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PUBLIC MEETING  
IN RE  
WEST WAUKESHA BYPASS STUDY

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TRANSCRIPT OF PROCEEDINGS, before  
SHEILA FINNEGAN-MARTINEZ, a Registered Professional  
Reporter and Notary Public in and for the State of  
Wisconsin, at Waukesha North High School, 2222 North  
Michigan Avenue, Auditorium, Waukesha, Wisconsin, on  
November 13, 2012, commencing at 5:00 p.m. and  
concluding at 8:00 p.m.

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## A P P E A R A N C E S

Paul L. Decker and David W. Swan,  
Waukesha County Supervisor Board Members;  
Charlie Webb and Zach Bentzler, CH2M Hill.

\* \* \* \* \*

## E X H I B I T S

- No. 1 - West Waukesha Bypass Draft Environmental Impact Statement Waukesha County Department Of Public Works I.D. 2788-01-00, Public Hearing Handout, November 2012
- No. 2 - Draft Environmental Impact Statement Project I.D. 2788-01-00
- No. 3 - Affidavit Of Publication, State Of Wisconsin Circuit Court Waukesha County Proof Of Publication
- No. 4 - Brochure Titled "The Rights Of Landowners Under Wisconsin Eminent Domain Law"
- No. 5 - Packet Titled "Wisconsin Relocation Rights, Business, Farm And Nonprofit Organizations"
- No. 6 - Packet Titled "Wisconsin Relocation Rights Residential"

\* \* \* \* \*

Disposition Of Original Exhibit/s:  
Retained By Charlie Webb

\* \* \* \* \*

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1 TRANSCRIPT OF PROCEEDINGS

2 (Exhibit Nos. 1 through 6 were marked.)

05:03 3 SUPERVISOR DECKER: Good evening. We're  
05:03 4 going to call to order the West Waukesha Bypass  
05:03 5 Hearing. My name is Paul Decker. I am the  
05:03 6 Waukesha County Board Chairman. My role tonight is  
05:03 7 to serve as the chairman of the public hearing.  
05:03 8 Throughout the various rooms, we have with us  
05:03 9 today, you will find the project staff all  
05:03 10 identified by name tags, and they will help you  
05:03 11 with any questions. This is not the forum for  
05:03 12 questions. At the table near the entrance to this  
05:03 13 room is Zach Bentzler, who is here to take your  
05:03 14 speaker registration slips, if you choose to  
05:03 15 address the panel.

05:03 16 In accordance with public information  
05:03 17 requirements -- public hearing requirements, I will  
05:03 18 take a few minutes to read required information  
05:03 19 into the public hearing record. Please bear with  
05:03 20 me while this is being done.

05:04 21 This hearing is being conducted on behalf  
05:04 22 of Waukesha County as part of the comprehensive  
05:04 23 consideration of the proposed alternatives and  
05:04 24 Draft Environmental Impact Statement for the West  
05:04 25 Waukesha Bypass. The objective of this hearing is

05:04 1 to give you full opportunity to express your  
05:04 2 opinions on these aspects of the project. The  
05:04 3 objective of this hearing is to give you full  
05:04 4 opportunity to express your opinions about the  
05:04 5 aspects of this proposal, addressed in the Draft  
05:04 6 Environmental Impact Statement. You may also  
05:04 7 present questions as part of your testimony for  
05:04 8 consideration as a total concept of the proposal is  
05:04 9 reviewed prior to arriving at a decision.

05:04 10 If you wish answers to questions or  
05:04 11 clarification of any aspect of this proposal, you  
05:04 12 may meet with staff outside the auditorium, or you  
05:04 13 may contact them at the addresses or phone numbers  
05:04 14 listed in the hearing packet.

05:04 15 I emphasize that the hearing has the  
05:04 16 basic purpose of getting the most complete  
05:04 17 expression of public opinion and your individual  
05:05 18 viewpoints on record so they can be considered  
05:05 19 along with all other judgments and opinions to be  
05:05 20 reviewed by Waukesha County and the Wisconsin  
05:05 21 Department of Transportation before further  
05:05 22 decisions are made.

05:05 23 We will now proceed by having the  
05:05 24 official notice of hearing and the other articles  
05:05 25 entered into the record, after which I will call

05:05 1 upon the staff to identify and describe the  
05:05 2 exhibits before you and to present this project.  
05:05 3 Following this, I will call anyone who may have an  
05:05 4 interest in this project and wishes to present  
05:05 5 individual evidence or views. I would like to call  
05:05 6 your attention to the speaker registration slips  
05:05 7 available at the table at the entrance of this  
05:05 8 room. Anyone wishing to testify should fill out  
05:05 9 and return to Zach at the registration table. If  
05:05 10 you would rather not make an oral statement, you  
05:05 11 may submit a written statement, which will be also  
05:05 12 entered into the record. You may also give your  
05:05 13 testimony to any of the court reporters available  
05:05 14 in the two classrooms outside the auditorium, and  
05:05 15 they are in Room 503 and the west lecture room,  
05:06 16 which is right next door.

05:06 17 Written statements or other exhibits in  
05:06 18 place or in addition to the testimony presented at  
05:06 19 this public hearing will be included in the  
05:06 20 official hearing transcript if postmarked no later  
05:06 21 than December 10th, 2012. Mail this additional  
05:06 22 testimony by using the pre-addressed mailer  
05:06 23 available on the back of the handout packet given  
05:06 24 to you by Mr. Gary Evans at the Waukesha County  
05:06 25 Department of Public Works at the address listed in

05:06 1 the handout packet.

