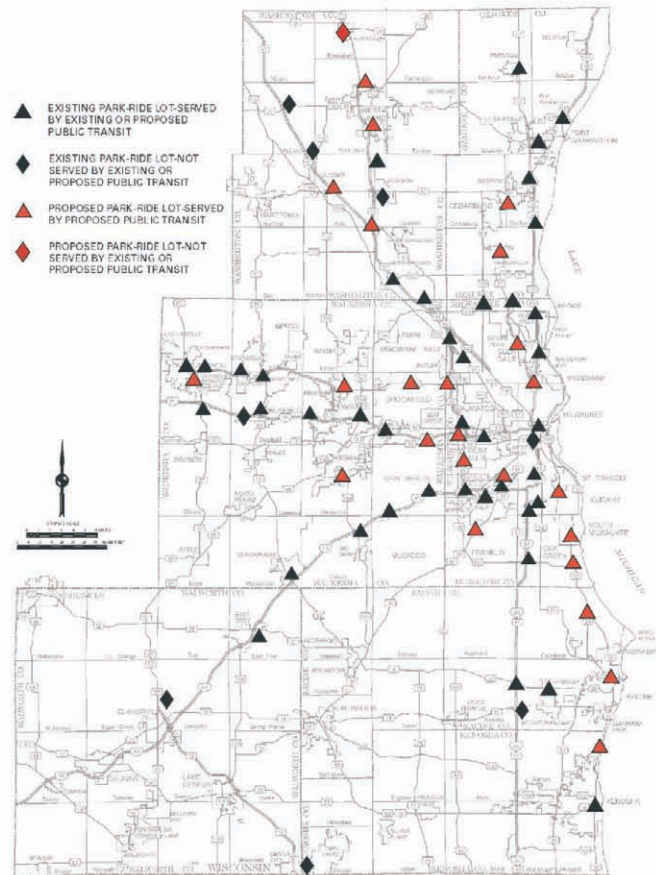
This group of proposed travel demand management measures would build upon existing transit pricing programs conducted by the transit operators in the Region. The proposed transit pricing category consists of three specific travel demand management measures: annual transit pass programs, monthly or weekly pass programs, and vanpool programs.

The Milwaukee County Transit System has implemented a pass system at four colleges and universities which provides for free transit use with a reduced fee included in student tuition and fees. This annual transit pass program should be expanded to include the other local public transit operators in the Region and additional colleges and universities within the Region. This annual pass program should also be expanded to employers, with the Region's transit operators negotiating an annual fee with individual employers, which would allow those employers to provide each employee with an annual transit pass.

Monthly or weekly discount pass programs currently exist for three of the Region's public transit operators—the Milwaukee County Transit System, the Racine Belle Urban System, and the Waukesha Metro Transit System. This proposed monthly or weekly pass

Map 4

PROPOSED PARK-RIDE LOTS WITHIN SOUTHEASTERN WISCONSIN UNDER THE PRELIMINARY RECOMMENDED YEAR 2035 REGIONAL TRANSPORTATION PLAN



Source: SEWRPC.

program would allow employers to offer their employees discounted monthly or weekly passes, where the employer and the transit operator have negotiated an agreement in which they both agree to subsidize a portion of the monthly or weekly pass.

The third proposed travel demand management measure within the transit pricing category is expansion of existing vanpool programs. Currently, the Milwaukee County Transit System operates a vanpool program with about 20 vanpools in which a group of employees who live in the same general area split the operation, maintenance, and a portion of the capital costs—currently 20 percent—of a van. Currently, the Milwaukee County Transit System vanpool program requires one end of the work trip to be in Kenosha, Milwaukee, Ozaukee, Racine, Washington, or Waukesha Counties, and that one end of the work trip is outside the regular Milwaukee County Transit System service area.

Personal Vehicle Pricing

The proposed personal vehicle pricing group of travel demand management measures would propose to allocate a larger percentage of the full costs of construction, maintenance, and operation of street and highway facilities and services directly on the users of the system. The proposed personal vehicle pricing category consists of two specific travel demand management measures—cash-out of employer-paid parking and auto pricing.

Cash-out of employee paid parking would propose that employers currently providing free/subsidized parking to employees would voluntarily begin charging their employees the market value of parking. Employers could offset the additional cost of parking through cash payment or salary increases to employees. This proposed measure would potentially reduce vehicle-trips and vehicle-miles of travel through the increased use of transit, ridesharing, walking, and bicycling, as some employees may "pocket" the cash payment and use other modes of travel.

The second proposed travel demand management measure within the personal vehicle pricing category encourages the continued and expanded use of user fees to pay the costs of construction, maintenance, and operation of street and highway facilities and services. Currently, user fees primarily include the Federal and State motor fuel tax and vehicle registration fees. These user fees currently fund 100 percent of the costs associated with State highways and about 20 to 25 percent of the costs associated with county and municipal streets and highways. There is substantial and growing opposition to increases in motor fuel taxes. In addition, there is the potential in the future for technological advances, such as increased fuel efficiency and alternative fuels, to render the current motor fuel tax obsolete. However, there is merit in having the users of the transportation system pay the actual costs of constructing, maintaining, and operating the transportation system. Travel behavior is affected by the cost of travel, and user fees can encourage more efficient travel.

Travel Demand Management Promotion

A regionwide program to aggressively promote transit use, bicycle use, ridesharing, pedestrian travel, telecommuting, and work-time rescheduling, including compressed work weeks is proposed to encourage alternatives to drive alone personal vehicle travel. The program would include education, marketing, and promotion elements.

Transit Information and Marketing

Proposed transit information and marketing measures would include the continuation and expansion of the joint marketing efforts of the transit operators within southeastern Wisconsin. It is also proposed that a single website be developed in which transit users could access all necessary information for each transit system in southeastern Wisconsin. This proposed website would allow a potential transit user to enter such information as beginning and ending addresses of a desired trip within the Region, and then would display the most feasible transit routing of the desired trip including all fares, transfers, and schedules.

The third proposed transit information and marketing measure is real-time travel information. This proposed measure would utilize global positioning system (GPS) data to provide real-time transit information to transit riders at transit centers and transit stops, including transit vehicle arrival times, and real-time maps, showing where on the route a transit vehicle is currently located.

Detailed Site-Specific Neighborhood and Major Activity Center Land Use Plans

The preparation and implementation by local governmental units of detailed, site-specific neighborhood and major activity center plans to facilitate travel by transit, bicycle, and pedestrian movement and reduce dependence on automobile travel is proposed, as recommended in the regional land use plan.

Arterial Street and Highway Element

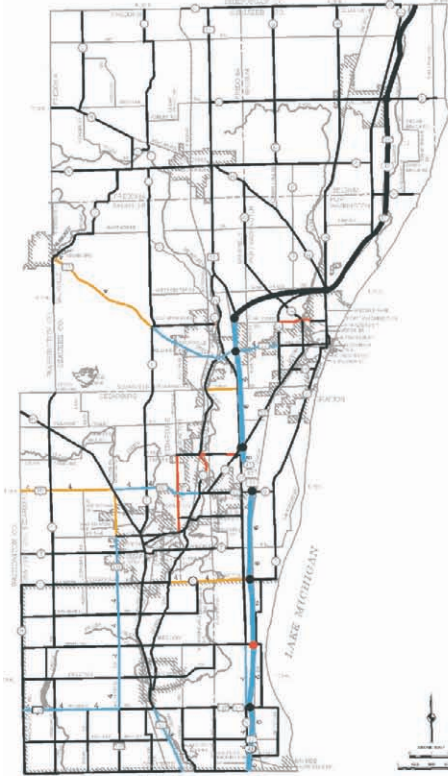
The arterial street and highway element of the preliminary recommended year 2035 regional transportation plan totals 3,627 route-miles. Approximately 88 percent, or 3,196 of these route-miles, are recommended to be resurfaced and reconstructed to their same capacity. Approximately 346 route-miles, or less than 10 percent of the total preliminary recommended year 2035 arterial street and highway system are recommended for widening to provide additional through traffic lanes, including 127 miles of freeways. The remaining 85 route-miles, or about two percent of the total arterial street mileage, are proposed new arterial facilities.

Map 5 displays the preliminary recommended year 2035 regional transportation plan arterial street preservation, improvement, and expansion by county. Highway improvements were recommended to address the residual congestion which may not be expected to be

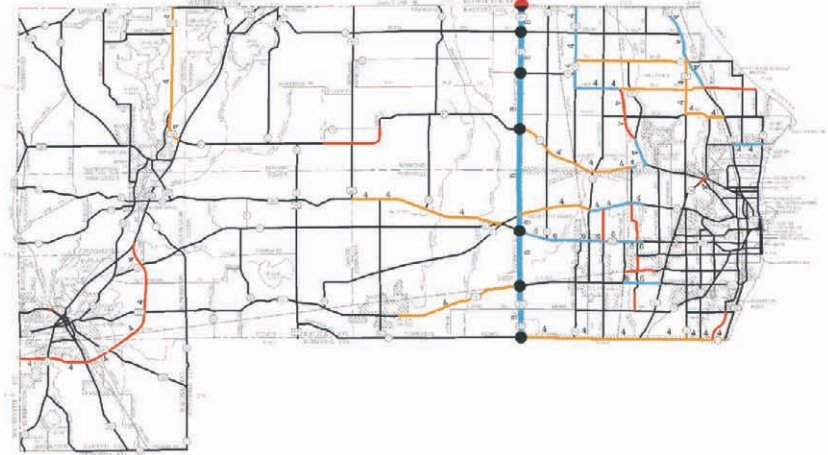
Map 5

ARTERIAL STREET AND HIGHWAY SYSTEM ELEMENT OF THE
PRELIMINARY RECOMMENDED YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN^{a, b, c}

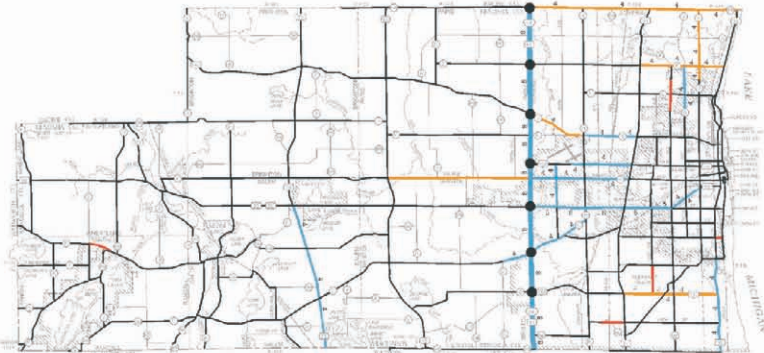
OZAUKEE COUNTY



RACINE COUNTY



KENOSHA COUNTY



MILWAUKEE COUNTY



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY

- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL CAPACITY) OR NEW FACILITY)
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW INTERCHANGE
- ◐ NEW HALF INTERCHANGE
- EXISTING INTERCHANGE

^a Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.

The 127 miles of freeway widening proposed in the plan and in particular the 19 miles of widening in the City of Milwaukee (IH 94 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered including rebuild-as-is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of the preliminary engineering would a determination be made as to how the freeway would be reconstructed.

^b The plan recommends in addition to the three new freeway interchanges shown on this map, that the Wisconsin Department of Transportation during its preliminary engineering for IH 94 consider the provision of interchanges with CTH K in Kenosha County and CTH C in Racine County including through the provision of collector-distributor roadways connecting CTH K and CTH C directly to adjacent interchanges. The plan also identifies additional potential new future freeway interchanges, and recommends that action be taken by the local governments to preserve the potential necessary right-of-way to assure that the future development of these interchanges are not precluded. Should the concerned local governments take the next step of participating with the Wisconsin Department of Transportation in the conduct of a preliminary engineering study of the interchange, and the preliminary engineering conclude with a recommendation to construct the interchange, the Regional Planning Commission, upon request of the concerned local governments and the Wisconsin Department of Transportation, would take action to amend the regional plan to recommend the construction of the interchange. These potential future new interchanges are CTH B and Bloomfield Road with USH 12, CTH F with IH 43, and CTH ML with IH 94.

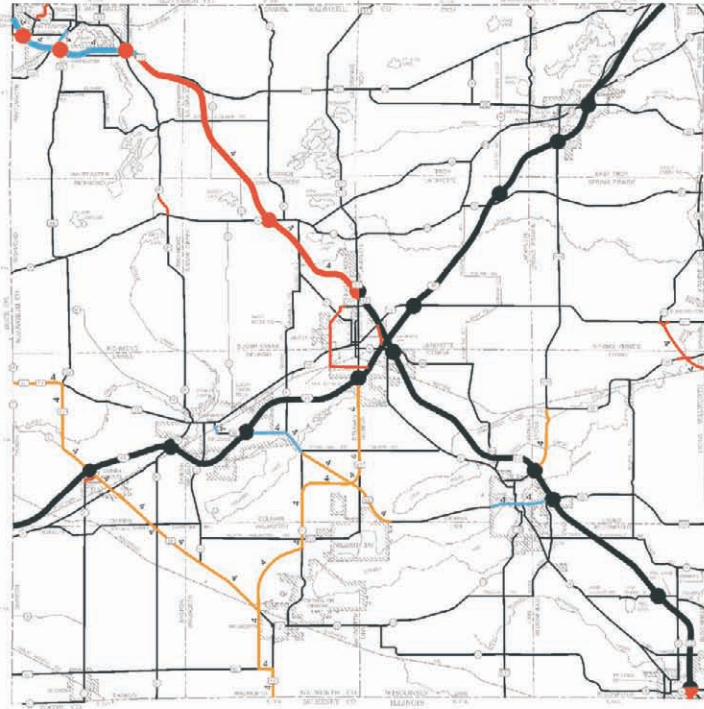
The plan also provides further recommendations with respect to half freeway interchanges. The plan recommends that the Wisconsin Department of Transportation during the reconstruction of the freeway system:

- Convert the 27th Street with IH 94 and CTH P with IH 94 interchanges to full interchanges, and consider conversion from half to full interchanges of other half interchanges where spacing and other conditions permit,
- Consider as an alternative where conditions permit the combination of selected half interchanges into one full interchange—for example, STH 100 and 124th Street with IH 43; and
- Retain all other existing half interchanges and examine during preliminary engineering the improvement of connection between adjacent interchanges.

