

Transportation, Public Works and Transit Committee on 2021-05-05 9:00 AM - VIRTUAL MEETING

This meeting will be live-streamed on the County Legislative Information Center:

<https://milwaukeecounty.legistar.com/Calendar.aspx>

Meeting Time: 05-05-21 09:00

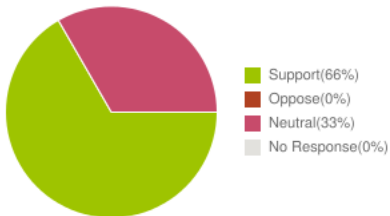
eComments Report

Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
Transportation, Public Works and Transit Committee on 2021-05-05 9:00 AM - VIRTUAL MEETING This meeting will be live-streamed on the County Legislative Information Center: https://milwaukeecounty.legistar.com/Calendar.aspx	05-05-21 09:00	32	3	2	0	1

Sentiments for All Meetings

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment



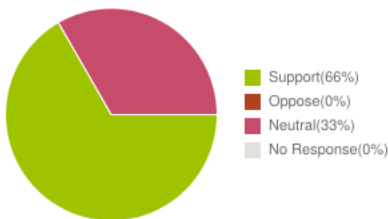
Transportation, Public Works and Transit Committee on 2021-05-05 9:00 AM - VIRTUAL MEETING
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 05-05-21 09:00

Agenda Name	Comments	Support	Oppose	Neutral
4 21-355 From the Director, Department of Transportation, Providing a Project Overview and Presentation on the I-94 East-West Corridor Project in an Informational Report (INFORMATIONAL ONLY UNLESS OTHERWISE DIRECTED BY THE COMMITTEE)	1	0	0	1
12 21-378 A resolution reaffirming Milwaukee County's opposition to further expansion of Interstate 94 (I-94) (04/22/21 County Board Meeting: Referred to the Committee on Transportation, Public Works, and Transit)	2	2	0	0

Sentiments for All Agenda Items

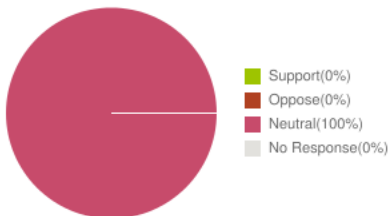
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Overall Sentiment



Agenda Item: eComments for 4 21-355 From the Director, Department of Transportation, Providing a Project Overview and Presentation on the I-94 East-West Corridor Project in an Informational Report (INFORMATIONAL ONLY UNLESS OTHERWISE DIRECTED BY THE COMMITTEE)

Overall Sentiment



Gretchen Schuldt

Location:

Submitted At: 10:18am 05-05-21

What criteria was used to label a particular group "anti-highway"?

How did they get to the needed 25% reduction? Can WisDOT supply the calculations?

If this facility is so heavily locally used, why do Waukesha County businesses care so much about it? Then what business is it of theirs?

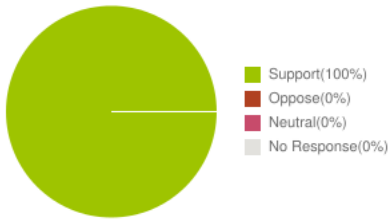
What role did FHWA play in their decision to improve their study process? Why didn't WisDOT do this before groups complained to FHWA?

What is the basis for the 10,000 job estimate? What is the FTE? What kind of jobs?

Does he really believe making the Stadium Interchange 25 feet taller won't effect the Story Hill neighborhood? Or the three-lane frontage road?

Agenda Item: eComments for 12 21-378 A resolution reaffirming Milwaukee County's opposition to further expansion of Interstate 94 (I-94) (04/22/21 County Board Meeting: Referred to the Committee on Transportation, Public Works, and Transit)

Overall Sentiment



Gretchen Schuldt

Location:

Submitted At: 9:12am 05-05-21

Please make the letter I sent to all members of the committee a part of the record.

Also would like to draw the committee's attention to this story in the Washington Post headlined "Deadly air pollutant 'disproportionately and systematically' harms Americans of color, study finds." The story is at <https://www.washingtonpost.com/climate-environment/2021/04/28/environmental-justice-pollution/>

Questions: Who paid for the Public Opinion Strategies poll? What were the questions? Can we get more detail on methodology? The firm generally works for Republicans and has been accused in the past of push polling, or phrasing questions to get a desired answer.

WisDOT, in its presentation, said some groups opposing the expansion project are "anti-highway." What is the agency's criteria for so labeling a group? (Every person I've talked to acknowledges the need for reconstruction, but not expansion.)

I have been to two meeting held by WisDOT. Support for sound walls was NOT expressed at either. There may be support if the choice is never sleeping because of the noise from a wider freeway and all the frontage roads or a sound walls, but generally people have opposed expansion.

The footprint is important, but so is the height of the socks. The Interchange would be 25 feet taller than the existing one and would send more pollution floating into surrounding neighborhoods. (In Story Hill, the freeway is BELOW the height of the bluff. WisDOT's plan would elevate the Interchange above the bluff.)

3,333 jobs per mile? Really? Are they all construction jobs? How many FTEs? What is the basis of that figure? How is it calculated?

WisDOT, at meetings I have attended, is the one that says taking traffic off local roads is a good thing. It certainly doesn't help businesses that rely on that traffic to survive.

Thank you.

Gretchen Schuldt

Joyce Ellwanger

Location:

Submitted At: 10:03am 05-04-21

This resolution was adopted by a 16-1 vote at the last Board meeting. Since then Lt. Gov. Mandela Barnes has issued a public statement in opposition to the expansion of I-94 and WisDOT, in consultation with the Federal Highway Administration has agreed to revisit their EIS to include current conditions. This will open up the discussion and public input County Executive Crowley has expressed concern about. Opposition from the community has helped and your support of the resolution opposing expansion will also help to advance a fuller opportunity for community input. Milwaukee County is pledged to examine each resolution you adopt through the lens of racial equity. If you look at who the winners and who the losers have been in the building of I-94 it is clear that communities of color have suffered for the benefit of those outside Milwaukee. The expansion proposed continues the disparities that you are committed to protecting. Please vote to support this resolution.