05:06 2 At this time, I would like to introduce  
05:06 3 the court reporter, and she is to my right,  
05:06 4 Sheila Finnegan-Martinez with Brown & Jones  
05:06 5 Reporting -- thank you for being here, Sheila --  
05:06 6 who is taking down these proceedings for the  
05:06 7 official record. If you would like to also obtain  
05:06 8 a copy of the transcript of this hearing, you can  
05:06 9 make arrangements with her to do so after the  
05:06 10 hearing. Two additional court reporters, also with  
05:06 11 Brown & Jones Reporting, are stationed in the two  
05:06 12 classrooms adjacent to the auditorium.

05:07 13 At this time, it's my pleasure to  
05:07 14 introduce Charlie Webb, who will submit information  
05:07 15 for the record.

05:07 16 MR. WEBB: Thank you, Supervisor Decker.  
05:07 17 I would like to enter several articles into the  
05:07 18 record. The legal notice for this hearing was  
05:07 19 published in the Waukesha Freeman. Its purpose was  
05:07 20 to advertise the hearing, announce where additional  
05:07 21 information could be obtained, and invite all  
05:07 22 interested persons to attend. Copies of the notice  
05:07 23 were sent to many state and federal agencies and  
05:07 24 elected representatives and others that have  
05:07 25 requested that they be made a part of the mailing



05:07 1 list for the proposal. In addition to the formal  
05:07 2 notices, news releases were sent to various news  
05:07 3 media to further announce this hearing. Ads were  
05:07 4 placed in the Milwaukee Journal Sentinel and the  
05:07 5 Waukesha Freeman, and a newsletter was sent to  
05:07 6 2,600 addresses. The Draft Environmental Impact  
05:07 7 Statement for this project proposal has been made  
05:07 8 available to the public, and copies are here for  
05:07 9 your review.

05:07 10 Three brochures are available to persons  
05:07 11 in attendance this evening. Two of them describe  
05:08 12 the rights of landowners under Wisconsin's Eminent  
05:08 13 Domain Law, one is for residential property, and  
05:08 14 the other for business property. The third  
05:08 15 brochure describes a citizen's right to payments  
05:08 16 and assistance under Wisconsin Relocation Law. Any  
05:08 17 person whose property may be affected by the  
05:08 18 proposed improvement is encouraged to pick up  
05:08 19 copies of these brochures. Further information on  
05:08 20 property acquisition and relocation assistance may  
05:08 21 be obtained by contacting the Waukesha County  
05:08 22 Department of Public Works at the address listed in  
05:08 23 the handout packet.

05:08 24 Also made available to you today is a  
05:08 25 handout packet that contains a project statement

05:08 1 about the proposal. Included in the packet is a  
05:08 2 sheet listing the names, addresses, and phone  
05:08 3 numbers of persons to contact regarding any aspect  
05:08 4 of this proposal.

05:08 5 Photos of the exhibits being shown  
05:08 6 tonight will be placed into the record after the  
05:08 7 hearing.

05:08 8 Mr. Chairman, I request that the  
05:09 9 published notice, Environmental Impact Statement,  
05:09 10 brochures and the handout packet be entered into  
05:09 11 the record as exhibits.

05:09 12 SUPERVISOR DECKER: So stated. So moved.

05:09 13 MR. WEBB: I will now read the project  
05:09 14 statement.

05:09 15 Waukesha County has undertaken an  
05:09 16 environmental and engineering analysis of the  
05:09 17 proposed West Waukesha Bypass. In the hearing  
05:09 18 packet tonight, you will find a detailed  
05:09 19 description of the purpose and need for the  
05:09 20 project, a description of all hearing exhibits and  
05:09 21 handout materials, the extent of property  
05:09 22 acquisitions and impacts, the nature of the  
05:09 23 relocation and acquisition program, and a  
05:09 24 description of all alternatives.

05:09 25 The alternatives under consideration

05:09 1 include the No-Build alternative, the  
05:09 2 Sunset-to-County-X Alternative, the Pebble Creek  
05:09 3 West Alternative, and the Pebble Creek Far West  
05:09 4 Alternative. The alternatives have varying degrees  
05:09 5 of impacts to the built and natural environment,  
05:09 6 which are detailed in the handout packet and the  
05:09 7 Draft Environmental Impact Statement. Exhibits  
05:09 8 include detailed designs for each alternative under  
05:10 9 discussion, the purpose and need for the project,  
05:10 10 including traffic and crash data, and a comparison  
05:10 11 of impacts.

05:10 12 Before any property acquisition  
05:10 13 activities are initiated, the Waukesha County  
05:10 14 Department of Public Works' real estate staff will  
05:10 15 contact the property owner to explain the details  
05:10 16 of the acquisition process and Wisconsin's Eminent  
05:10 17 Domain Law. All properties to be acquired will be  
05:10 18 inspected and appraised by one or more professional  
05:10 19 appraisers. The property owner will be asked to  
05:10 20 accompany the appraiser during the inspection of  
05:10 21 the property to be acquired, to assure that its  
05:10 22 value is recognized in the appraisal. Based upon  
05:10 23 the appraisal or appraisals made, the fair market  
05:10 24 value of the property to be acquired will be  
05:10 25 determined, and that amount will be offered to the

05:10 1 owner.