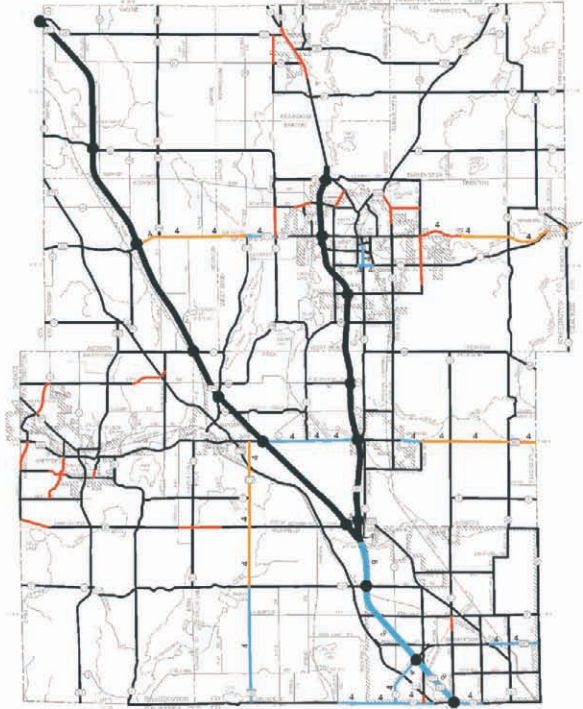
^c Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analyses will be conducted with county jurisdictional highway system planning advisory committees addressing the following arterials and potentially considering various alternatives including do-nothing, restrict parking, widen with additional lanes, construct bypass, and improve/construct parallel arterials: STH 33 in the Village of Saukville, STH 20/13 in the Village of Waterford, STH 50 in the City of Lake Geneva, STH 60 in the Village of Jackson, STH 164 in the Village of Big Bend, and CTH K in Franksville.

Map 5 (continued)

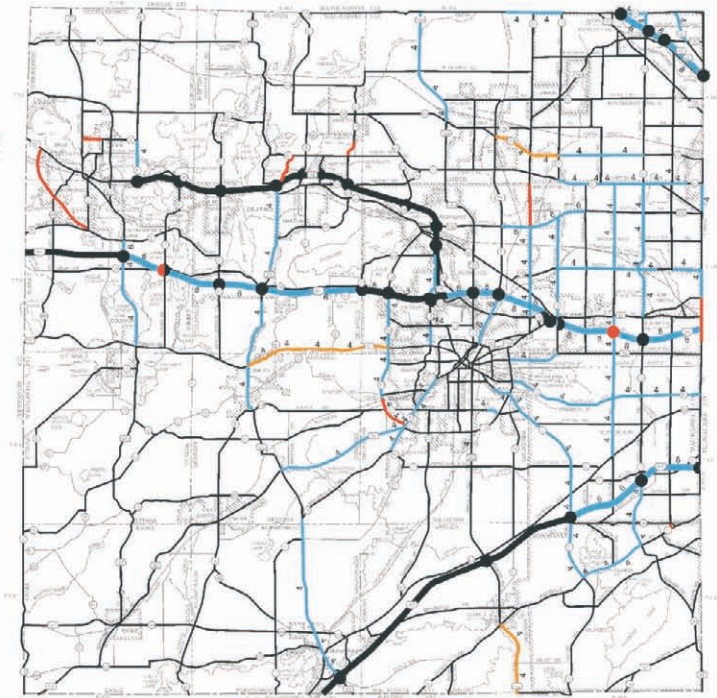
WALWORTH COUNTY



WASHINGTON COUNTY



WAUKESHA COUNTY



NOTE: INDIVIDUAL 8 1/2" BY 11" COUNTY MAPS MAY BE VIEWED
IN AN ELECTRONIC VERSION OF THIS NEWSLETTER AT
WWW.SEWRPC.ORG/REGIONALPLANS.



alleviated by proposed land use, systems management, demand management, bicycle and pedestrian facilities, and public transit measures proposed in the preliminary recommended plan. Each proposed arterial street and highway improvement, expansion, and preservation project would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a planned project will proceed to implementation will be made by the responsible State, county, or municipal government at the conclusion of preliminary engineering.

The 127 miles of freeway widening proposed in the plan, and in particular the 19 miles of widening in the City of Milwaukee (I-94 between the Zoo and Marquette interchanges and I-43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-as-is, various options of rebuilding to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of the preliminary engineering would a determination be made as to how the freeway would be reconstructed.

To arrive at a preliminary recommended plan, the Advisory Committee considered an evaluation and comparison of three alternative regional transportation system plans:

- No-build plan—which would maintain the existing transportation system including continuing to operate the existing public transit system as it existed in the year 2005, to resurface and reconstruct without additional traffic lanes the existing arterial street and highway system, and operate and manage the transportation system as it was operated and managed in 2005;
- Transportation systems management plan (TSM)—which would include all proposed improvements to the transportation system with the exception of arterial street and highway capacity expansion. This would include public transit, bicycle and pedestrian, transportation systems management, and travel demand management elements;
- Transportation systems management plus arterial street and highway capacity expansion (TSM Plus Highway)—which would include the elements of the TSM alternative plan and arterial street and highway capacity expansion.

The preliminary recommended year 2035 regional transportation system plan is the TSM plus highway plan alternative.

EVALUATION OF PRELIMINARY RECOMMENDED PLAN AND COMPARISON TO NO-BUILD AND TSM PLAN ALTERNATIVES

This section of the newsletter provides a summary of the key benefits and costs of the preliminary recommended plan. A comprehensive evaluation of the preliminary recommended plan is presented in Chapter VIII, "Regional Transportation Plan Development and Evaluation", of SEWRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035*, and is available on the Commission website, <http://www.sewrpc.org/regionalplans/regionaltransysplan.shtm>.

Transportation System Level of Service

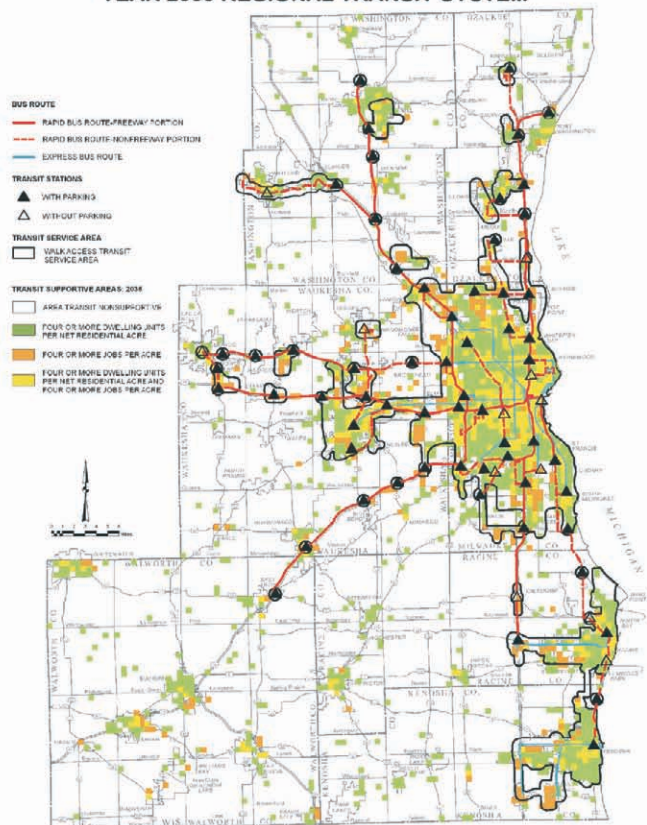
Public Transit

The public transit element of the preliminary recommended regional transportation plan represents a substantial improvement over the existing transit system of the Region with respect to area of the Region served by public transit, days and hours of transit service, frequency of transit service, and speed of transit service.

Map 6 illustrates how well the preliminary recommended transit system plan element serves the areas within the region with population and employment densities sufficient to support public transit use. Table 3 illustrates the significant increase in population and employment served by public transit, particularly by rapid and express transit services.

Map 6

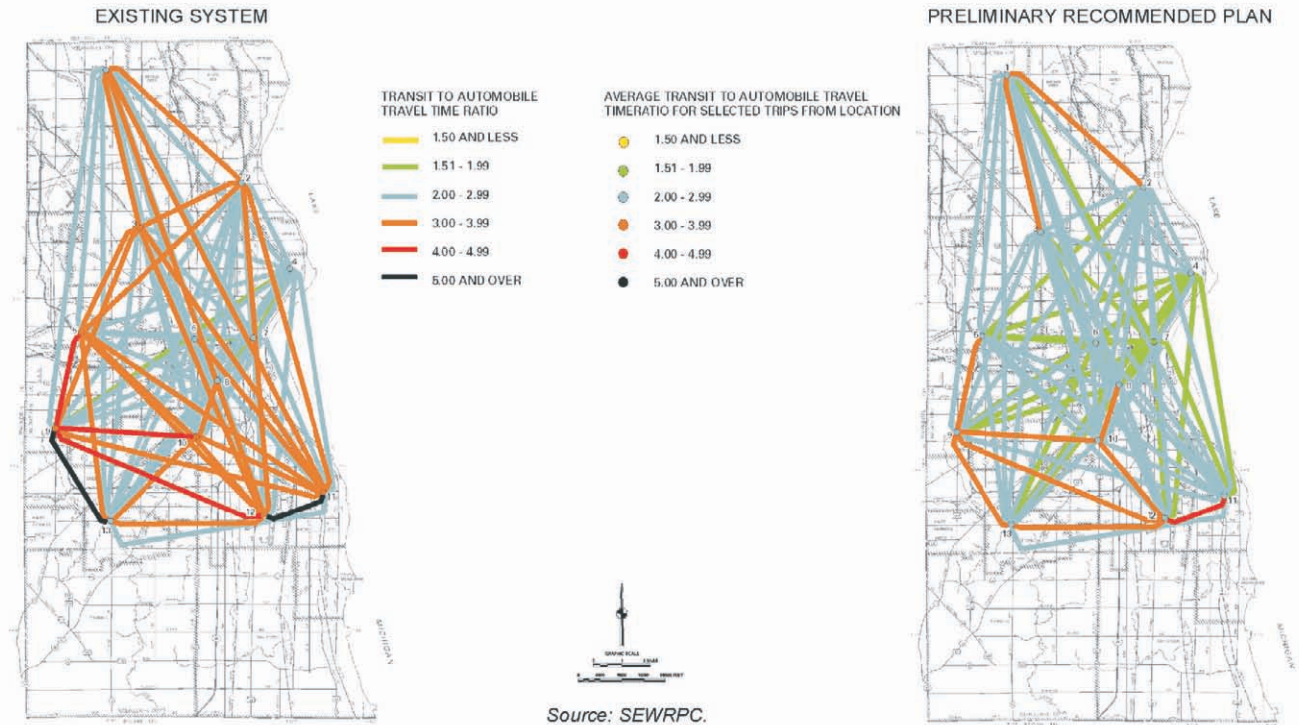
YEAR 2035 TRANSIT SUPPORTIVE LAND AREA SERVED BY THE PRELIMINARY RECOMMENDED YEAR 2035 REGIONAL TRANSIT SYSTEM



Source: SEWRPC.

Map 7

COMPARISON OF TRANSIT TRAVEL TIMES BETWEEN SELECTED LOCATIONS IN MILWAUKEE COUNTY DURING WEEKDAY PEAK PERIODS UNDER THE EXISTING SYSTEM AND PRELIMINARY RECOMMENDED PLAN



Under the public transit element of the preliminary recommended plan, public transit would also be significantly expanded in terms of days, hours, and frequency of service. Rapid transit service would be expanded from a weekday, peak period, peak direction service to a daily, all day and evening, bidirectional service with more attractive service frequency. An express transit service would be created which would be available daily throughout the day and evening at attractive service frequencies. Local transit service would be significantly improved with more frequent bus service throughout the Region, and initiation or expansion of weekend bus service in the Kenosha, Racine, and Waukesha areas.

Public transit service would be much faster under the preliminary recommended plan due to the emphasis on rapid and express transit service, and proposed improved service frequencies. Map 7 illustrates the improvement in transit travel times for selected trips within Milwaukee County.

Arterial Streets and Highways

As shown in Table 4 and Map 8, if no improvements are made to the region's transportation system over the next 30 years, traffic congestion on an average weekday may be expected to double. Moreover, if transportation improvements are limited to the public transit, bicycle and pedestrian, travel demand management, and transportation systems management elements of the preliminary recommended plan, only a modest reduction—about 10 percent—of this projected doubling of congestion may be expected. However, with the arterial street and highway system element of the preliminary recommended plan, the projected doubling of congestion over the next 30 years may be avoided and year 2035 congestion may be expected to be modestly less than current levels of weekday congestion.

Also, the preliminary recommended plan may also be expected to have travel safety benefits with more travel on public transit as opposed to automobile travel and more travel on freeways as opposed to surface arterials, and more travel on less congested freeways. The crash rates for surface arterials are about three times higher than those for freeways for total crashes and fatalities and injuries. The

Table 3

YEAR 2035 POPULATION AND EMPLOYMENT SERVED BY PUBLIC TRANSIT IN THE REGION UNDER THE PRELIMINARY RECOMMENDED PLAN: 2035

Service Type	Existing System (No-Build Plan)		Preliminary Recommended Plan	
	Population Served	Employment Served	Population Served	Employment Served
Rapid and Express	384,300	219,700	779,700	644,900
Local	1,218,200	866,900	1,419,600	1,020,900
Total ^a	1,282,900	876,100	1,447,800	1,046,800

^a The total population and employment served does not equal the sum of the service area figures for rapid/express and local service as the service areas overlap. For the total service area figures, the population and employment in the overlapping areas was counted only once.

