



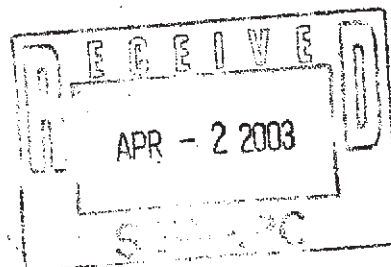
April 1, 2003

MARVIN E. PRATT
Alderman, 1st District

COMMON COUNCIL PRESIDENT
CITY OF MILWAUKEE

City Hall, Room 205
200 East Wells Street
Milwaukee, Wisconsin 53202
Office: (414) 286-2221

Board of Commissioners
Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
Waukesha, WI 53187-1607



Re: PROPOSED FREEWAY EXPANSION

Dear Commission Members:

We, the undersigned members of the Milwaukee Common Council, are greatly concerned about the freeway expansion plan as proposed by the Southeastern Wisconsin Regional Planning Commission (SEWRPC). As you know, this plan as advocated by SEWRPC would require the destruction of at least 216 homes and 31 businesses in the greater Milwaukee and southeastern Wisconsin areas. Further, the plan neglects to consider the additional land necessary to relocate electric transmission lines and transformers, as well as the acreage needed for stormwater, ice and snow runoff, and detention ponds.

The current SEWRPC plan will decimate neighborhoods; sharply devalue remaining nearby properties, and gut more than \$160 million from Milwaukee County tax rolls, as well as millions of dollars from municipalities in our region. The amount of air, noise, light and visual pollution will skyrocket under such a massive freeway expansion, further deteriorating our environmental quality of life.

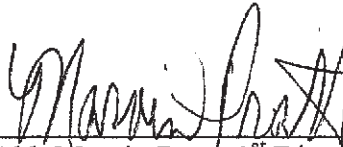
The fact that all of our area's freeways must be maintained and reconstructed on a regular basis, with certain improvements for safety reasons, is indisputable. However, SEWRPC and the State of Wisconsin need to train a more critical eye on what is *absolutely necessary* for our overall transportation system and how it affects our neighborhoods and families, and then weigh those findings against what we as taxpayers and citizens *can afford*.

We recognize that SEWRPC is able to proceed with no voter oversight and no accountability to taxpayers. SEWRPC is composed of seven area counties and has no City of Milwaukee representation on the board. The Milwaukee County Board recently passed a resolution opposing the freeway expansion, which was vetoed by County Executive Scott Walker.

As members of the Milwaukee Common Council, we represent the concerns of city residents and business owners, those persons who will be impacted most negatively by the proposal. Our membership stands united in its opposition to the freeway expansion as currently proposed by SEWRPC.

Thank you for this opportunity to inform you of our position. We look forward to working with and hearing from you in the near future.