05:10 2 Relocation assistance will be made  
05:10 3 available to anyone displaced by this project. In  
05:10 4 this regard, a survey of available housing  
05:10 5 relocations was made in June of 2012. These  
05:10 6 surveys indicate that there will be sufficient  
05:10 7 housing available in the project vicinity at the  
05:11 8 time of the proposed relocations, within the means  
05:11 9 of the relocatee's and meeting the requirements for  
05:11 10 replacement housing.

05:11 11 The relocation assistance brochures made  
05:11 12 available to you today have been prepared to answer  
05:11 13 many of the general questions frequently asked  
05:11 14 concerning relocation assistance. Note that in  
05:11 15 addition to the cost of replacement housing and  
05:11 16 business locations, additional moneys are available  
05:11 17 to cover moving expenses, increased rental and  
05:11 18 mortgage payments and interest rates, and any  
05:11 19 closing costs incurred.

05:11 20 It is emphasized that no person shall be  
05:11 21 required to vacate until a comparable replacement  
05:11 22 property is made available. In the event a  
05:11 23 relocated person is dissatisfied with the decision  
05:11 24 as to eligibility for payments or amounts offered  
05:11 25 under the relocation assistance program, he or she

05:11 1 will be promptly advised of the procedure to follow  
05:11 2 in making an appeal.

05:11 3 If a build alternative is selected,  
05:11 4 property acquisition for this project is scheduled  
05:11 5 to begin in 2013. Depending upon the availability  
05:12 6 of funds and the anticipated completion of  
05:12 7 relocations by 2014, construction can begin in  
05:12 8 2015.

05:12 9 The West Waukesha Bypass study area is  
05:12 10 currently located within the mapped 100-year flood  
05:12 11 plain of Pebble Creek. Construction of the West  
05:12 12 Waukesha Bypass flood plain crossings would be  
05:12 13 consistent with local flood plain management goals  
05:12 14 and objectives. Additional detail can be found in  
05:12 15 the draft EIS in Section 3.14.2, Flood Plain  
05:12 16 Impacts.

05:12 17 SUPERVISOR DECKER: Thank you very much,  
05:12 18 Mr. Webb.

05:12 19 Members of the public are now invited to  
05:12 20 present testimony to the panel. Testimony should  
05:12 21 be pertinent to the West Waukesha Bypass study and  
05:12 22 the Draft Environmental Impact Statement only.  
05:12 23 Individuals who would like to present testimony to  
05:12 24 the panel should fill out a registration slip  
05:12 25 available at the front desk when you walk in and

05:12 1 talk to Zach. Presenters will be called in the  
05:12 2 order in which their registration slips were turned  
05:12 3 in to the registration table. Presenters should  
05:13 4 limit themselves to three minutes to allow everyone  
05:13 5 to speak.

05:13 6 When your name is called, please be  
05:13 7 prepared to approach the microphone over here.  
05:13 8 Please state your name, address and, if  
05:13 9 appropriate, the organization you represent.  
05:13 10 Individuals who prefer to provide testimony  
05:13 11 one-on-one to court reporters, again, are in  
05:13 12 Room 503 and the west lecture room right next door.  
05:13 13 If you would like to have written testimony, it's  
05:13 14 also welcome and must be postmarked, emailed, or  
05:13 15 faxed to the location in the handout no later than  
05:13 16 December 10th, 2012, to become part of the hearing  
05:13 17 record. All testimony, whether written or spoken,  
05:13 18 will be considered equally.

05:13 19 I would also like to recognize as we  
05:13 20 usually try to that there are other members of the  
05:13 21 county board here, the chairman of the  
05:13 22 Public Works' Committee, Dave Swan, is with us; as  
05:13 23 well as Supervisor Fritz Ruf is also with us.  
05:13 24 Also, the head of Department of Public Works,  
05:14 25 Allison Bussler, is also here. So if you have any

05:14 1 questions, there are people here that can help you,  
05:14 2 and she can direct them to other people in the  
05:14 3 lobby.

05:14 4 I would now like to call on our first  
05:14 5 presenter, which is Janet Pace. Janet.

05:14 6 MS. PACE: This has been going on for  
05:14 7 over 50-some years. I was at a meeting 50-some  
05:14 8 years ago when the people in Merrill Hills came  
05:14 9 with lawyers, and this was stopped. We also called  
05:14 10 Mrs. Husselman; I think her name was Joanna  
05:14 11 Husselman, who was a state representative at the  
05:14 12 time. And at the time, she told us that if the  
05:14 13 land was held for more than 40 years -- it was not  
05:14 14 made into a road -- it went back to the people that  
05:15 15 owned the land. Now, then, they said, "Oh, well  
05:15 16 the state has changed this now. It has to go --  
05:15 17 now it's going to the City of Pewaukee."

05:15 18 Why in the world do you really want to  
05:15 19 put a bypass like this through two cities, now,  
05:15 20 that have been all built up? I think this is  
05:15 21 absolutely ridiculous, when you could go five  
05:15 22 minutes down the road and go on 83 and go and hit  
05:15 23 59 and 43. And he'll -- Mr. Ruf will also say that  
05:15 24 I was -- that he was also at the meeting to stop  
05:15 25 this.

05:15 1 This is too much money to spend now.  
05:15 2 It's going to lower our property tax -- property  
05:15 3 assessments, and the taxes are going to be going  
05:15 4 higher because of this. And what about all the  
05:15 5 smell from all these diesel trucks? When they  
05:15 6 started this, they said it was because they wanted  
05:15 7 it through because of Roundy's had that big center  
05:15 8 over on Sunset Drive. What do they do; they moved  
05:16 9 out. I think enough is enough, and this should not  
05:16 10 be done.