Source: SEWRPC

Table 4

COMPARISON OF EXISTING YEAR 2001 AND FORECAST FUTURE YEAR 2035 AVERAGE WEEKDAY TRAFFIC CONGESTION ON THE ARTERIAL STREET AND HIGHWAY SYSTEM IN THE REGION UNDER THE NO-BUILD PLAN, TSM PLAN, AND THE PRELIMINARY RECOMMENDED PLAN: 2035^a

TOTAL ARTERIAL SYSTEM—FREEWAYS AND SURFACE ARTERIALS

County	Existing Base Year 2001								Total Mileage
	Under or At Design Capacity		Over Design Capacity						
	Mileage	Percent of Total	Moderate Congestion		Severe Congestion		Extreme Congestion		
Mileage			Percent of Total	Mileage	Percent of Total	Mileage	Percent of Total		
Kenosha	303.2	95.5	9.9	3.1	1.5	0.5	3.0	0.9	317.6
Milwaukee	641.1	82.0	72.1	9.2	24.7	3.2	43.4	5.6	781.3
Ozaukee	244.2	97.4	4.3	1.7	1.5	0.6	0.8	0.3	250.8
Racine	341.3	96.8	9.4	2.7	0.5	0.1	1.4	0.4	352.6
Walworth	430.1	98.4	5.1	1.2	1.1	0.3	0.3	0.1	436.6
Washington	391.1	96.2	15.4	3.8	--	--	--	--	406.5
Waukesha	650.9	87.2	70.7	9.5	11.4	1.5	13.4	1.8	746.4
Region	3,001.9	91.2	186.9	5.7	40.7	1.2	62.3	1.9	3,291.8

Year 2035 No-Build Plan									
Kenosha	298.9	83.7	44.7	12.5	3.3	0.9	10.2	2.9	357.1
Milwaukee	533.1	67.0	133.0	16.7	26.1	3.3	103.6	13.0	795.8
Ozaukee	265.2	87.7	31.4	10.4	2.2	0.7	3.7	1.2	302.5
Racine	379.2	90.4	33.9	8.1	2.9	0.7	3.3	0.8	419.3
Walworth	441.1	94.1	14.7	3.1	3.2	0.7	9.6	2.1	468.6
Washington	382.6	89.9	31.0	7.3	7.1	1.7	5.0	1.1	425.7
Waukesha	567.9	74.1	113.0	14.7	26.0	3.4	59.4	7.8	766.3
Region	2,868.0	81.1	401.7	11.4	70.8	2.0	194.8	5.5	3,535.3

Year 2035 TSM Plan									
Kenosha	298.9	83.7	44.7	12.5	3.3	0.9	10.2	2.9	357.1
Milwaukee	573.9	72.1	110.5	13.9	24.7	3.1	86.7	10.9	795.8
Ozaukee	264.8	87.5	31.8	10.5	2.2	0.7	3.7	1.3	302.5
Racine	379.3	90.5	36.0	8.6	0.7	0.2	3.3	0.7	419.3
Walworth	441.1	94.1	14.7	3.1	3.2	0.7	9.6	2.1	468.6
Washington	382.6	89.9	31.0	7.3	7.1	1.7	5.0	1.1	425.7
Waukesha	571.5	74.6	109.4	14.3	26.0	3.4	59.4	7.7	766.3
Region	2,912.1	82.4	378.1	10.7	67.2	1.9	177.9	5.0	3,535.3

Year 2035 Preliminary Recommended Plan									
Kenosha	339.0	94.6	15.4	4.3	3.9	1.1	--	--	358.3
Milwaukee	704.0	88.1	46.4	5.8	20.9	2.6	28.0	3.5	799.3
Ozaukee	305.8	98.2	2.8	0.9	2.1	0.7	0.6	0.2	311.3
Racine	431.5	97.8	8.7	2.0	0.9	0.2	--	--	441.1
Walworth	465.9	98.8	5.0	1.1	0.6	0.1	--	--	471.5
Washington	448.6	97.6	10.7	2.3	--	--	0.6	0.1	459.9
Waukesha	689.8	87.8	72.0	9.2	10.6	1.3	13.1	1.7	785.5
Region	3,384.6	93.3	161.0	4.4	39.0	1.1	42.3	1.2	3,626.9

**FREEWAY SYSTEM
Estimated Existing Year 2001**

Highest Level of Hourly Congestion Experienced	Miles of Congested Freeways		Average Hours of Congestion on an Average Weekday			
	Number	Percent of Freeway System	Extreme	Severe	Moderate	Total
Extreme	24.4	9.0	1.4	3.3	4.4	9.1
Severe	19.8	7.3	--	1.5	2.5	4.0
Moderate	20.8	7.8	--	--	2.2	2.2
Total	65.0	24.1	--	--	--	--

Forecast Year 2035 Under No Build Plan

Extreme	53.8	19.9	1.4	3.2	4.2	8.8
Severe	20.7	7.7	--	1.3	2.7	4.0
Moderate	53.5	19.8	--	--	2.8	2.8
Total	128.0	47.4	--	--	--	--

Forecast Year 2035 Under TSM Plan

Extreme	47.0	17.5	1.5	3.6	4.7	9.8
Severe	21.4	8.0	--	1.4	2.6	4.0
Moderate	56.4	21.0	--	--	1.7	1.7
Total	124.8	46.5	--	--	--	--

Forecast Year 2035 Under Preliminary Recommended Plan

Extreme	19.8	6.9	1.1	2.5	3.5	7.1
Severe	21.3	7.4	--	1.5	2.5	4.0
Moderate	25.7	9.0	--	--	1.9	1.9
Total	66.8	23.3	--	--	--	--

Footnote to Table 4

^a Congestion on freeways and surface arterials may be described as follows:

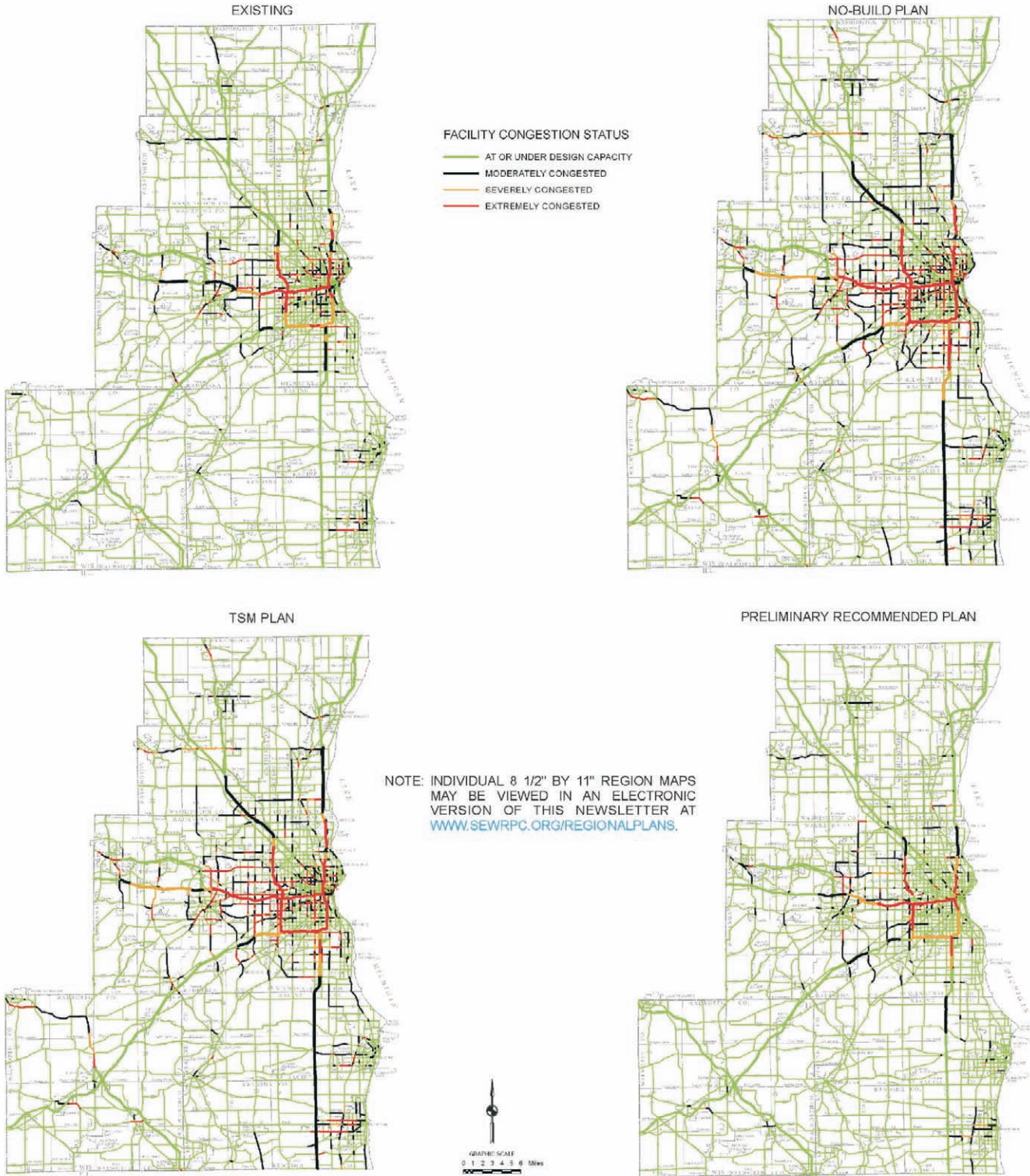
Freeway			
Level of Traffic Congestion	Level of Service	Average Speed	Operating Conditions
None	A and B	Freeway free-flow speed	No restrictions on ability to maneuver and change lanes.
None	C	Freeway free-flow speed	Some restrictions on ability to maneuver and change lanes.
Moderate	D	1 to 2 mph below free-flow speed	Substantial restrictions on ability to maneuver and change lanes.
Severe	E	Up to 10 mph below free-flow speed	Virtually no ability to maneuver and change lanes. Operation at maximum capacity. No usable gaps in the traffic stream to accommodate lane changing.
Extreme	F	Typically 20 to 30 mph or less	Breakdown in vehicular flow with stop-and-go, bumper-to-bumper traffic.

Surface Arterial			
Level of Traffic Congestion	Level of Service	Average Speed	Operating Conditions
None	A and B	70 to 100% of free-flow speed	Ability to maneuver within traffic stream unimpeded. Control delay at signalized intersections is minimal.
None	C	50 to 100% of free-flow speed	Restricted ability to maneuver and change lanes at mid-block locations.
Moderate	D	40 to 50% of free-flow speed	Restricted ability to maneuver and change lanes. Small increases in flow lead to substantial increases in delay and decreases in travel speeds.
Severe	E	33 to 40% of free-flow speed	Significant restrictions on lane changes. Traffic flow approaches instability.
Extreme	F	25 to 33% of free-flow speed	Flow at extremely low speeds. Intersection congestion with high delays, high volumes, and extensive queuing.

Source: SEWRPC

Map 8

COMPARISON OF EXISTING YEAR 2001 AND FORECAST YEAR 2035 AVERAGE WEEKDAY CONGESTION ON THE ARTERIAL STREET AND HIGHWAY SYSTEM IN THE REGION UNDER THE NO-BUILD PLAN AND TSM PLAN AND THE PRELIMINARY RECOMMENDED PLAN



Source: SEWRPC.

crash rates for extremely congested freeways are almost triple that for uncongested and moderately congested freeways, and for severely congested freeways are about 60 percent higher than uncongested and moderately congested freeways. Rear-end accident rates are 5 to 15 times higher on congested freeways with the most extremely congested freeways experiencing the highest accident rates.

Transportation System Cost

The preliminary recommended plan represents about a 30 percent increase in cost compared to a "no-build" plan, and about a 10 percent increase in the current expenditures on transportation in the Region, as shown in Table 5. The public transit element of the plan represents about 58 percent of the increase in transportation system costs attendant to the plan, and the highway element represents about 42 percent of the increase.

Built and Natural Environment Impacts

The estimated impact on the built and natural environment of the arterial street and highway element of the preliminary recommended plan over the next 30 years is presented in Table 6. The impact is relatively modest. For example, about 157 acres of wetlands may be affected, or about five acres per year over the next 30 years, representing in total an impact on about 0.05 percent of the 273,100 acres of existing wetlands in the Region. Also, for the potential 127 miles of freeway proposed to be widened to carry additional lanes, about 35 residences are estimated to be needed to be acquired, or about one per year over the next 30 years.

With respect to air pollutant emissions as shown in Table 7, transportation system air pollutant emissions have been declining even with increasing traffic, and are projected to continue to decline even with increasing traffic.

SUMMARY AND CONCLUSIONS

The preliminary recommended plan provides a significant improvement in transit service and bicycle and pedestrian facilities. However, even though public transit and bicycle and pedestrian travel are projected to increase with these improvements, highway traffic is projected to also increase, and the arterial street and highway improvements recommended in the preliminary plan will be needed to avoid a doubling of traffic congestion over the next 30 years. Implementation of the plan is estimated to represent about a 30 percent increase in transportation system costs compared to maintaining the existing transportation system with no improvement, and about a 10 percent increase over existing transportation system expenditures.

The Advisory Committee guiding this study and making this preliminary plan recommendation consists primarily of local municipal and County officials appointed by their community or County chief elected official, and of representatives of State and Federal transportation and environmental protection departments. The local officials on the Advisory Committee unanimously endorsed the preliminary plan, although City of Milwaukee representatives indicated their opposition to 19 miles of freeway widening from 6 to 8 lanes in the City of Milwaukee—IH 94 between the Marquette and Zoo interchanges and IH 43 between the Mitchell and Silver Spring Drive interchanges. The Wisconsin Department of Transportation representatives endorsed the preliminary plan; the Wisconsin Department of Natural Resources representatives opposed the preliminary plan citing the need for more environmental impact information particularly on the above 19 miles of freeway and noting that such information would only be available during preliminary engineering; the Federal Highway and Transit Administration representatives abstained as from their perspective proposing a regional plan was a local, and not a federal decision; and, the U.S. Environmental Protection Agency voted no, cited their need to make no recommendation, as they will need to consider each improvement in environmental assessment and impact statements.

In making their preliminary plan recommendation, the Advisory Committee emphasized that the 127 miles of freeway widening proposed in the plan, and in particular the 19 miles of widening in the City of Milwaukee (IH 94 between the Zoo and Marquette interchanges and IH 43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-as-is, various options of rebuilding to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of the preliminary engineering would a determination be made as to how the freeway would be reconstructed.

Table 5

ESTIMATED AVERAGE ANNUAL TRANSPORTATION SYSTEM CAPITAL AND OPERATION AND MAINTENANCE COSTS IN THE REGION OVER THE PERIOD 2006-2035: NO-BUILD AND PRELIMINARY RECOMMENDED PLANS

Cost Element	Average Annual Cost: 2006-2035		
	No-Build Plan (millions of dollars)	Preliminary Recommended Plan (millions of dollars)	Percent Increase
System Element Costs			
Arterial Streets and Highways			
Construction.....	322	379	18
Operation and Maintenance	58	67	16
Subtotal	380	446	17
Public Transit			
Construction and Equipment....	19	32	68
Operation and Maintenance	119	197	66
Subtotal	138	229	66
Total	518	675	30

Source: SEWRPC.

Table 6

ESTIMATED RIGHT-OF-WAY IMPACTS ATTENDANT TO THE IMPLEMENTATION OF THE PRELIMINARY RECOMMENDED PLAN: 2006-2035

Category	Preliminary Recommended Plan				
	Standard Arterial Improvement/Expansion	Rebuild Freeway System to Modern Design Standards	Provide Additional Lanes on 127 miles of Freeway	Extend Freeway in Walworth County USH 12	Region Arterial System Total
Relocations					
Residential	101	151	35	2	289
NonResidential					
Commercial, Office and Industrial	14	18	5	0	37
Government/Institution	1	2	0	0	3
Historic Buildings and Sites					
Buildings	0	0	0	0	0
Sites	0	0	0	0	0
Park Lands (Acres) ^a					
State	2.9	0	0	19.2	22.1
County	8.1	13.8	1.1	0	23.0
Local	1.2	2.3	0	0	3.5
Environmental Corridors (Acres) ^b					
Primary	102.3	67.5	6.8	27.1	203.7
Secondary	61.1	1.2	1.9	0	64.2
Isolated Natural Resource Area	29.2	4.1	0.6	17.7	51.6
Other Sensitive Lands (Acres) ^d					
Wetland ^c	104.9	38.2	5.4	8.3	156.8
Natural Areas	3.9	3.9	0	0	7.8
Critical Species Habitat Areas	0	0	0	0	0
Geological Areas	66.9	0	0	22.8	89.7
Archeological Areas	0	0	0	0	0
DNR Managed Lands	0.6	0	0	31.7	32.3
DNR Land Legacy Report	44.6	26.3	0	17.2	88.1
Land Trust of Other Conservation Organization Lands	1.1	0	0	0	1.1
Prime Agricultural Lands (Class I or Class II)	313.2	26.4	6.3	340.0	685.9

^a Existing State park lands in the Region total about 57,100 acres, existing county park lands total about 29,700 acres, and existing local park lands total about 18,000 acres .