Sincerely,

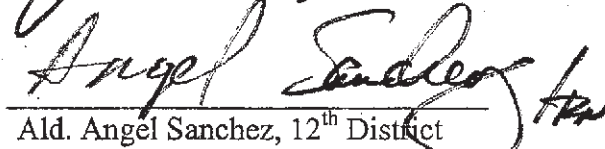

Ald. Marvin Pratt, 1st District

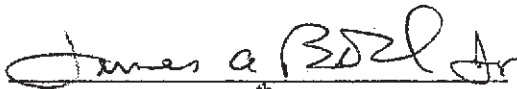

Ald. Donald Richards, 9th District



Ald. Michael D'Amato, 5th District

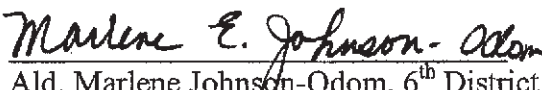

Ald. Joe Dudzik, 11th District

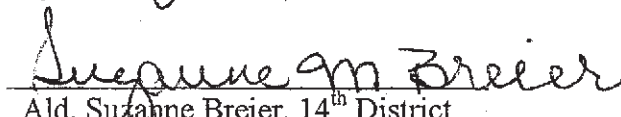

Ald. Paul Henningsen, 4th District


Ald. Angel Sanchez, 12th District


Ald. James Bohl, 5th District

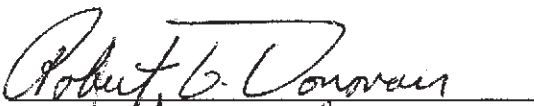

Ald. Jeffrey Pawlinski, 13th District

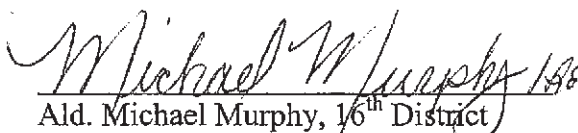

Ald. Marlene Johnson-Odom, 6th District

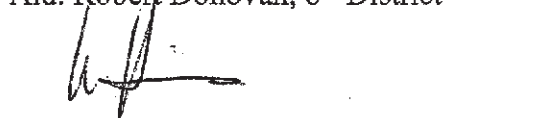

Ald. Suzanne Breier, 14th District


Ald. Fredrick Gordon, 7th District


Ald. Thomas Nardelli, 15th District


Ald. Robert Donovan, 8th District


Ald. Michael Murphy, 16th District


Ald. Willie Hines, 17th District

S W I F T

March 31, 2003

Via Facsimile:

William Drew, Chairman
SEWRPC - System Advisory Committee
P.O. Box 1607
Waukesha, WI 53187-1607

Dear Chairman Drew:

On behalf of the over 150 members of the "Safety With Increased Freeway Transportation (SWIFT)" Coalition, I am writing to urge the Advisory Committee to preserve the freeway system reconstruction plan originally proposed by the Southeastern Wisconsin Regional Planning Commission (SEWRPC). Please share this letter with Advisory Committee members.

The SWIFT Coalition was formed just a week ago and has been growing at a rapid pace. I anticipate that many more metropolitan area companies will join the ranks in the weeks to come in order to support planning for expansion.

SWIFT supports planning additional lanes for all 127 miles of the freeway system for the following reasons:

- **The increased congestion on the freeway threatens the safety of drivers and passengers.** According to SEWRPC, rear-end accidents account for more than 70 percent of accidents on congested freeway segments. Furthermore, on congested freeways, rear-end accident rates increase 5 to 15 times. This increase in accident rates overloads our hospitals, doctors and nurses, emergency medical technicians and police officers.
- **The congestion on the freeway system results in a substantial economic loss.** According to SEWRPC, ninety percent of the daily traffic on the Milwaukee County freeway system consists of Milwaukee County residents (50 percent) or people traveling to and from Milwaukee County businesses and industries (40 percent). This traffic is made up of our employees, clients and customers. Dangerous and time-consuming travel on the freeway system only inhibits travel to and from the city, taking its toll on Milwaukee's economic vitality. We believe that additional lanes, along with other important improvements in our 30-year-old freeway system will benefit residents and businesses and encourage economic growth.
- **Traffic congestion increases air pollution.** The same level of traffic throughout the region is expected regardless of the addition of freeway lanes. Reconstructing the freeway system with more lanes will decrease traffic congestion and allow vehicles to operate more efficiently.

Safety With Increased Freeway Transportation

- **Additional lanes will not create more urban sprawl.** The argument that urban sprawl will be exacerbated because of an expansion of the freeway system is inflated and misguided. Making it more difficult for employees, clients and product distribution to arrive at a particular location forces businesses to locate in areas that are more easily accessible. Housing then generally follows employment centers outward.
- **Traffic congestion affects everyone's quality of life.** Congestion causes delays in deliveries, it hurts employee productivity, and diminishes the quality of life of our employees. Not only does the increased traffic congestion affect commuters but also those who live and work in the city. Increased traffic volume on the Interstates forces commuters to seek out other routes to get to their destinations. Therefore, freeway traffic spills over onto arterial and neighborhood roadways.
- **There is significant public support for expanding the freeway.** SEWRPC conducted a survey of over 15,000 households in Southeastern Wisconsin. Of those surveyed, 75 percent in the region, 78 percent in Milwaukee County and 76 percent in the City of Milwaukee support "adding freeway lanes in their county of residence".

SEWRPC anticipates that traffic congestion will nearly double by the year 2020. We need to design a system that works for the future, not simply make cosmetic changes to a system that is currently congested. It is more cost effective to plan to add lanes now in order to have an opportunity for federal funding in the future.