05:16 11 SUPERVISOR DECKER: Thank you. Please  
05:16 12 recognize -- because this is a public hearing,  
05:16 13 please recognize that any comments or applause --  
05:16 14 please hold that. I would also like to recognize  
05:16 15 Supervisor Jennifer Grant has joined us, as well.

05:16 16 Our next speaker I will call -- as we  
05:16 17 have a number of you -- I will call the next  
05:16 18 speaker as well as the person behind them so that  
05:16 19 we can be ready to go and keep this going.

05:16 20 Our next speaker is Michael Houk from  
05:16 21 Waukesha. And after that will be Jim Young.  
05:16 22 Michael.

05:16 23 MR. HOUK: Yes, sir. My name is Pastor  
05:16 24 Michael Houk. I am pastor at Apostolic Life  
05:16 25 Tabernacle on TT and the corner of Green Lane. I



05:16 1 have been there 24 years, and I have -- as this  
05:16 2 lady said -- seen many different things come. But  
05:16 3 I have prepared a letter for your consideration  
05:16 4 today.

05:17 5 I would like to share this opportunity to  
05:17 6 express our concerns and blessings about the  
05:17 7 proposed West Waukesha Bypass. The preamble of the  
05:17 8 National Environmental Policy Act of 1969 states  
05:17 9 its purpose is to declare national policy, which  
05:17 10 will encourage productive and enjoyable harmony  
05:17 11 between man and his environment. It will ignore  
05:17 12 efforts which will prevent or eliminate damage to  
05:17 13 the environment and biosphere and stimulate the  
05:17 14 health and welfare of man, to enrich the  
05:17 15 understanding of the ecological system and the  
05:17 16 natural resources important to the nation.

05:17 17 First, I would like to state that I agree  
05:17 18 with the spirit in which this preamble was written.  
05:17 19 I wish to encourage productive and enjoyable  
05:17 20 harmony between man and the environment. I feel as  
05:17 21 many people who live and work and play and worship  
05:17 22 in the southwest Waukesha area, that a bypass is a  
05:17 23 necessity for the future of the area's growth and  
05:18 24 safety. Merrill Hills Road has become increasingly  
05:18 25 more dangerous to navigate over the 23-and-a-half

05:18 1 years I pastored the church on it. I daily almost  
05:18 2 get ran over turning into the parking lot.

05:18 3 So as I embrace the future and the  
05:18 4 project, but not without concerns, just as the  
05:18 5 Blanding's turtle and the Butler garter snake, who  
05:18 6 have occupied this area, wetlands, for decades, we  
05:18 7 have enjoyed the area and its easy access to  
05:18 8 Highway TT. This access has allowed our church  
05:18 9 family to grow, and I've witnessed this prosperity  
05:18 10 in all the businesses surrounding our property.

05:18 11 For many years, I've anticipated a bypass  
05:18 12 project in hopes that this would further connect  
05:18 13 our church to the greater Waukesha area with the  
05:18 14 easy access to the main arterial roadways. Now I  
05:18 15 have lost some hope in that dream.

05:18 16 As proposed in the new bypass, it would  
05:18 17 completely close and terminate Merrill Hills Road  
05:19 18 and County TT, effectively creating a cul-de-sac  
05:19 19 out of a prosperous through-way directly in front  
05:19 20 of our property. This creates a great fear in me,  
05:19 21 and also many of the property owners around me, who  
05:19 22 derive their income and livelihood by strategically  
05:19 23 placing our business adjacent to the main source of  
05:19 24 traffic.

05:19 25 This would be vastly unproductive for any

05:19 1 business or our church. The negative impact of the  
05:19 2 property value, which will, no doubt, will be  
05:19 3 irreversible the moment that TT is shut down  
05:19 4 completely for the last time. We have already felt  
05:19 5 this impact by the way of a very measurable \$3,500  
05:19 6 financial loss per month because our property is  
05:19 7 currently for sale, but no buyer wants to invest in  
05:19 8 the business of church property with an uncertain  
05:19 9 future of accessibility. With the bridge  
05:19 10 construction --

05:19 11 SUPERVISOR DECKER: Thank you Mr. Houk.  
05:19 12 I'm sorry. Three minutes. Jim Young, followed by  
05:19 13 Bob Tallinger, Senior.

05:20 14 MR. YOUNG: Good evening. My name is  
05:20 15 Jim Young. I live at Kisdon Hill Drive. I just  
05:20 16 have a couple quick comments.

05:20 17 One is that I see these alternatives for  
05:20 18 No-Build, West Bypass, da, da, da. I've seen  
05:20 19 nothing with an improvement of the current road.  
05:20 20 That should have been done with as much excitement  
05:20 21 as the rest of it, and it wasn't done; It doesn't  
05:20 22 appear to be to us, the citizens.

05:20 23 You can remember, not long ago, we got  
05:20 24 ObamaCare shoved down our throats. We certainly  
05:20 25 don't want this road shoved down our throat. Thank

05:20 1 you.

05:20 2 SUPERVISOR DECKER: Okay. Bob Tallinger,  
05:20 3 followed by Ron Rydberg.