^b Existing primary environmental corridors in the Region total about 296,000 acres, existing secondary environmental corridors total about 48,000 acres, and existing isolated natural resource areas total about 40,000 acres.

^c Existing wetlands in the Region total about 273,100 acres. Approximately 29 of the 38 acres of wetlands estimated to be impacted are located within primary or secondary environmental corridors, or an isolated natural resource area.

^d Existing natural areas in the Region total about 57,600 acres, critical species habitat areas total about 14,700 acres, geological areas total about 101,200 acres, Wisconsin Department of Natural Resources managed lands total about 57,900 acres, Wisconsin Department of Natural Resources legacy lands total an estimated 137,800 acres, and land trust or conservation organization lands total about 6,900 acres. Existing prime agricultural lands in the Region total about 604,800 acres .

Source: SEWRPC.

Table 7

EXISTING AND FORECAST YEAR 2035 SOUTHEASTERN WISCONSIN REGION TRANSPORTATION SYSTEM AIR POLLUTANT EMISSIONS AND FUEL CONSUMPTION

Plan Alternatives	Existing Year 2001 and Forecast Year 2035 Air Pollutant Emissions (Tons per Hot Summer Weekday)												Existing Year 2001 and Forecast Year 2035 Fuel Consumption (Gallons per Average Weekday)
	Volatile Organic Compounds ^a	Nitrogen Oxides ^a	Carbon Monoxide	Carbon Dioxide	Fine Particulate Matter	Sulfur Dioxide	Ammonia	Butadiene	Acetaldehyde	Acrolein	Benzene	Formaldehyde	
Existing 2001	50.03	114.23	592.46	12,368.0	1.77	2.77	4.84	0.20	0.43	0.03	1.40	0.63	1,236,800
2035 Preliminary Recommended Plan	13.50	13.36	264.88	12,677.0	0.80	0.50	6.55	0.05	0.11	0.01	0.36	0.17	1,267,700

^a Estimated 1990 emissions were 154.6 tons of volatile organic compounds and 136.3 tons of nitrogen oxides. Estimated 1999 emissions were 61.3 tons of volatile organic compounds and 118.0 tons of nitrogen oxides.

Source: SEWRPC.

NEXT STEPS IN THE STUDY PROCESS

The completion of a preliminary recommended plan means that comments and feedback on that plan will now be solicited through April 20, 2006 with public informational meetings and hearings (see announcement of public meetings and hearings in the box on the first page of this newsletter). The preliminary plan and alternatives considered will also be transmitted to each county jurisdictional highway planning advisory committee for their review and comment. Presentations upon request 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. The Commission staff will also continue its efforts to obtain input from the Region's minority and low income populations.

Following the period of review and comment ending on April 20, 2006, the Advisory Committee will consider the comments made and formulate a final recommended plan to be formally considered by the Southeastern Wisconsin Regional Planning Commission.

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/regionalplans. More information can be obtained by contacting:

Kenneth R. Yunker, P.E.
Deputy Director
Southeastern Wisconsin Regional Planning Commission
(262) 547-6721

Gary Korb
Regional Planning Educator
UW-Extension working 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: regionalplans@sewrpc.org
Fax: (262) 547-1103



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REVIEW AND UPDATE OF REGIONAL LAND USE AND TRANSPORTATION SYSTEM PLANS FOR SOUTHEASTERN WISCONSIN



SUMMARY BROCHURE 4

MARCH 2006

The review and update of the land use and transportation system plans for the seven-county Southeastern Wisconsin Region is nearing completion.

This is the fourth in a series of brochures on the review and update. Earlier brochures, more detailed newsletters, and other information can be found at www.sewrpc.org/regionalplans, and may be obtained free of charge upon request (see back page).

PRELIMINARY RECOMMENDED YEAR 2035 REGIONAL TRANSPORTATION PLAN

Vision: A multimodal transportation system with high quality public transit, bicycle and pedestrian, and arterial street and highway elements which add to the quality of life of Region residents and support and promote expansion of the Region's economy, by providing for convenient, efficient, and safe travel by each mode, while protecting the quality of the Region's natural environment, minimizing disruption of both the natural and manmade environment, and serving to support implementation of the regional land use plan, while minimizing the capital and annual operating costs of the transportation system.

The development of the preliminary recommended regional transportation system plan for the year 2035 contains these elements: public transit, bicycle and pedestrian, travel demand management, transportation system management, and arterial streets and highways. It builds upon the current adopted year 2020 regional transportation plan, recognizing the successful implementation of approximately 15 to 20 percent of each element of the year 2020 plan since 1997.

The regional transportation system plan is designed to serve, and to be consistent with, the year 2035 regional land use plan as described in previous brochures and newsletters.

The process for developing the transportation plan began with preliminary proposals for the travel demand management, transportation systems management, bicycle and pedestrian, and public transit elements. The effects on travel demand of a regional transportation plan alternative including these four combined plan elements (called TSM plan) was then tested and evaluated, and compared to that of a no-build plan which would maintain the existing transportation system. Only after this testing and evaluation does the new plan consider arterial street and highway system improvement and expansion to address the residual highway traffic volumes and attendant traffic congestion not expected to be alleviated otherwise.

Below are some preliminary proposals for public transit, bicycle and pedestrian facilities, transportation systems management, and travel demand management that were considered:

Public Transit Element

Proposals for public transit envision significant improvement and expansion, with a rapid transit and express transit system integrated with improved local bus service. Altogether, transit service would be increased by about 100 percent from levels existing in 2005. This is measured in terms of revenue transit vehicle-miles of service provided.

Rapid Transit Service

The proposed rapid transit service would consist of buses operating over freeways connecting the Milwaukee central business district, the major urbanized areas of the Region, and the urban centers of outlying counties. Rapid transit bus service would be provided south to Racine and Kenosha, southwest to Mukwonago and East Troy, west to Waukesha and Oconomowoc, northwest to West Bend and Hartford, and north to Cedarburg, Grafton, Saukville, and Port Washington.

A 204 percent increase in rapid transit service is proposed, from the 7,900 vehicle-miles of bus service provided on an average weekday in the year 2005, to 24,000 vehicle-miles in the plan design year 2035.

Express Transit Service

The proposed express transit service would consist of a grid of eight limited-stop, higher-speed routes located largely within Milwaukee County. Connected would be major employment centers and shopping areas, other major activity centers such as General Mitchell International Airport, tourist attractions and entertainment centers, and residential areas.

No express transit service existed in the Region in 2005. As proposed, about 17,000 vehicle-miles of such service would be provided on an average weekday in 2035.

Local Transit Service

Improvement and expansion are also proposed for local bus transit service over arterial and collector streets, with frequent stops throughout the Kenosha, Milwaukee, and Racine urbanized areas. A 59 percent increase in service is proposed from the 61,100 vehicle-miles of local bus service provided in 2005 on an average weekday to 97,000 vehicle-miles in 2035. Expanded service areas and hours, and improvements in the frequency of service are proposed, particularly on major local routes.

Other transit system proposals include:

- *Paratransit service for disabled persons within local transit service areas who are unable to use fixed-route services.*
- *Upgrading certain bus service to rail transit or bus guideways, like extended commuter rail service from Kenosha to Milwaukee.*
- *Public transit funding for implementation, including greater State participation and a possible regional transit authority.*

Bicycle and Pedestrian Facilities Element

Proposals for bicycle and pedestrian facilities are intended to promote safety and encourage biking and walking as an alternative. As the existing surface arterial street system of 3,300 miles in the Region is resurfaced and reconstructed segment-by-segment, bicycle travel would be considered and implemented, if feasible, through bike lanes, widened outside travel lanes, widened shoulders, or separate bike paths.

Off-street bicycle paths should also be provided between the Kenosha, Milwaukee, and Racine urbanized areas and other cities and villages in the Region with a population of 5,000 or more located outside these areas. The proposed system of on- and off-street bicycle facilities includes 575 miles of off-street bicycle paths with 147 miles of surface arterial and 83 miles of nonarterial connections. Approximately 35 percent of planned off-street bicycle paths currently exist.

Transportation Systems Management Element

Measures are proposed to manage and operate existing transportation facilities to their maximum carrying capacity and travel efficiency:

- *Improved freeway traffic management like ramp metering and electronic message signs.*
- *Surface arterial street and highway traffic management, like signal coordination and intersection traffic improvements.*
- *Major activity center parking management and guidance for events like Summerfest.*
- *Regional transportation operations program, for coordinated planning of high priority improvements.*

Travel Demand Management Element

Proposals for travel demand management include additional measures to reduce personal and vehicular travel or to shift such travel to alternative times and routes, allowing for more efficient use of the transportation system's existing capacity:

- *High-occupancy vehicle preferential treatment.*
- *More park-ride lots.*
- *Attractive transit pricing and pass programs.*
- *Personal vehicle pricing to include parking costs/user fees.*
- *Travel demand management promotion to encourage alternatives to personal vehicle travel.*
- *Joint transit information and marketing among transit operators within southeastern Wisconsin.*
- *Detailed local land use plans to facilitate travel by automobile alternatives.*

Arterial Street and Highway Element

Proposals for arterial streets and highways in the preliminary recommended year 2035 regional transportation plan totals 3,627 route-miles. Approximately 88 percent, or 3,196 of these route-miles, are recommended to be resurfaced and reconstructed to their same capacity. Approximately 346 route-miles, or less than 10 percent of the total are preliminarily recommended for widening to provide additional through traffic lanes, including 127 miles of freeways. The remaining 85 route-miles, about two percent of the total, are proposed new arterial facilities.

Detailed maps in study Newsletter 4 or available page-sized by individual counties can be found at www.sewrpc.org/regionalplans. These will also be sent to you free of charge upon request.

Each proposed arterial street and highway improvement, expansion, and preservation project would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. These studies consider alternatives and impacts, and recommend final decisions as to whether or how a planned project would proceed to implementation.

The 127 miles of freeway widening proposed in the plan, and in particular the 19 miles of widening in the City of Milwaukee (IH 94 between the Zoo and Marquette interchanges and IH 43 between the Mitchell and Silver Spring interchanges), require preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives considered would include rebuild-as-is, various options of rebuilding to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only afterward would a determination be made as to how the freeway would be reconstructed.

EVALUATION OF PRELIMINARY RECOMMENDED PLAN AND COMPARISON TO ALTERNATIVES

Transportation System Level of Service

Public Transit

The public transit element of the preliminary recommended plan represents a substantial improvement over the existing transit system of the Region. This includes the area served by public transit, days and hours of service, frequency of service, and speed of transit service.

Map 1 illustrates how well the preliminary plan serves the areas within the region with population and employment densities sufficient to support public transit use. Table 1 shows the significant increase in population and employment served by public transit, particularly by rapid and express transit services.

Under the public transit element of the preliminary plan, public transit would be significantly expanded in terms of days, hours, and frequency of service. Rapid transit service would be expanded from a weekday, peak period, peak direction service to a daily, all day and evening, more frequent service in both directions. Newly created express transit service would be available throughout the day and evening at attractive service frequencies. Local transit service would be significantly improved with more frequent bus service throughout the Region, and initiation or expansion of weekend bus service in the Kenosha, Racine, and Waukesha areas.

Table 1

YEAR 2035 POPULATION AND EMPLOYMENT SERVED BY PUBLIC TRANSIT IN THE REGION UNDER THE PRELIMINARY RECOMMENDED PLAN

Service Type	Existing System (No-Build Plan)		Preliminary Recommended Plan	
	Population Served	Employment Served	Population Served	Employment Served
Rapid and Express	384,300	219,700	779,700	644,900
Local	1,218,200	866,300	1,419,600	1,020,900
Total^a	1,282,900	876,100	1,447,800	1,046,800

^a The total population and employment served does not equal the sum of the service area figures for rapid/express and local service as the service areas overlap. For the total service area figures, the population and employment in the overlapping areas was counted only once.

Source: SEWRPC

Public transit service would be much faster under the preliminary plan due to the emphasis on rapid and express transit service, and proposed improved service frequencies. Map 2 illustrates the improvement in travel times for selected trips within Milwaukee County.

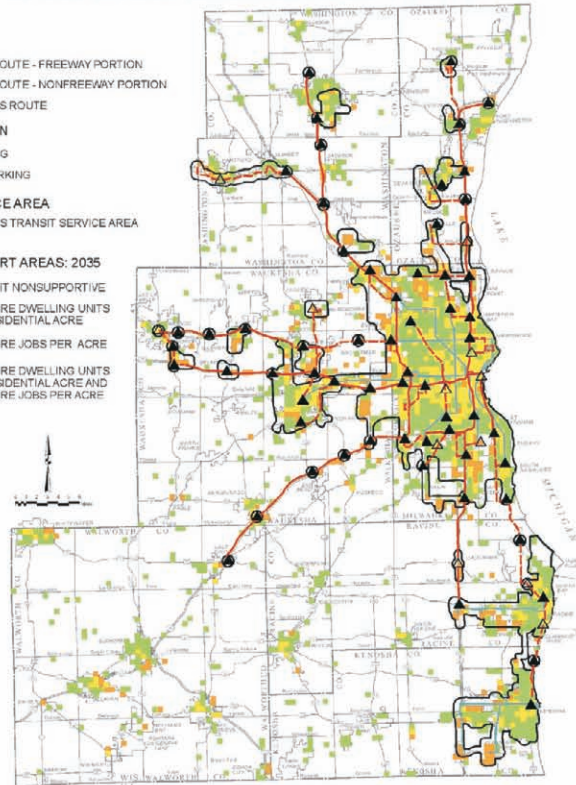
Arterial Streets and Highways

If no improvements are made to the region's transportation system over the next 30 years, traffic congestion on an average weekday may be expected to double. Moreover, if transportation improvements are limited to the public transit, bicycle and pedestrian, travel demand management, and transportation systems management elements of the preliminary recommended plan (the TSM plan), only a modest reduction—about 10 percent—of this projected doubling of congestion may be expected. The forecast congestion shown on Map 3 under the TSM plan would thus be about 90 percent greater than conditions existing in 2001 (see back page). However, with the arterial street and highway system element of the preliminary recommended plan, the projected doubling of congestion over the next 30 years may be avoided and year 2035 congestion expected to be modestly less than current weekday traffic congestion.