SEWRPC has even admitted in a recent article in the Milwaukee Daily Reporter on March 18th 2003 that removing the few miles of interstate expansion of the plan "makes a very minimal change to the estimated cost of reconstructing the freeway system. It has more congestion, more delays, more travel time, more reliability problems. That's clearly the tradeoff."

We are not willing to live with this tradeoff. We urge you to maintain the 127-mile freeway expansion component of SEWRPC's plan. We believe it is premature to eliminate such a critical recommendation in these early stages of the freeway reconstruction process. We appreciate your consideration of this request.

As always, we wish you continued success.

Sincerely,



Patti Wallner
President
Waukesha Area Chamber of Commerce

Attachment

S W I F T

Safety With Increased Freeway Transportation

A-I Custom Design, Inc.	David & Goliath Builders, Inc.	Metropolitan Builders Association
Advanced Energy Concepts	Dennis Russell Appraisal Services Inc.	Michael Casper Architect Ltd.
Advanced Energy of Wisconsin	Designer's Touch, Inc.	Michael Hasenstab Custom Homes, Inc.
AIM Services	Ditch Witch Midwest	Midwest Drywall Supply
AJ Heinen, Inc.	Doughty's Asphalt Spraying, Inc.	Miller Custom Homes
Alby Materials	E&B Insulation	Milt Chamo & Associates, Inc.
Altron Inc	Economy Lighting Design Showroom	Milwaukee Lawn Sprinkler Corp.
American Bin & Conveyor	Embassy Homes	Milwaukee Stove & Furnace Supply
Amwood Homes	Everyday Waterproofing	Moseland RNT Group, Ltd.
Anders, Inc.	Exclusive Millwork	Morningstar Golfers Club
Armstrong Development, LLC	Fels Construction	New Berlin Redi-Mix
Arrowood Inc.	Fiduciary Real Estate Development	New Vision Homes, LLC
Avid Homes, LLC	First Class Window Cleaning	On-Hold Marketing Group of WI
B&B General Contractors	First Step Builders, Inc.	Onyx Waste Services - Hartland
Barentz Builders	Foster Group, Ltd	Ottawa Ready Mix
Barrett Moving & Storage Co.	Freeman Group	Otto Nelson & Sons, Inc.
Bay View Plumbing	Gas Light Homes Inc.	Park Ridge Development
Becker Boiler Co. Inc.	GeoTest, Inc.	Patio Enclosures, Inc.
Beilinski Homes	Gild Construction	Perma-Structo
Better Living Center	Guthrie & Frey	Pitzen Remodeling Design, Ltd.
Bielinski Homes	Hardy-Marlow, Inc.	Polaris Properties, LLC
Bob's Glass Service	Harmony Homes Inc.	Precision Gears, Inc.
Boucher Chevrolet	Heisen Designr	Press-Weld Corp
Boulevard Moving & Storage Co., Inc.	Heritage Printing	Professional Pressure Cleaning
Bradley Building Corp.	Holcim US	Quality Heating & Sheet Metal
Brett Skarr D.D.S	Homes Supply & Building Materials, Inc.	Ralph Green Realtors/Builders, Inc.
Brillo Home Improvements	Hucke Drywall	RENCO
Broadlands Golf Club	Integrity Printing & Graphics	Reprographic Technologies
Buckley Ttu Service, Inc.	James Craig Builders, Inc	Retirement Planning Corp
Burback Builders LLC	JDJ Builders, Inc.	Richards Building Supply
Burkholz Builders Inc.	JDS Citgo Mart Inc.	Riebrau's Cabinets, Ltd.
C.M.I.C.	JEC Construction, Inc.	Robak Associates, Inc.
Cardinal Fabricating Corporation	Jeff Horwath Family Builders, Inc.	ROMAC Corp of WI
Carity Land Corp.	JFK Builders, Inc.	Russo Construction
CEMEX	John R. Glowacki Group - NMPN	Select Inn of Waukesha
Central Machine Inc.	K.G. Stevens, Inc.	SETI Acme Mechell co
Central Ready Mix	KHLH Inc.	Sindie Law Offices
Century Fence	Kings Way Homes	Somers Builders Inc.
Coach USA	Kosler & Company, S.C.	Spoke Construction
Coello & Associates, Inc.	Lakeside Tile & Stone	Spring City Electric, Inc
Comerstone Consulting	Lawrence W. Babb, Inc.	Springfield Realty Co
Coventry Homes	Lifetime Homes, Inc.	Sprosty-Carter Construction
Cream City Construction	Light Unlimited	St. Mary's Cement Co
Createscape Landscaping Services Inc.	Mail Boxes Etc./The UPS Store	Stearns Lighting Sales
Creative Wood Products, Inc.	Marx Masonry	Steve Dombrock & Co
Custom Marble Products, Inc.	Masterpiece Homes Inc.	Stone Oak Landscapes
Cutting Edge of Ozaukee County, Inc.	MC2 Incorporated	Stonewood Companies Realty