05:20 4 MR. TALLINGER: Thank you. I've been  
05:20 5 concerned about the road on the west end that you  
05:20 6 want to put into the hill of the road that is there  
05:20 7 now. You're going to be tearing, I know, one house  
05:21 8 down, and these people have lived there longer than  
05:21 9 I've lived next to them, and it isn't fair to these  
05:21 10 people to take something and turn it to settle for  
05:21 11 somebody else that wants to do something. I think  
05:21 12 that if you would run the place down St. Paul  
05:21 13 Avenue, turn to the north, or to the west, and then  
05:21 14 it would go up, and after it gets close -- far away  
05:21 15 from the hill, go across that farm lot and go  
05:21 16 through it.

05:21 17 It's not fair to us people because we all  
05:21 18 built or bought out there because we wanted it to  
05:21 19 be quiet, and with the trucks that are 54-feet  
05:21 20 long, the trailers alone, they're driving down  
05:21 21 there right now on the roads that we have. And if  
05:21 22 you're going to go and spend so much money to put  
05:21 23 in a road that you don't even need, I think it's  
05:21 24 not fair to the taxpayers, so I'm against it. I  
05:22 25 think that it's a wrong thing.

05:22 1 This started in 1957, and it was supposed  
05:22 2 to have been done, and no one did anything about  
05:22 3 making it done. And who is really pushing this  
05:22 4 thing, and who is going to benefit? People riding  
05:22 5 in trucks and race cars and everything else, and  
05:22 6 what about the people that live along it? It isn't  
05:22 7 fair to them. Thank you.

05:22 8 SUPERVISOR DECKER: Thank you. Ron  
05:22 9 Rydberg, followed by Steve Schmuki.

05:22 10 MR. RYDBERG: My name is Ron Rydberg. I  
05:22 11 live in the city. I'm a former county supervisor.  
05:22 12 I've been interested in this project for a number  
05:22 13 of years. Unfortunately, this is the first of  
05:22 14 these hearings that I've been to.

05:22 15 I must say I'm shocked and stunned that  
05:22 16 there is no consideration in any -- in these  
05:22 17 alternatives to a two-lane highway with  
05:23 18 improvements on it. It seems to me unconscionable  
05:23 19 that the government, or an engineering  
05:23 20 organization, would leap from No-Build to these  
05:23 21 four-lane gigantic structures. And while I do  
05:23 22 support the idea of drastic improvements on that  
05:23 23 road, I don't get -- I'm not convinced that any of  
05:23 24 these four-lane alternatives is what is really  
05:23 25 needed. I would like to at least see some evidence

05:23 1 of that, and I don't see that now because I cannot  
05:23 2 compare to a two-lane alternative with  
05:23 3 improvements. Thank you.

05:23 4 SUPERVISOR DECKER: Thank you. Thank you  
05:23 5 very much. Steve, who will be followed by Jeff  
05:23 6 Hoffman.

05:23 7 MR. SCHMUKI: Good evening.  
05:23 8 Steve Schmuki. I am the president of the  
05:23 9 Waukesha County Environmental Action League, but I  
05:23 10 would like to make it very clear for the record I  
05:24 11 am not speaking on behalf of that organization. I  
05:24 12 am here in my individual capacity.

05:24 13 And I would just like to note for the  
05:24 14 record, number one, that in keeping this  
05:24 15 transparent, that I was a member of the State  
05:24 16 Builders Group on behalf of the Environmental  
05:24 17 Action League. But, again, I'm not speaking on  
05:24 18 behalf of WEAL. WEAL will be making written  
05:24 19 comments, lengthy written comments for the record,  
05:24 20 before the closing of the record.

05:24 21 On my own behalf, I would like to  
05:24 22 comment. I've lived in Waukesha all my life, born  
05:24 23 and raised here. I have seen numerous renditions  
05:24 24 of that bypass come and go. I have opposed every  
05:24 25 one, for many of the same reasons. The faces and

05:24 1 the people may change, but the road remains the  
05:24 2 same. And the reality is that I have never seen a  
05:24 3 needs analysis that has proven to me that there  
05:25 4 aren't other alternatives and other ways to do  
05:25 5 this.

05:25 6 This road is going to degrade a sensitive  
05:25 7 wetland on the south end where it will connect to  
05:25 8 Highway 59. I, as an individual, have traversed  
05:25 9 that land all my years as an interested citizen in  
05:25 10 biology and ecology. It's a wonderful area, and  
05:25 11 this road is going to do irreparable damage to it.  
05:25 12 It also is going to irreparably divide  
05:25 13 neighborhoods that have since been built up, even  
05:25 14 since the mapping of this road. Those people that  
05:25 15 live in those neighborhoods have legitimate reasons  
05:25 16 to also be concerned, and I think those are issues  
05:25 17 that need to be addressed.

05:25 18 The cost of this road; some individuals  
05:25 19 have already spoken to that, and I'm sure you will  
05:25 20 hear more about it. In these budgetary times where  
05:26 21 we are constrained with deficits, it seems crazy to  
05:26 22 me that we're spending the kind of dollars we are  
05:26 23 to create ribbons of concrete that divide  
05:26 24 neighbors, degrade our environment, and benefit  
05:26 25 selected special interests over taxpayers and

05:26 1 citizens. It seems crazy that we're doing that.

05:26 2 Those are my personal comments. I thank  
05:26 3 you for your attention. I appreciate the  
05:26 4 opportunity to be here and look forward to the end  
05:26 5 result. Thank you.

05:26 6 SUPERVISOR DECKER: Thank you.

05:26 7 Mr. Hoffman, followed by Frank Kinateder.