Map 1

YEAR 2035 TRANSIT SUPPORTIVE LAND AREA SERVED BY THE PRELIMINARY RECOMMENDED REGIONAL TRANSIT SYSTEM

- BUS ROUTE**
 - RAPID BUS ROUTE - FREEWAY PORTION
 - RAPID BUS ROUTE - NONFREEWAY PORTION
 - EXPRESS BUS ROUTE
- TRANSIT STATION**
 - ▲ WITH PARKING
 - △ WITHOUT PARKING
- TRANSIT SERVICE AREA**
 - WALK ACCESS TRANSIT SERVICE AREA
- TRANSIT SUPPORT AREAS: 2035**
 - AREA TRANSIT NONSUPPORTIVE
 - FOUR OR MORE DWELLING UNITS PER NET RESIDENTIAL ACRE
 - FOUR OR MORE JOBS PER ACRE
 - FOUR OR MORE DWELLING UNITS PER NET RESIDENTIAL ACRE AND FOUR OR MORE JOBS PER ACRE

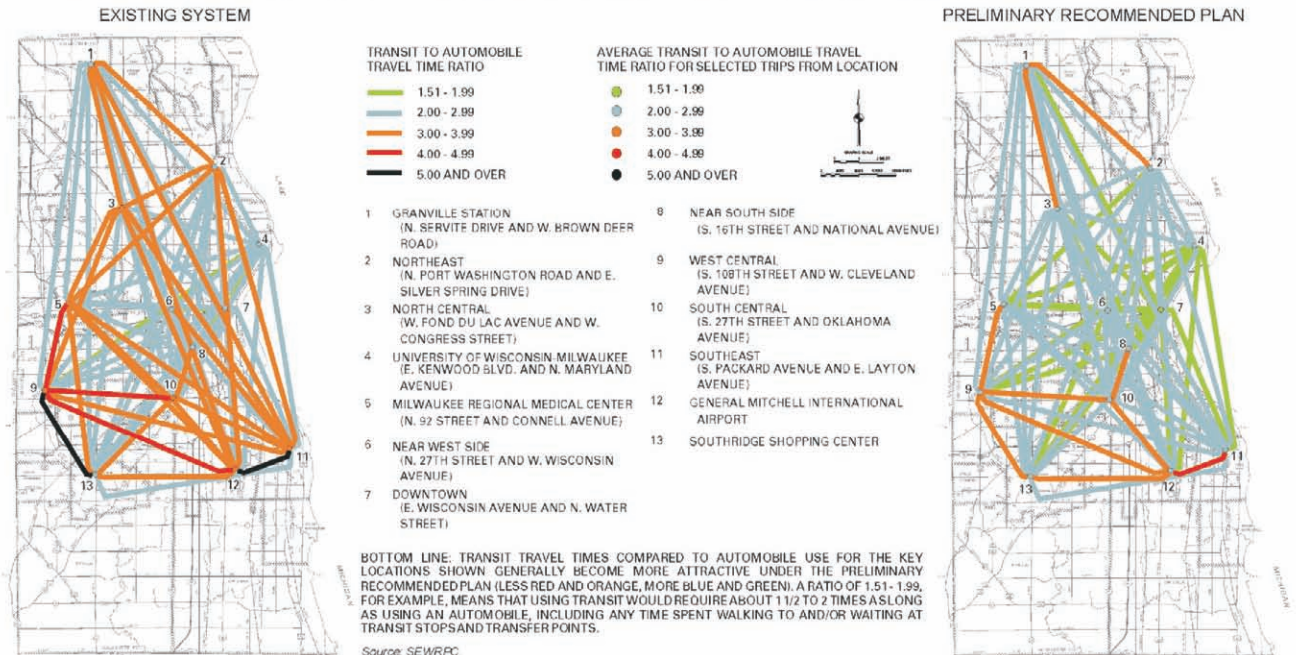


BOTTOM LINE: MOST TRANSIT SUPPORTIVE LANDS ARE SERVED UNDER THE PRELIMINARY RECOMMENDED PLAN, PARTICULARLY CENTRAL URBAN AREAS AND THEIR CONNECTION TO LOCAL AND OUTLYING JOBS.

Source: SEWRPC

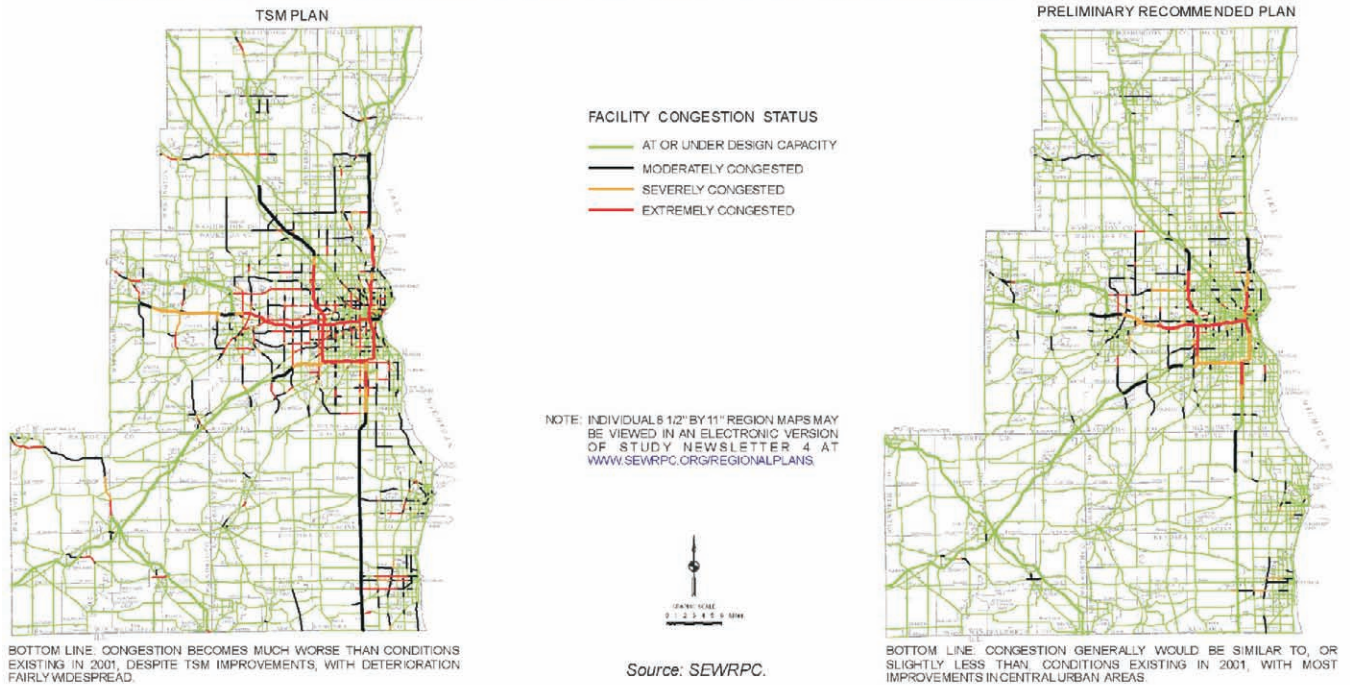
Map 2

COMPARISON OF TRANSIT TRAVEL TIMES BETWEEN KEY LOCATIONS IN MILWAUKEE COUNTY DURING WEEKDAY PEAK PERIODS UNDER THE EXISTING SYSTEM AND PRELIMINARY RECOMMENDED PLAN



Map 3

COMPARISON OF FORECAST YEAR 2035 AVERAGE WEEKDAY CONGESTION ON THE ARTERIAL STREET AND HIGHWAY SYSTEM IN THE REGION UNDER THE TSM PLAN AND THE PRELIMINARY RECOMMENDED PLAN



The preliminary recommended plan may be expected to have travel safety benefits with more travel on public transit as opposed to automobile travel, more travel on freeways as opposed to surface arterials, and more travel on less congested freeways. The crash rates for surface arterials are about three times higher than those for freeways for total crashes, fatalities, and injuries. The crash rates for extremely congested freeways are almost triple that for uncongested and moderately congested freeways. Rear-end accident rates are 5 to 15 times higher on congested freeways with the most extremely congested freeways experiencing the highest accident rates.

Transportation System Cost

The preliminary recommended plan represents about a 30 percent increase in cost compared to a "no-build" plan, and about a 10 percent increase in the current expenditures on transportation in the Region. The public transit element of the plan represents about 58 percent of the increase in transportation system costs, and the highway element represents about 42 percent of the increase.

PUBLIC INVOLVEMENT

The following are means that will be used by the Commission to inform interested persons and groups about the progress of the plan review and update, and to encourage the sharing of comments and perspectives:

- **Website**—www.sewrpc.org/regionalplans—updates are a source of comprehensive information on this and other planning.
- **Four newsletters** will be produced and distributed, including at public meetings and on the website.
- **Public meetings** will be held throughout the Region.
- **Advisory Committees** on Regional Land Use Planning and Regional Transportation System Planning meet throughout the study.
- **Briefings** by Commission staff are available to provide information and receive comments from all interested persons, community and other groups, and units of government.
- **Other opportunities** will be sought to notify and inform citizens and obtain their input. Efforts will particularly be made to reach minority communities—including the African American, Hispanic, Hmong, and Native American—as well as low-income persons.

FOR MORE INFORMATION

To submit a comment, obtain additional information, or to request a briefing:

Website: www.sewrpc.org/regionalplans
 E-mail: regionalplans@sewrpc.org
 Phone: (262) 547-6721
 Fax: (262) 547-1103
 Mail: P.O. Box 1607
 W239 N1812 Rockwood Drive
 Waukesha, WI 53187

WHAT'S AHEAD...

- Comments and feedback on the preliminary plan sought through April 20, 2006 following public informational meetings and hearings (see Study Newsletter 4 or www.sewrpc.org/regionalplans for listing).
- Transmission of preliminary plan and alternatives to each county jurisdictional highway planning advisory committee, and presentation to/comments from other groups.
- Development of final recommended transportation system plan for review/comment.
- Adoption of transportation system plan.

Este folleto está disponible en www.sewrpc.org/regionalplans/spanish. También se puede obtener una copia impresa de este folleto. Para recibir una copia del folleto en Español, o si tiene preguntas en Español, por favor llame a La Casa de Esperanza al (262) 547-0887

REVISIÓN Y ACTUALIZACIÓN DE LOS PLANES REGIONALES DEL USO DE LA TIERRA Y DEL SISTEMA DE TRANSPORTACIÓN PARA EL SURESTE DE WISCONSIN



FOLLETO SUMARIO 4

MARZO 2006

La revisión y actualización de los planes del uso de la tierra y del sistema de transportación para los siete condados del Sureste de Wisconsin está casi finalizada.

Este es el cuarto folleto de una serie de folletos sobre la revisión y actualización. Folletos anteriores, boletines más detallados y otra información pueden ser encontrados en www.sewrpc.org/regionalplans, y pueden solicitarse sin cargo alguno (ver la página posterior).

PLAN PRELIMINAR RECOMENDADO DEL SISTEMA REGIONAL DE TRANSPORTACIÓN PARA EL AÑO 2035

Vision: Un sistema de transportación de múltiple modalidad con elementos de alta calidad de transporte público, bicicletas y peatones, y calles principales y autopistas las cuales mejoran la calidad de vida de los residentes de la Región y apoyan y promueven la expansión de la economía de la Región, al ofrecer conveniencia, eficiencia y seguridad al viajar en cada una de las modalidades, al mismo tiempo protegiendo la calidad de los ambientes naturales de la Región, minimizando el trastorno a ambos los ambientes naturales y los creados por el hombre, y sirviendo para apoyar la implementación de los planes regionales del uso de la tierra, y al mismo tiempo, minimizando los costos anuales de infraestructura y operación del sistema de transportación.

El desarrollo del plan preliminar recomendado del sistema regional de transportación del año 2035 contiene estos elementos: transporte público, vías para bicicletas y peatones, manejo de la demanda de transporte, administración de los sistemas de transportación, y calles principales y autopistas. Se basa en el presente plan regional de transportación adoptado para el año 2020, reconociendo la exitosa implementación desde 1997 de aproximadamente 15 a 20 por ciento de cada elemento del plan para el año 2020.

El plan del sistema regional de transportación está diseñado para servir, y para ser compatible, con el plan regional del uso de la tierra del año 2035 descrito en folletos y boletines anteriores.

El proceso para el desarrollo del plan de transportación comenzó con propuestas preliminares de los elementos del manejo de la demanda de transporte, la administración de los sistemas de transportación, las vías para bicicletas y peatones, y el transporte público. Los efectos en la demanda de transporte de un plan alternativo al plan actual regional de transportación que incluye solo una combinación de estos cuatro elementos del plan (llamado el plan TSM) fue probado y evaluado, y comparado a un plan sin construcción nueva el cual mantendría el sistema existente de transportación. Solamente después de esta prueba y evaluación, el nuevo plan considera mejoras y expansión al sistema de calles principales y autopistas para aliviar el volumen residual de tráfico de autopistas y congestiones de tráfico que no se esperan puedan resolverse de otra manera.

Enseguida hay algunas propuestas preliminares para transporte público, vías para bicicletas y peatones, administración de sistemas de transportación, y manejo de la demanda de transporte que fueron consideradas:

Elemento: Transporte Público

Propuestas para el transporte proveen significantes mejoras y expansión, con sistemas de transporte rápido y transporte expreso integrados con servicio de autobús local mejorado. Juntos, el servicio de transporte sería incrementado cerca de un 100 por ciento de los niveles existentes en el 2005. Esto está medido en términos de millas-vehiculares de servicio ofrecido.

Servicio de Transporte Rápido

El servicio de transporte rápido que se propone consistiría de autobuses operando en autopistas conectando el distrito central comercial de Milwaukee, las principales áreas urbanizadas de la Región, y los centros urbanos de condados adjuntos. El servicio de autobús de transporte rápido llegaría al Sur hasta Racine y Kenosha, al suroeste hasta Mukwonago y East Troy, al oeste hasta Waukesha y Oconomowoc, al noroeste hasta West Bend y Hartford, y al norte hasta Cedarburg, Grafton, Saukville y Port Washington.

Se propone un aumento del 204 por ciento en el servicio de transporte rápido, de las 7,900 millas-vehiculares de servicio de autobús que se ofrece en un día de entre semana típico en el año 2005, a las 24,000 millas-vehiculares en el plan diseñado para el año 2035.

Servicio de Transporte Expreso

El servicio de transporte expreso que se propone consistiría de una red de ocho rutas de alta-velocidad con paradas limitadas, localizadas principalmente dentro del Condado de Milwaukee. Estarían conectados los principales centros de empleos y áreas comerciales, otros centros de actividades mayores tales como el Aeropuerto Internacional General Mitchell, atracciones turísticas y centros de entretenimiento, y áreas residenciales.

No existía servicio de transporte expreso en la Región en el año 2005. Como se propone, cerca de 17,000 millas-vehiculares de tal servicio se ofrecerán en un día de entre semana típico en el año 2035.

Servicio de Transporte Local

Mejoras y expansión también se proponen para el servicio de transporte de autobuses locales en calles principales y calles colectoras con paradas frecuentes a través de las áreas urbanizadas de Kenosha, Milwaukee y Racine. Un 59 por ciento de aumento se propone en el servicio de 61,100 millas vehiculares de servicio de autobuses local ofrecido en 2005 en un día de entre semana típico a 97,000 millas vehiculares en el 2035. Se proponen áreas y horas de servicio expandido, y mejoras en la frecuencia del servicio, particularment en rutas locales principales.