Summit Acres II, Inc.
tempPLUS Staffing Services
Tractor Loader Sales Inc.
Trinity Disposal Services, LLC
Trustway Homes
Victor Construction, Inc.
Vulcan Materials Company
W.O.W. Distributing Co., Inc.
Wade Design & Construction
Wallner Builders
Walls Are Us
Waukesha Area Chamber of Commerce
Waukesha State Bank
William Ryan Homes
Winters Group, The
Wisconsin Home Improvement Co.
Wisconsin Medi Spa
Woodhaven Homes & Realty
Zach Building Co.
Zignego Ready Mix, Inc
ZWS Environmental Services
Zywicki Builders, Inc.
2000 Development Corporation



Greater Milwaukee Association of
REALTORS®

Wednesday, April 02, 2003

William Drew
Chairman, SEWRPC
P.O. Box 1607
Waukesha, WI 53187-1607

Dear Mr. Drew,

The Board of Directors of the Greater Milwaukee Association of REALTORS® is in support of SEWRPC's proposal to rebuild the Southeastern Wisconsin freeway system.

As a SEWRPC study shows, the full implementation of all the mitigation policies and programs would only reduce the growth in traffic volume by about 3%, to say nothing about cutting into existing volume. Therefore, to encourage economic growth and accommodate the increase in automotive traffic volume and congestion, the GMAR is in favor of the proposed freeway improvement plan.

At this time, there are no competing plans that comprehensively show how the increase in traffic volume would be adequately accommodated by other routes or modes. If, at some point in time, alternative plans are presented, the GMAR will take them into consideration.

Thank you for your time and consideration. Please feel free to contact me, or Mike Ruzicka, President of the GMAR, if you have any questions.

Sincerely,

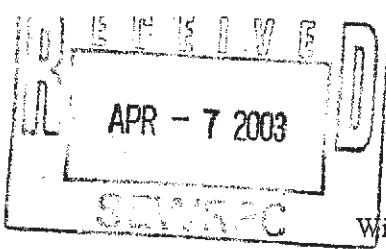
A handwritten signature in black ink, appearing to read 'Bob LaFond'.

Bob LaFond
Chairman

cc: Southeastern WI Regional Freeway System Advisory Committee Members
Phil Evenson, Executive Director, SEWRPC



U.S. Department
of Transportation
**Federal Highway
Administration**



Wisconsin Division

Highpoint Office Park
567 D'Onofrio Drive
Madison, Wisconsin 53719-2844
608-829-7500

April 2, 2003

HDA-WI

Mr. Philip C. Evenson, Executive Director
Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, WI 53187-1607

Subject: FHWA Representation on SEWRPC Advisory Committees

Dear Mr. Evenson:

I appreciate the opportunity that the Southeastern Wisconsin Regional Planning Commission has given the Federal Highway Administration to participate on the technical and advisory committees for the southeastern Wisconsin regional freeway reconstruction study. We view the FHWA's role in regional transportation planning studies to be that of a resource to inform and guide decisions as they relate to federal-aid requirements, national and regional interests, and technical issues.

The FHWA finds that the SEWRPC freeway reconstruction study adequately analyzed and addressed the systems planning level needs of the freeway system. I choose to abstain from the Advisory Committee vote on the final study recommendation because the vote keys on inclusion or omission of roadway widening within specific sections of the system, which I view to be a local decision.

Thank you for providing FHWA membership opportunities on SEWRPC advisory and technical committees. I look forward to continuing our partnership with SEWRPC, WisDOT, and local communities in providing Southeastern Wisconsin with transportation infrastructure and choices that serve the public's needs.

Sincerely,

Bruce E. Matzke
Division Administrator