05:26 8 MR. HOFFMAN: Thank you. I speak here  
05:26 9 this evening as a resident of the Rolling Ridge  
05:26 10 South subdivision, which is going to be directly  
05:26 11 impacted by this and also on behalf of the Waukesha  
05:26 12 County Business Alliance, the largest business  
05:26 13 alliance in the County of Waukesha.

05:26 14 As a resident of the Rolling Ridge South  
05:26 15 organization, I'm on the northern half of this  
05:26 16 proposed bypass. And speaking from a safety  
05:27 17 standpoint, trying to exit onto TT right now at  
05:27 18 prime traffic hours is very dangerous. With a  
05:27 19 young family, I can tell you it takes several  
05:27 20 minutes to turn left. If you're heading south, or  
05:27 21 out of our subdivision, it takes several minutes at  
05:27 22 peak hours to make sure that you're getting out in  
05:27 23 a safe fashion.

05:27 24 From the Waukesha County Business  
05:27 25 Alliance stand point, it's been referenced here



05:27 1 that this has been on the drawing board for several  
05:27 2 decades here. From an access of business on the  
05:27 3 south end of the City of Waukesha, community of  
05:27 4 Waukesha, getting access to I-94, we're finding it  
05:27 5 more and more critical for businesses to have an  
05:27 6 easier route to access 94 as opposed to just the  
05:27 7 eastern route.

05:27 8 We think, from a business development  
05:27 9 standpoint, doing the Pebble Creek Far West  
05:27 10 Alternative, linking up to Highway 59, is going to  
05:27 11 create a more efficient flow for truck traffic,  
05:27 12 customer access, and it would increase the area,  
05:28 13 the business attractiveness, for the community of  
05:28 14 Waukesha. Thank you.

05:28 15 SUPERVISOR DECKER: Thank you, Jeff.  
05:28 16 Frank, followed by Laurie Longtine.

05:28 17 MR. KINATEDER: Good evening. My name is  
05:28 18 Frank Kinateder. Do you need my address, too?

05:28 19 SUPERVISOR DECKER: What city?

05:28 20 MR. KINATEDER: I live in the City of  
05:28 21 Waukesha, and I'm just representing myself as a  
05:28 22 taxpayer. In trying to, you know, look through  
05:28 23 some of the costs of some of these -- you know,  
05:28 24 what do some of these projects that we want to do,  
05:28 25 what do they cost? The number I'm seeing is

05:28 1 55 million to create this. But I also question  
05:28 2 other costs in the future; you know, repairs, and  
05:28 3 cleaning the roads, and some of the other things.  
05:28 4 Do we get some of those estimates, for us as  
05:28 5 taxpayers, what it's going to cost, like, the City  
05:29 6 of Waukesha per year is going to be our basis, and  
05:29 7 how will that, you know, affect my property tax in  
05:29 8 some of the cases.

05:29 9 I mean, you know, over the years that  
05:29 10 I've lived in Waukesha since '76, how I've seen my  
05:29 11 property taxes go up four times -- you know, it's  
05:29 12 always interesting. Can we get some of the costs  
05:29 13 on what some of these things really cost? And, I  
05:29 14 mean, you know, how often will we have to repair  
05:29 15 these roads? What does it cost us to maybe have  
05:29 16 the police out there, you know. In some of the  
05:29 17 other cases, how often will we have to make  
05:29 18 repairs, and what will those cost? And how will  
05:29 19 they filter down to me as a taxpayer in the city?

05:29 20 And just looking at some of these  
05:29 21 costs -- you know, I guess as I also look  
05:29 22 sometimes -- the users of this road -- I mean, in  
05:29 23 some places, in other states, you know, they have  
05:29 24 toll fees or something. Is there some way that  
05:30 25 we're setting these up for trucking expenses,

05:30 1 trucking use or something else, that they have some  
05:30 2 fees to be paid onto that that we, you know --  
05:30 3 "You're going to be using this. This is what it's  
05:30 4 going to cost."

05:30 5 So I'd kind of like to question some of  
05:30 6 the numbers, and I don't know. I don't really see  
05:30 7 some of that stuff. You know, when will we have to  
05:30 8 repair the roads? I mean, I've seen some other  
05:30 9 repairs in some other cases. What will it go?  
05:30 10 And, you know, I suppose it comes down to, do we  
05:30 11 really need this, and can you give me some of the  
05:30 12 numbers? Thank you.

05:30 13 SUPERVISOR DECKER: Thank you very much.  
05:30 14 Laurie.

05:30 15 MS. LONGTINE: My name is Laurie  
05:30 16 Longtine. I am a citizen that lives off of Merrill  
05:30 17 Hills Road. And, also, I am a member of the Board  
05:30 18 of Directors of the Waukesha County Environmental  
05:30 19 Action League; although, my comments are here as a  
05:31 20 citizen. I'm also a member of the Coalition to  
05:31 21 Oppose the Bypass.

05:31 22 There is no doubt that road improvements  
05:31 23 are needed on TT at several different points.  
05:31 24 However, to conflate that, some road improvements  
05:31 25 needed to conflate that into a four-lane wide

05:31 1 highway/freeway/bypass, whatever you want to call  
05:31 2 it -- it's not going to bypass anything, but that  
05:31 3 seems tantamount to the discussion. I have many  
05:31 4 concerns about this, and about, well, the four  
05:31 5 lanes.

05:31 6 First of all, I don't think the  
05:31 7 justification for building four lanes is anything  
05:31 8 more than tenuous, and it seems to be road-building  
05:31 9 just that we have going on here in this state,  
05:31 10 despite the fact, as my husband pointed out, we  
05:31 11 don't have money at the state level; we don't seem  
05:31 12 to have much federal money; and the county and the  
05:32 13 city are also very much under budget constraints.