Otras propuestas del sistema de transporte incluyen:

- *Servicio de transporte para personas discapacitadas a quienes no les es posible usar servicios de rutas fijas dentro de las áreas de servicio de transporte local.*
- *Convertir ciertos servicios de autobuses a transporte en tren o autobuses en rutas especiales; por ejemplo, el servicio extendido de trenes de viajes cortos de Kenosha a Milwaukee.*
- *Financiamiento del transporte público para su implementación, incluyendo una participación más amplia del Estado, y posiblemente la creación de una organización de transporte regional.*

Elemento: Instalaciones para Bicicletas y Peatones

Las propuestas para instalaciones para bicicletas y peatones tienen la intención de promover seguridad y motivar el andar en bicicleta y el caminar como una alternativa. Cuando las existentes 3,300 millas del sistema de calles principales en la Región sean repavimentadas y reconstruidas segmento por segmento, servicios especiales para bicicletas serían considerados e implementados, si es factible, a través de carriles para bicicletas, ensanchamiento de carriles exteriores, ensanchamiento de orillas de caminos, o senderos separados para bicicletas.

Senderos de bicicletas -no en calle- deben de ofrecerse entre las áreas urbanizadas de Kenosha, Milwaukee, y Racine y otras ciudades y pueblos dentro de la Región con una población de 5,000 habitantes o más localizadas fuera de estas áreas. El sistema propuesto de instalaciones para bicicletas en y no-en las calles que se muestra incluye 575 millas de senderos de bicicletas -no en calle- con 147 millas en avenidas principales y 83 millas de conexiones en avenidas no principales. Aproximadamente el 35 por ciento de los senderos -no en calle- de bicicletas planeados existen en el presente.

Elemento: Administración de los Sistemas de Transportación

Se proponen medidas para administrar y operar las instalaciones existentes de transportación a su máxima capacidad de tráfico y eficiencia de transporte:

- *Mejoramiento en la administración del tráfico de autopistas usando, por ejemplo, medidores de acceso en rampas y mensajes electrónicos.*
- *Administración del tráfico en calles principales y en autopistas como, por ejemplo, mejoras en la coordinación de señales de tráfico y mejoras de tráfico en las intersecciones.*
- *Administración de estacionamiento y señalamiento en centros principales de actividades para eventos como el festival Summerfest.*
- *Programa de operaciones regionales de transportación, para la planeación coordinada de mejoras de alta prioridad.*

Elemento: Manejo de la Demanda de Transporte

Propuestas para el manejo de la demanda de transporte incluyen medidas adicionales para reducir el número de individuos y de vehículos viajando, o al menos para cambiar tales viajes a otras horas y rutas, permitiendo un uso más eficiente de la capacidad existente del sistema de transportación:

- *Tratamiento preferencial a vehículos con un número alto de ocupantes.*
- *Un mayor número de lotes para estacionar-viajar.*
- *Precios atractivos al costo de transporte y programas de pases de transporte.*
- *Costos a vehículos personales que incluyen costo de estacionamiento/tarifas de usuarios.*
- *Promoción del manejo de la demanda de tráfico para motivar alternativas a el viajar en vehículos personales.*
- *Unión de esfuerzos entre operadores de transporte dentro del sureste de Wisconsin en la información de Tráfico y Mercadotecnia.*
- *Planes detallados locales del uso de la tierra para facilitar alternativas al uso de vehículos personales.*

Elemento: Calles Principales y Autopistas

En la recomendación preliminar del plan regional de transportación del año 2035 se proponen un total de 3,627 millas de calles principales y autopistas. Aproximadamente 88%, o 3,196 de estas millas, son recomendadas para ser repavimentadas y reconstruidas a su misma capacidad. Aproximadamente 346 millas, o menos del 10 por ciento del total, son recomendadas preliminarmente para ensanchamiento para ofrecer líneas adicionales para tráfico incluyendo 127 millas de carreteras. Las restantes 85 millas, cerca de un dos por ciento del total, están propuestas como nuevas calles principales.

Los mapas detallados en el Boletín 4 del estudio o mapas de una página disponibles para condados individuales pueden ser encontrados en www.sewrpc.org/regionalplans. Si son solicitados, estos también, se le pueden enviar sin cargo alguno.

Cada propuesta de mejoras de calles principales y autopistas, expansiones, y proyectos de preservación necesitarán ser sometidas a estudios preliminares de ingeniería y ambientales por las autoridades responsables del Estado, condado o gobierno municipal antes de su implementación. Estos estudios consideran alternativas e impactos, y recomiendan decisiones finales respecto a si o como un proyecto planeado procedería a implementación.

Las 127 millas de ensanchamiento de autopistas propuestas en el plan, y en particular las 19 millas de ensanchamiento en la Ciudad de Milwaukee (IH 94 entre los cruces del zoológico y Marquette, y IH 43 entre los cruces de Mitchell y Silver Spring), requieren afirmaciones preliminares de impacto de ingeniería y ambientales por el Departamento de Transportación de Wisconsin. Durante los preliminares de ingeniería, alternativas consideradas incluirían reconstrucción a diseño original, varias opciones de reconstrucción a estándares de diseño moderno, compromisos en reconstrucción a estándares de diseños modernos, reconstrucción con carriles adicionales, y reconstrucción con el número de carriles existentes. Sólo después de este estudio, se determinaría como se reconstruiría la autopista.

EVALUACIÓN DEL PLAN PRELIMINAR RECOMENDADO Y COMPARACIÓN A ALTERNATIVAS

Nivel de Servicios del Sistema de Transportación

Transporte Público

El elemento del transporte público del plan preliminar recomendado representa mejoras substanciales sobre el sistema de transporte existente de la Región. Esto incluye el área servida por transporte público, días y horas de servicio, frecuencia y rapidez de servicio.

Mapa I ilustra que tan bien el plan preliminar sirve las áreas dentro de la región con densidades de población y empleo suficientes para requerir uso de transporte público. Tabla I demuestra el incremento significativo en población y empleos servidos por el transporte público, particularmente por servicios de transporte rápido y expreso.

Dentro del elemento de transporte público del plan preliminar, transporte público sería expandido significativamente en términos de días, horas, y frecuencia del servicio. Servicio de transporte rápido sería expandido de entre semana, sólo periodo y dirección pico a un servicio diario, mañana y tarde, y más frecuente en ambas direcciones. El recientemente creado servicio de transporte expreso estaría disponible a través de la mañana y tarde con frecuencias atractivas de servicio. El servicio de transporte local sería mejorado significativamente con servicio de autobuses más frecuente a través de la Región, y el comienzo o expansión de servicios de autobuses en fines de semana en las áreas de Kenosha, Racine y Waukesha.

Tabla 1

POBLACIÓN Y EMPLEOS SERVIDOS POR EL TRANSPORTE PÚBLICO EN LA REGIÓN EN EL AÑO 2035 BAJO EL PLAN PRELIMINAR RECOMENDADO

Tipo de servicio	Sistema Existente (Plan sin construcción)		Plan Preliminar Recomendado	
	Población Servida	Empleos Servidos	Población Servida	Empleos Servidos
Rápido y Expreso	384,300	219,700	779,700	644,900
Local	1,218,200	866,900	1,419,600	1,020,900
Total*	1,282,900	876,100	1,447,800	1,046,800

* El total de población y empleos servidos no es igual a la suma de las cifras de las áreas de servicio para servicio rápido/expreso y local porque las áreas de servicio se superponen. Para el total de las cifras del área de servicio, la población y empleo en las áreas superpuestas fueron contadas solamente una vez.

Fuente: SEWRPC

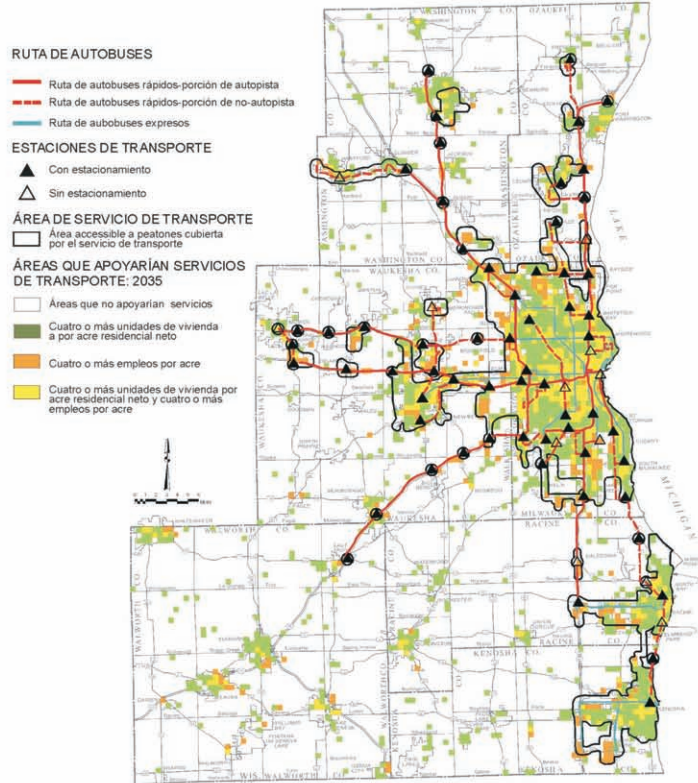
Servicio de transporte público sería mucho más rápido bajo el plan preliminar debido al énfasis en el servicio de transporte rápido y expreso, y a las mejoras en frecuencia de servicio propuestas. Mapa 2 ilustra las mejoras en tiempos de viaje para viajes seleccionados dentro del Condado de Milwaukee.

Calles Principales y Autopistas

Sin mejora alguna al sistema de transportación de la región por los siguientes 30 años, la congestión de tráfico en un día de entre semana típico puede esperarse se duplique. Más aún, si las mejoras de transportación son limitadas a los elementos de transporte público, las vías para bicicletas y peatones, el manejo de la demanda de transporte, y de la administración de los sistemas de transportación del plan preliminar recomendado (el plan TSM), solamente puede esperarse una modesta reducción—aproximadamente 10%—de la duplicación de congestión proyectada. La congestión pronosticada mostrada en el Mapa 3 bajo el plan TSM sería por consiguiente cerca de un 90 por ciento más grande que las condiciones existentes en el 2001 (ver página posterior). Sin embargo, incluyendo el elemento del sistema de calles principales y autopistas del plan preliminar recomendado, la duplicación de congestión proyectada dentro de los siguientes 30 años pudiera evitarse y la congestión esperada en el año 2035 sería modestamente menor que la congestión de tráfico actual de un día de entre semana.

Mapa 1

ÁREAS QUE APOYARÍAN SERVICIOS DE TRANSPORTE SERVIDAS POR EL SISTEMA PRELIMINAR RECOMENDADO DE TRANSPORTE REGIONAL EN EL AÑO 2035

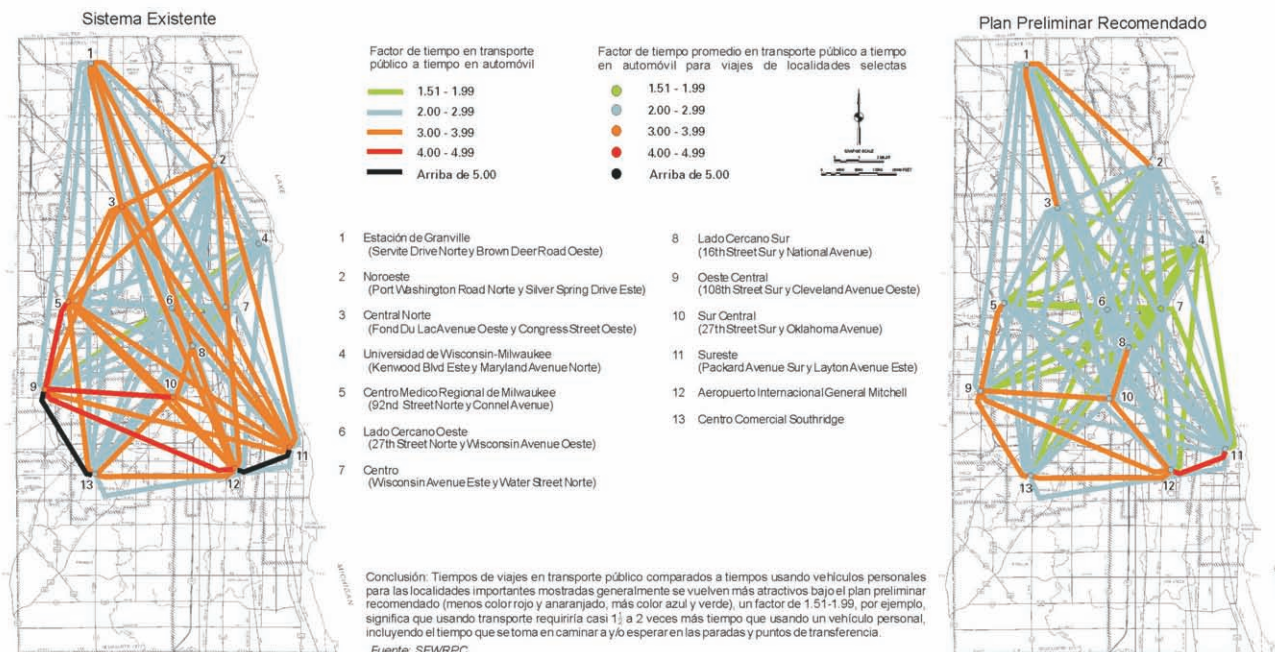


Conclusión: La mayoría de localidades que apoyarían servicios de transporte público son servidas bajo el plan preliminar recomendado, particularmente las áreas urbanas centrales y sus conexiones a empleos locales y remotos.