05:32 14 And I just want to point out that for  
05:32 15 people living, let's say, on the east side of the  
05:32 16 City of Waukesha, they are going to be paying for  
05:32 17 this, this road that they'll probably never use or  
05:32 18 get any benefit from, they're going to be paying  
05:32 19 for it four ways: federal taxes, state taxes,  
05:32 20 county taxes, and city taxes. If you live in the  
05:32 21 town of Waukesha, you're at least going to be  
05:32 22 paying for it three ways -- possibly four ways --  
05:32 23 if the town agrees -- which they have not yet  
05:32 24 agreed -- to be part of this project and to approve  
05:32 25 of it.

05:32 1           There are some really great moms from  
05:32 2 Meadowbrook that posed this for many, many reasons  
05:32 3 that are safety issues for their children who have  
05:32 4 to cross Meadowbrook Road every day to get to and  
05:32 5 from school, and it's scary enough. And now I hear  
05:32 6 tonight -- just via the rumor mill -- that the  
05:33 7 highway project has not approved to build a  
05:33 8 pedestrian bridge over Meadowbrook yet because they  
05:33 9 haven't found ways to fund it. Well, excuse me.  
05:33 10 But we have -- we can pay 55 million dollars  
05:33 11 collective taxpayer money to build a big, fat  
05:33 12 roadway that's going to take up 114 feet that is  
05:33 13 going -- a minimum footprint of 114 feet that is  
05:33 14 going to be four times the size of the minimum  
05:33 15 footprint now, and we can build that to put all of  
05:33 16 our kids in danger, but we can't find the money to  
05:33 17 build a pedestrian bridge to keep them safe. I  
05:33 18 think that is the definition of insanity.

05:33 19           Also, I'm going to speak for the wetlands  
05:33 20 just really briefly, because nobody else is going  
05:33 21 to. Wetlands; they protect our homes from flooding  
05:33 22 and our roadways from flooding, and there is no way  
05:34 23 we can put either one of the two Pebble Creek  
05:34 24 options on the table with any kind of wetland  
05:34 25 protection. That is also -- when the City of

05:34 1 Waukesha is looking for new sources of water,  
05:34 2 that's another bit of craziness that is just not  
05:34 3 appropriate in this day and age. Thank you.

05:34 4 SUPERVISOR DECKER: Thank you. And  
05:34 5 before I recognize our next speaker, I would also  
05:34 6 like to recognize additional people that have  
05:34 7 joined us. Supervisor Michael Crowley, in the  
05:34 8 back, from Waukesha; and County Executive Dan  
05:34 9 Vrakas have joined us, as well. Our next speaker  
05:34 10 is Suzanne Kelley.

05:34 11 MS. KELLEY: Good evening. I'm Suzanne  
05:34 12 Kelley. I am a resident of Waukesha County, but  
05:34 13 I am here tonight as president of the  
05:34 14 Waukesha County Business Alliance. The Business  
05:34 15 Alliance is a county-wide chamber of commerce that  
05:34 16 represents about 900 member companies and community  
05:34 17 organizations who employ about 60,00 people in the  
05:35 18 region.

05:35 19 First of all, I would like to compliment  
05:35 20 the County and all parties involved for the process  
05:35 21 you've had in studying this issue, looking at all  
05:35 22 the different options, and seeking public input.  
05:35 23 I've participated in some of the study committees,  
05:35 24 and I really am impressed with the way the County  
05:35 25 has looked at all sides of this issue so far and

05:35 1 continues to get public input.

05:35 2 I appreciate this opportunity to comment  
05:35 3 on the bypass project. The issue has been studied  
05:35 4 in-depth by our infrastructure policy committee,  
05:35 5 our policy board, as well as the Alliance board of  
05:35 6 directors. It's been an issue that we've looked at  
05:35 7 for a number of years. And our organization  
05:35 8 supports the construction of a true bypass and  
05:35 9 favors the Pebble Creek Far West or Pebble Creek  
05:35 10 West options.

05:35 11 We believe the project is important  
05:35 12 because it will significantly improve the safety,  
05:36 13 efficiency, and capacity of traffic flow for  
05:36 14 residents and businesses on the west side of  
05:36 15 Waukesha, including their employees, customers,  
05:36 16 suppliers, vendors and tenants. We think it's not  
05:36 17 only important for public safety and welfare, but,  
05:36 18 obviously, for business growth and the economic  
05:36 19 vitality of this region. Thank you.

05:36 20 SUPERVISOR DECKER: Thank you. At this  
05:36 21 time, I see no further registration slips for  
05:36 22 speaking. Seeing none, we will then close this  
05:36 23 part of the public hearing. Please remember -- did  
05:36 24 you sign up?

05:36 25 MR. WALDSCHMIDT: I'm sorry. I'm Jay

05:36 1 Walschmidt from the Wisconsin Department of  
05:36 2 Transportation. The public record is officially  
05:36 3 open until 8.

05:36 4 SUPERVISOR DECKER: Until 8.

05:36 5 MR. WALDSCHMIDT: Therefore, you cannot  
05:36 6 close the hearing at this point. I'm sorry, but  
05:36 7 you will have to sit up there until 8 o'clock.

05:37 8 SUPERVISOR DECKER: We will do that.

05:37 9 MR. WALDSCHMIDT: Thank you.