Fuente: SEWRPC

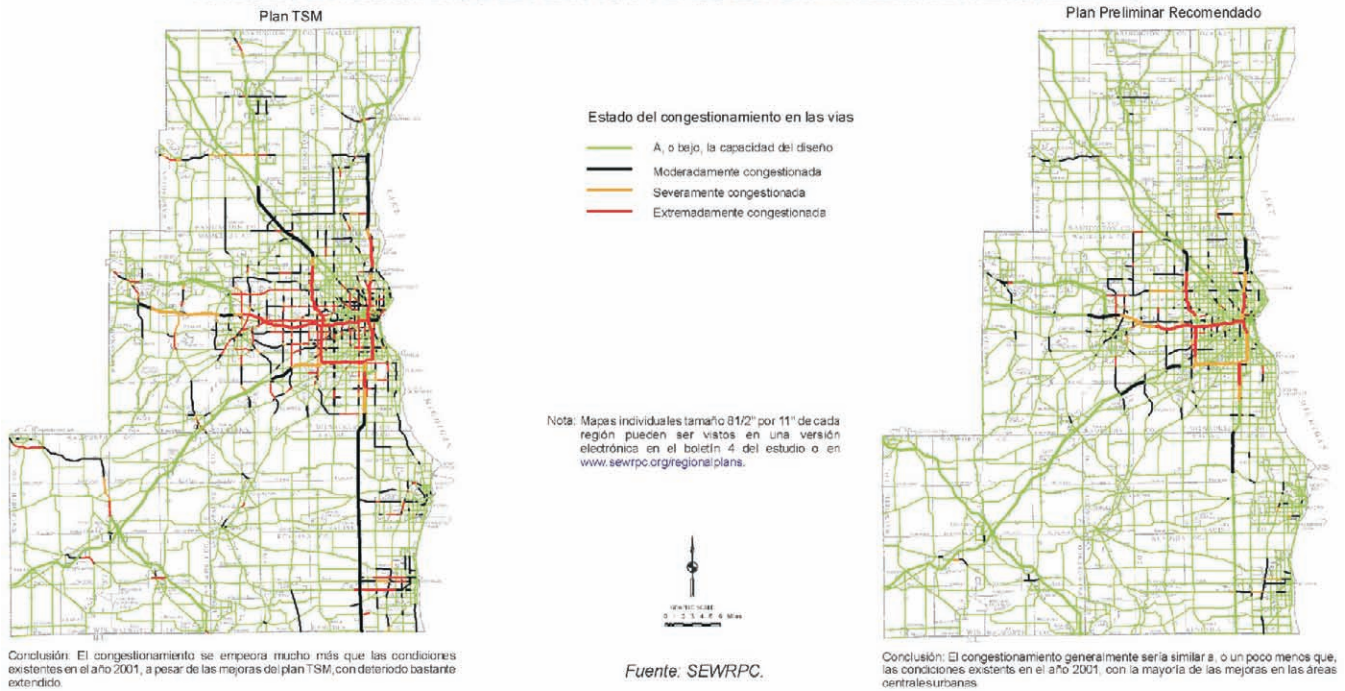
Mapa 2

COMPARACIÓN DE LOS TIEMPOS DE VIAJE USANDO TRANSPORTE PÚBLICO ENTRE LOCALIDADES IMPORTANTES EN EL CONDADO DE MILWAUKEE DURANTE PERÍODOS PICO ENTRE SEMANA BAJO EL SISTEMA EXISTENTE Y EL PLAN PRELIMINAR RECOMENDADO



Mapa 3

COMPARACIÓN DEL CONGESTIONAMIENTO PRONOSTICADO PARA EL AÑO 2035 EN LAS CALLES PRINCIPALES Y EN EL SISTEMA DE AUTOPISTAS EN UN DÍA DE ENTRE SEMANA TÍPICO EN LA REGIÓN BAJO EL PLAN TSM Y BAJO EL PLAN PRELIMINAR RECOMENDADO



El plan preliminar recomendado pudiese esperarse tener beneficios de seguridad al viajar con más viajes en transporte público en lugar de viajes en vehículos personales, más viajes en autopistas en lugar de viajes en las calles, y más viajes en autopistas menos congestionadas. Los índices del número total de colisiones, fatalidades, y lesiones en las calles son casi tres veces más altos que en las autopistas. Los índices de colisiones en autopistas extremadamente congestionadas son casi el triple que en autopistas sin congestiones o moderadamente congestionadas. Los índices de accidentes por alcanzamiento por la parte posterior son 5 a 10 veces más altos en autopistas congestionadas con las autopistas más extremadamente congestionadas experimentando los índices de accidentes más altos.

Costo del Sistema de Transportación

El plan preliminar recomendado representa aproximadamente un 30 por ciento de incremento en costo comparado a un plan de "no-construcción", y aproximadamente un 10 por ciento de incremento en los gastos presentes de transportación en la Región. El elemento de transporte público del plan representa casi un 58 por ciento del incremento en los costos del sistema de transportación, y el elemento de autopistas representa casi un 42 por ciento del incremento.

PARTICIPACIÓN DEL PÚBLICO

Los siguientes son los medios que serán usados por la Comisión para informar a personas y grupos interesados acerca del progreso de la revisión y actualización del plan y de los temas bajo consideración, y para promover que se compartan comentarios y perspectivas.

- **Un sitio Web**—www.sewrpc.org/regionalplans—presenta actualizaciones con información completa sobre esta y otras planeaciones.
- **Cuatro boletines** serán producidos y distribuidos, incluyendo en juntas públicas y en el sitio Web.
- **Juntas Públicas** serán realizadas a través de la Región.
- **Los Comités Consultivos** de Planeación Regional del Uso de la Tierra y de Planeación Regional del Sistema de Transportación se reúnen durante el estudio.
- **Reuniones informativas** presentadas por empleados de la Comisión están disponibles para ofrecer información y recibir comentarios de todas las personas interesadas, la comunidad y otros grupos, y unidades de gobierno.
- **Otras oportunidades** serán buscadas para notificar e informar a ciudadanos y obtener sus aportaciones. Se enfocarán esfuerzos para comunicarse con comunidades minoritarias—incluyendo Africano-Americanos, Hispanos, Hmong, y Nativos-Americanos—así como también en áreas residenciales de gente de bajos recursos.

PARA MÁS INFORMACIÓN


Para enviar comentarios, obtener información adicional, o para solicitar una reunión informativa, por favor contáctenos a:

Sitio Web: www.sewrpc.org/regionalplans
Correo electrónico: regionalplans@sewrpc.org
Teléfono: (262) 547-6721
Fax: (262) 547-1103
Correo: P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, WI 53187


QUE SIGUE...

- Comentarios y reacciones acerca del plan preliminar son solicitados hasta el 20 de Abril, 2006, después de juntas públicas y audiencias (ver Boletín 4 del Estudio o www.sewrpc.org/regionalplans para revisar el listado).
- Transmisión del plan preliminar y alternativas a comités consultivos de planeación de autopistas de cada condado, y presentación a/comentarios de otros grupos.
- Desarrollo del plan final recomendado del sistema de transportación para revisión/comentario.
- Adopción del plan del sistema de transportación.

This brochure is also available in English. It is available at www.sewrpc.org/regionalplans. It may also be obtained in hard copy. Please call the Southeastern Wisconsin Regional Planning Commission at (262) 547-6721 to receive a copy of the brochure in English or if you have any other questions.




**Review, Update, and Extension to Year 2035
of Regional Land Use and Transportation
Plans for Southeastern Wisconsin**



April, 2006

#116874



Outline of Presentation

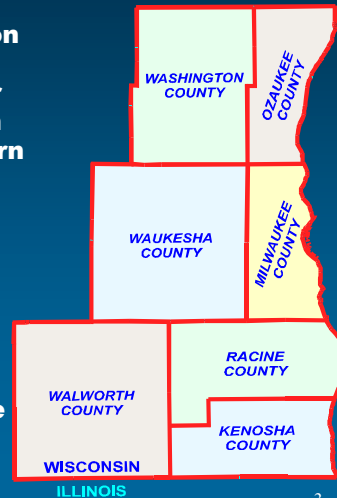
- **Introduction**
- **Overview of the review, update, and extension of regional land use and transportation plans**
- **Preliminary recommended land use and transportation plans**

2



Introduction

- **The Southeastern Wisconsin Regional Planning Commission (SEWRPC) is the official areawide planning agency for land use and infrastructure in the seven county Southeastern Wisconsin Region.**
 - Transportation
 - Flood management
 - Sewerage
 - Parks and open spaces
 - Environmental corridors
 - Natural areas
 - Urban and rural development
- **By law, the regional plans are strictly advisory to State, county, and municipal governments**



3



Introduction—continued

- **No recommendation of the regional transportation plan can proceed directly to implementation.**
 - **Public transit recommendations are considered in short-range planning and programming by local government transit operators.**
 - Transit operators determine whether and when recommended transit improvement and expansion may be implemented.
 - **Arterial street and highway recommendations are considered in preliminary engineering and environmental studies by the responsible State, county, or municipal government.**
 - The responsible State, county, or municipal government determines whether and how each arterial street and highway recommendation may proceed to implementation.

4



Regional Land Use and Transportation Plan Study Advisory Committees

- **Representatives of the Seven Counties and 147 Municipalities of the Region**
- **Wisconsin Departments of Transportation and Natural Resources**
- **U.S. Department of Transportation and Environmental Protection Agency**

5



New Year 2035 Land Use and Transportation Plans Will Represent Fifth Effort of This Type by the Commission

- **The Commission's current regional land use and transportation plans – the fourth generation of such plans – were completed in 1997 and have a design year of 2020.**
- **Previous Commission regional land use and transportation plans**
 - **1st generation – 1990 plan completed in 1966**
 - **2nd generation – 2000 plan completed in 1978**
 - **3rd generation – 2010 plan completed in 1994**

6



Process for Review, Update, and Extension of Regional Land Use and Transportation Plans

- **Consider forecast growth of the Region to the year 2035—jobs, population, and households.**
- **Review trends in land use development, travel, and transportation system development.**
- **Review implementation to date of regional land use and transportation plans.**
- **Define guiding vision, principles, and objectives for land use and transportation.**
- **Consider land use pattern alternatives and develop a preliminary recommended regional land use plan.**

7



Process for Review, Update, and Extension of Regional Land Use and Transportation Plans—continued

- **Prepare and evaluate regional transportation plan alternatives.**
 - **No-build, or existing system alternative**
 - **Transportation systems management alternative**
 - **Improvement and expansion of public transit, bicycle and pedestrian facilities, transportation systems management, and travel demand management.**
 - **Transportation systems management plus highway improvements alternative.**
- **Propose preliminary recommended transportation plan**
- **Consider public comment on preliminary plans and recommend final plans.**
- **Throughout process extensive efforts have been made to inform, and obtain input from the public.**

8



Public Involvement for the Regional Land Use and Transportation System Plans

- **Four series of public meetings and hearings throughout southeastern Wisconsin**
 - **First series of public meetings held in August 2004**
- **Four newsletters and summary brochures**
 - **First issue of newsletter and summary brochure developed in July 2004**
- **Website (www.sewrpc.org)**
 - **Comprehensive information**
 - **Notifications of meetings**
 - **Draft plan materials**
 - **Advisory Committee rosters, agendas, and minutes**
 - **Opportunity to submit comment through website** 9

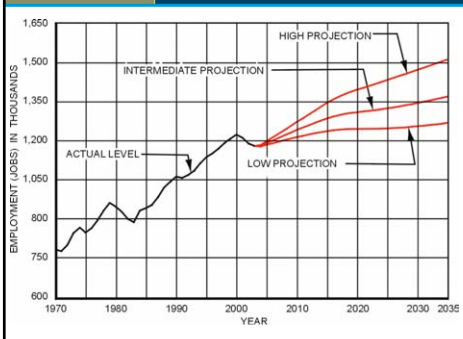


Public Involvement for the Regional Land Use and Transportation System Plans—continued

- **Commission staff available to provide briefings and presentations upon request.**
- **Commission staff has conducted outreach to provide information about, and obtain input on, the regional plans and planning process:**
 - **Minority and low income populations**
 - **Business and industry**
 - **Freight transportation**
 - **Federal and State Environmental resource agencies**



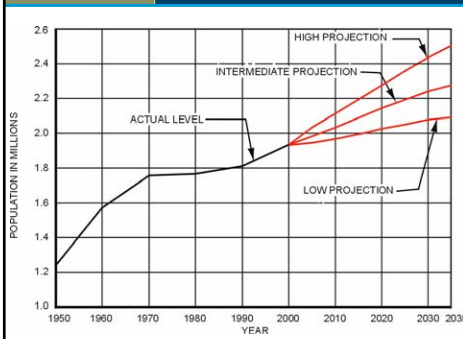
Employment Forecast: 2035



- **12 percent increase in the number of jobs regionwide by 2035.**
 - **Strength of regional economy not projected to significantly increase or decrease relative to the State or Nation.**
 - **The labor force is expected to level-off, particularly as the baby boom generation reaches retirement age, moderating the number of jobs able to be accommodated.**
 - **Shift from a manufacturing to a service-based economy projected to continue.**



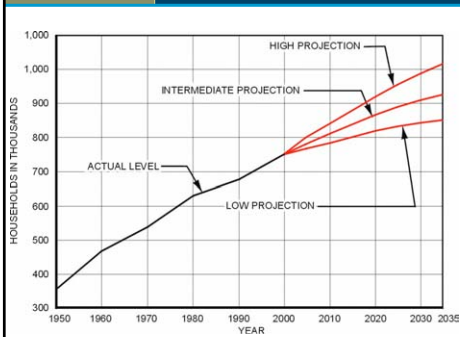
Population Forecast: 2035



- **18 percent increase in regional population by 2035.**
 - **Modest increase in fertility and survival rates envisioned.**
 - **Minimal net migration anticipated for the Region overall through 2035.**
 - **Change in age composition of the Region projected. With baby-boomers aging, 20 percent of the Region's population will be 65 years of age or older in the year 2035 compared to 13 percent 65 years of age or older in 2000.**



Household Forecast: 2035



- **24 percent increase in households regionwide by 2035 compared to 2000.**
- **The average household size in the Region is expected to continue to decrease, but more moderately - from 2.52 persons per household in 2000 to 2.39 persons per household in 2035.**

13



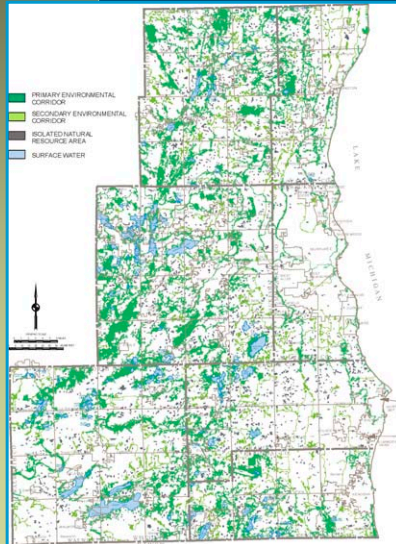
Preliminary Recommended Regional Land Use Plan

- **Recommends reversing current land use development trends and attaining a more centralized regional land use pattern.**
 - **Emphasis on stabilizing and revitalizing the central cities of Milwaukee, Racine, and Kenosha.**
 - **Emphasis on preserving remaining environmental features and prime farmlands.**

14



Preliminary Recommended Regional Land Use Plan—continued

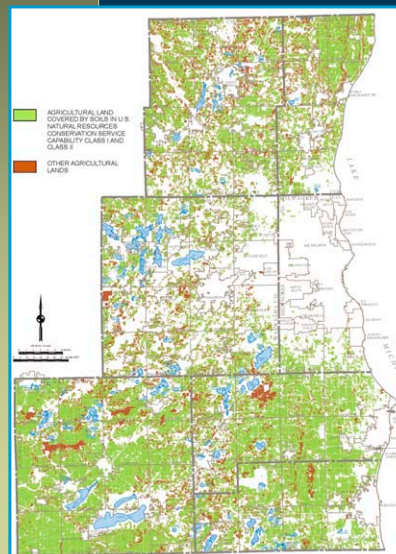


- **The best remaining features of the Region's natural landscape—shorelands, floodlands, wetlands, woodlands, prairies, wildlife habitat, and rugged terrain—should be preserved. (23 percent of Region area).**
 - **Primary environmental corridors.**
 - **Secondary environmental corridors.**
 - **Isolated natural resource areas.**

15



Preliminary Recommended Regional Land Use Plan—continued

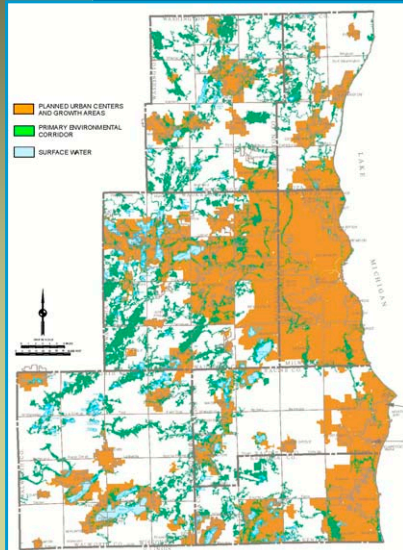


- **Recommends the preservation of the prime, or most productive farmlands of the Region. (75 percent of the Region's farmland, or about 35 percent of the Region's area.)**
- **Limited development of remaining rural lands, with residential use at densities of no more than one housing unit per 5 acres and in conservation subdivision designs.**

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Preliminary Recommended Regional Land Use Plan—continued



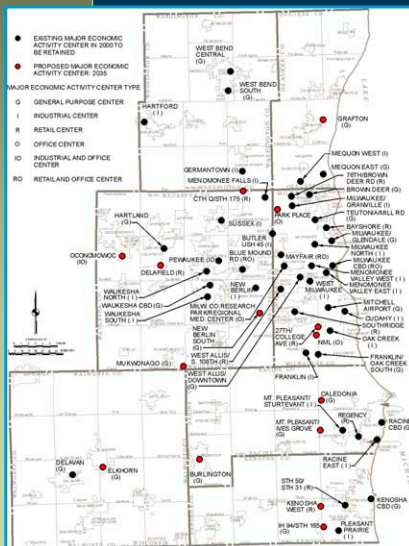
- Recommends that new urban development occur within and around, existing urban centers as infill development, redevelopment, and orderly expansion of urban service areas immediately adjacent to these areas

- Encourage development to occur predominantly (88 percent) at medium and high densities

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Preliminary Recommended Regional Land Use Plan—continued



- Recommends 60 major employment centers.

- Stabilize, revitalize, and return jobs to existing central city centers.

- Continued development of existing centers, and those now under development.

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Preliminary Recommended Year 2035 Regional Transportation System Plan— Vision, Guiding Principles, and Objectives

- **The regional transportation plan is designed to serve, be consistent with, and promote implementation of, the regional land use plan.**
- **The potential of more efficient land use and expanded public transit, systems management, bicycle and pedestrian facilities, and demand management is considered first to alleviate traffic congestion. Highway improvements are only then considered to address any residual congestion.**
- **All elements of the plan are considered to be of equal priority, and each element needs to be implemented to provide a comprehensive, multi-modal, balanced, high quality transportation system in southeastern Wisconsin.**
 - **Public Transit**
 - **Bicycle and Pedestrian**
 - **Transportation Systems Management**
 - **Travel Demand Management**
 - **Arterial Streets and Highways**

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Preliminary Recommended Year 2035 Regional Transportation System Plan—Vision, Guiding Principles, and Objectives—continued

- **Objective of providing a high quality multi-modal, comprehensive transportation system to promote maintenance and expansion of the Region's economy and assist in providing a high quality of life for the Region's residents.**
- **Designed to address existing and anticipated long-range future transportation needs, problems, and opportunities.**
- **Developed in cooperation with 154 local units of government, Wisconsin Departments of Transportation and Natural Resources, U.S. Department of Transportation. Planning is guided and directed by intergovernmental advisory committees.**

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Year 2035 Preliminary Regional Transportation System Plan

- **Five plan elements**
 - **Public Transit**
 - **Bicycle and Pedestrian Facilities**
 - **Systems Management**
 - **Demand Management**
 - **Arterial Streets and Highways**

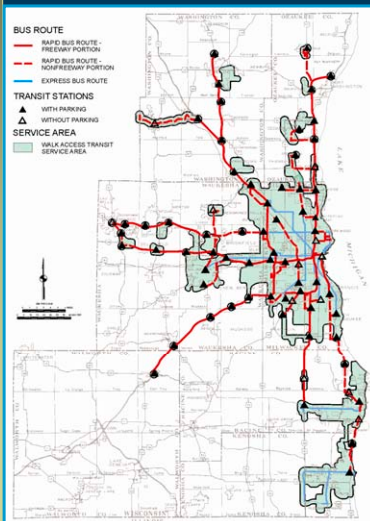


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Year 2035 Preliminary Regional Transportation System Plan: Public Transit Element

PRELIMINARY PUBLIC TRANSIT PLAN: 2035



- **Recommends a doubling of transit service from 69,000 to 138,000 vehicle-miles of service on an average weekday**
- **Recommends development of true rapid and express transit systems**

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Year 2035 Preliminary Regional Transportation Plan—Public Transit Recommendations

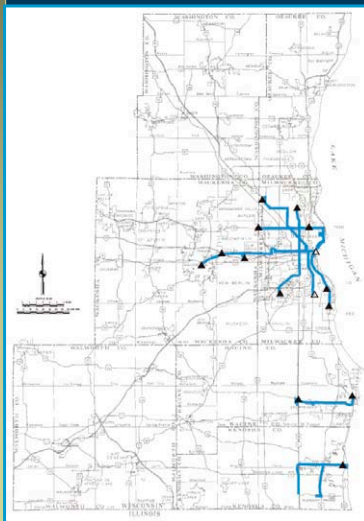


- **Rapid transit**
 - A network of bus routes operating throughout the day and evening in both directions, at convenient service frequencies.
 - Stops every 3 to 5 miles to increase accessibility and facilitate reverse commuting.
 - 200 percent increase over existing service

23



Year 2035 Preliminary Regional Transportation Plan—Public Transit Recommendations—continued

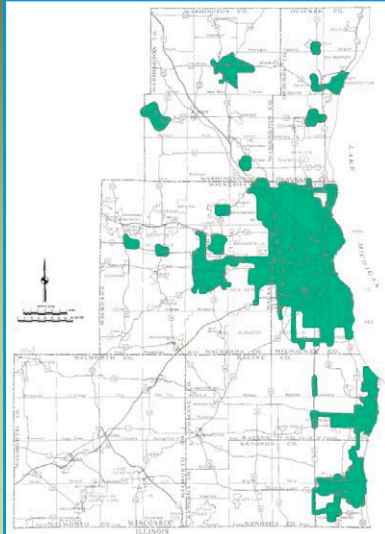


- **Express transit**
 - A grid of limited-stop bus routes with service throughout the day and evening at convenient service frequencies.
 - Stop spacing of about every one-quarter to one-half mile.

24



Year 2035 Preliminary Regional Transportation Plan—Public Transit Recommendations—continued

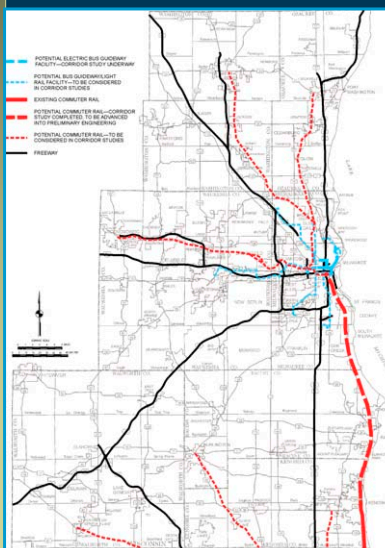


- **Local transit**
 - Expansion of local transit service hours and frequency and extension to developing areas.
 - Approximately a 60 percent expansion over current local transit service.

25



Year 2035 Preliminary Regional Transportation Plan—Public Transit Recommendations—continued



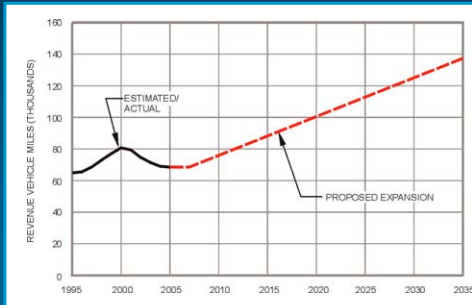
- **Upgrading to rail transit or bus guideways**
 - Recommends consideration through the conduct of corridor studies of the upgrading of bus rapid transit service to commuter rail and bus express transit service to bus guideways or light rail.
 - Milwaukee downtown connector study - study underway of bus guideway express transit alternatives.
 - Kenosha-Racine-Milwaukee corridor—commuter rail corridor study under refinement.

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Year 2035 Preliminary Regional Transportation Plan—Public Transit Recommendations—continued

- **Proposed doubling of transit service over next 30 years**



- **Will Require**
 - **Renewed State funding to public transit**
 - **Dedicated local funding—Regional Transit Authority**

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Year 2035 Preliminary Regional Transportation Plan—Bicycle and Pedestrian Facilities Element

- **Bicycle accommodation should be considered and implemented as the 3,300 mile surface arterial street system is resurfaced and reconstructed.**
 - **Bicycle lanes**
 - **Widened outside travel lanes**
 - **Paved and widened shoulders**
 - **Separate bicycle path**
- **Also recommends development of 575 miles of off-street bicycle/pedestrian paths, nearly a threefold expansion of existing 203 miles of paths.**

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Year 2035 Preliminary Regional Transportation Plan—Systems Management Element

- **Recommends continuing and expanding efforts to operate and manage the existing street system as efficiently as possible, obtaining the maximum capacity from the existing street system.**
 - **Expansion of freeway traffic management system**
 - **Ramp-meters**
 - **Advisory Information**
 - **Incident Management**

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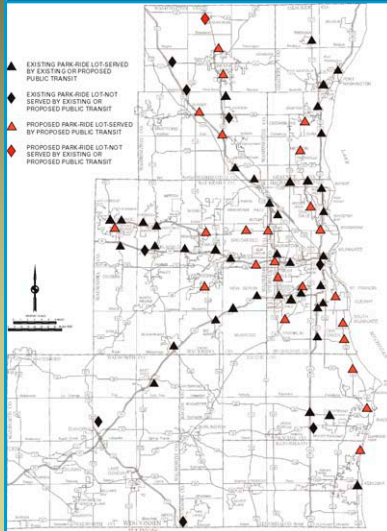
Year 2035 Preliminary Regional Transportation Plan—Systems Management Element—continued

- **Surface Arterial Management**
 - **Expansion of coordinated traffic signal systems**
 - **Curb lane parking restrictions**
 - **Access management**
 - **Regional and local operations improvement program**

30



Year 2035 Preliminary Regional Transportation Plan—Demand Management Element



- **Recommends actions to encourage reductions in personal and vehicular travel.**
 - **Expansion from 49 to 74 park-ride lots**
 - **Exclusive HOV lanes at freeway on-ramps and surface street express bus lanes**
 - **Express transit signal priority**
 - **Preferential carpool and vanpool parking**

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Year 2035 Preliminary Regional Transportation Plan—Arterial Street and Highway Element

- **Over 11,000 miles of streets and highways within southeastern Wisconsin**
 - **Plan addresses the approximately 3,500 miles of existing streets and highways which are arterial streets and highways – principal function is to carry and move traffic.**
 - **Freeways – 270 miles**
 - **Surface Arterials – 3,200 miles**
 - **System improvement: widening existing facilities with additional lanes**
 - **346 miles of widening including 127 miles of freeways (10 percent of the total planned arterial system in the year 2035)**
 - **System expansion: constructing new facilities**
 - **85 miles of new arterial facilities (2 percent of the total planned arterial route-miles in the year 2035)**

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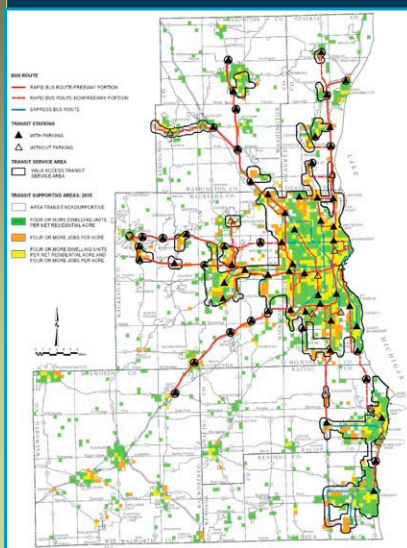
Year 2035 Preliminary Regional Transportation Plan—Arterial Street and Highway Element—continued

- Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.
- The 127 miles of freeway widening proposed in the plan and in particular the 19 miles of widening in the City of Milwaukee (I-94 between the Zoo and Marquette interchanges and I-43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-as-is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of the preliminary engineering would a determination be made as to how the freeway would be reconstructed.

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Evaluation of Preliminary Recommended Year 2035 Transportation Plan

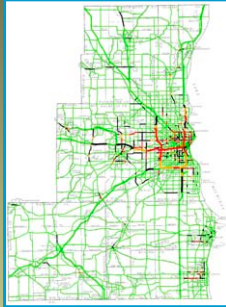


- **Public Transit Service**
 - **Expanded Service availability**
 - All day and evening service
 - Bi-directional service
 - **Significantly improved service frequency**
 - **Faster service travel times**
 - Rapid and express services
 - **Connection of jobs and population, particularly minority and low income populations**

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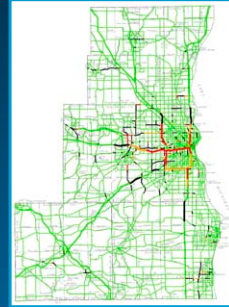
Evaluation of Preliminary Recommended Year 2035 Transportation Plan—continued



Existing 2001



TSM Plan Forecast 2035



Preliminary Recommended Plan Forecast 2035

- The preliminary recommended plan will permit avoiding a doubling of traffic congestion over the next 30 years.
 - If planned improvements are limited to the public transit, bicycle and pedestrian, and systems and demand management plan (the TSM plan alternative), a doubling of traffic congestion would as well be expected, only marginally less than under a no-build alternative

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Evaluation of Preliminary Recommended Year 2035 Transportation Plan—continued

Capital and Operating Costs (average annual)

	No-Build Plan	TSM Plan	Preliminary Recommended Plan
• Streets and Highways	\$380 million	\$387 million	\$446 million
• Public Transit	\$138 million	\$229 million	\$229 million
• Total	\$518 million	\$616 million	\$675 million

- The annual cost of the preliminary recommended plan is about 30 percent greater than a no-build plan
- Public transit costs represent about 34 percent of the preliminary recommended plan costs

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Evaluation of Preliminary Recommended Year 2035 Transportation Plan—continued

• Right of way acquisition impacts

Number of Homes

100	Widened and new surface arterial streets (304 miles)
150	Rebuilding freeway system to modern design standards (270 miles)
35	Rebuilding freeway system with additional lanes (127 miles)
2	Extending the USH 12 freeway in Walworth County (13 miles)

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Evaluation of Preliminary Recommended Year 2035 Transportation Plan—continued

• Air pollutant emissions

• Ozone-related emissions: 2000-2035

- 73 percent reduction—volatile organic compounds**
- 88 percent reduction—nitrogen oxides**

• Fine particulates and carbon monoxide: 2000-2035

- 55 percent reduction**

• Air toxics: 2000-2035

- 70 percent reduction**

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Process for Developing a Final Recommended Plan

- **Solicit public comment and feedback on preliminary plan and alternative (April 2006)**
- **Advisory Committee consideration of comment and determination of final plan recommendations (April - May 2006)**
- **Adoption of regional land use and transportation plans by Regional Planning Commission (May - June 2006)**

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