05:37 10 SUPERVISOR DECKER: But, at this point --  
05:37 11 I'm sorry. I was going to say we will now take a  
05:37 12 break until further people want to speak for or  
05:37 13 against.

05:37 14 Please remember there are additional two  
05:37 15 rooms with court reporters, if you want to make  
05:37 16 your statement in writing, and it will have the  
05:37 17 same weight as your oral statements. So please  
05:37 18 make that in Room 503 or the room next door. Thank  
05:37 19 you.

05:55 20 (Recess was taken.)

05:55 21 SUPERVISOR DECKER: We have several  
05:55 22 people that want to speak, so I'm going to call the  
05:55 23 people back into their seats, please, so we can  
05:55 24 listen to several speakers with their opinion.  
05:55 25 Don't forget, if you want to give an oral or



05:55 1 written opinion, you can do that, as well as talk  
05:55 2 to a court reporter in Room 503 or the west lecture  
05:55 3 hall.

05:55 4 So if everybody who is in the room,  
05:55 5 please, have a seat and be respectful of our  
05:55 6 speakers. We have about four-or-five people that  
05:55 7 would like to -- six people that would like to  
05:56 8 speak, so we're going to bring them forward.

05:56 9 If I could have all people that are  
05:56 10 speaking -- if I could have you in this row over  
05:56 11 here by the microphone so we're ready to go, I  
05:56 12 would appreciate that, and my court reporter is  
05:56 13 ready again. All set.

05:56 14 Our next speaker is Fritz Ruf from our  
05:56 15 county supervisors, followed by -- I want to make  
05:56 16 sure we have this in the right order. William  
05:56 17 Domiwa.

05:56 18 MR. RUF: Good evening. My name is  
05:56 19 Fritz Ruf. I am a county supervisor, and I come to  
05:56 20 speak in favor of the bypass, as I did 54 years  
05:56 21 ago. When I was in high school in Wauwatosa --  
05:56 22 although, I lived in Elm Grove -- at that time, it  
05:57 23 made a lot of sense to me. I thought it was the  
05:57 24 right thing to do, and I still do, and I hope you  
05:57 25 will get to it as soon as you can, because it can

05:57 1 only cost more later.

05:57 2 SUPERVISOR DECKER: Thank you very much,  
05:57 3 Fritz. Bill Domiwa, followed by Shannon Majewski.

05:57 4 MR. DOMIWA: Hi, Bill Domiwa on Merrill  
05:57 5 Hills Road; you have my address. And I need to  
05:57 6 stress tonight that I stand here tonight speaking  
05:57 7 as a private citizen, not in any official capacity.  
05:57 8 I am a property owner that abuts some of the  
05:57 9 activities that are on the map. And so, in that,  
05:57 10 my wife and I took a vote, and I was elected to  
05:57 11 come and speak, but I am representing her, Julie  
05:57 12 Gay, in my comments.

05:57 13 Now, the first thing I would like to tell  
05:57 14 you is that in our year-and-a-half at the location  
05:57 15 off Merrill Hills Road, we have had a great deal of  
05:57 16 enjoyment of kind of learning about some of the  
05:58 17 ecological travelings in that area. We live  
05:58 18 abutting the conservancy woods that sit above  
05:58 19 Pebble Creek. We, not being nature people, have  
05:58 20 been just astonished by the amount of turkeys and  
05:58 21 foxes and deer. I just saw one this morning in the  
05:58 22 field next to me. So there appears to be a real  
05:58 23 ecological unit that is connected there and a lot  
05:58 24 of activity that occurs during the seasons. Coming  
05:58 25 from someone who is not a nature watcher, I thought

05:58 1 that would be useful.

05:58 2 My wife and I both have a concern about  
05:58 3 one design, which is called the Pebble Creek Far  
05:58 4 West. Some of the grading cuts into the hillside.  
05:58 5 In addition to eliminating the conservancy, the  
05:58 6 primary concern that we have -- although we are  
05:58 7 concerned about that -- is the impact on the  
05:58 8 potential water table that services our property.  
05:59 9 We are in the town of Waukesha, and any kind of  
05:59 10 impact on water table, any impact on wells, creates  
05:59 11 a real issue, and we are concerned about potential  
05:59 12 limited choices, should there be impacts on that  
05:59 13 well. So I wanted to express that in terms of the  
05:59 14 grade design that I observed.

05:59 15 Lastly, I wanted to say that I have spent  
05:59 16 a lot of time -- and I know many of the people in  
05:59 17 the room -- in fact, I have represented many of  
05:59 18 them in the past out of the government -- and I  
05:59 19 know -- and I know them by name, and I know who  
05:59 20 they are, and I know they're good people, and I  
05:59 21 know they're working hard on this, and I know this  
05:59 22 has been on the map for a long time. So,  
05:59 23 undoubtedly, at some point, the community has to  
05:59 24 make a decision to move forward. I know the people  
05:59 25 that will make that choice will do it with good

05:59 1 stewardship and with thought. And I fully support  
06:00 2 and believe that they will support the interest of  
06:00 3 the community.

06:00 4 In that respect, I would like to offer  
06:00 5 that I observed at Highway 12 and 18 out of Madison  
06:00 6 the construction of a land bridge that was taken  
06:00 7 over a fairly sensitive marshland for the bypass  
06:00 8 around Madison West Side. And that, to me, seems  
06:00 9 to be an area that could be utilized in some of the  
06:00 10 marsh area that would preserve the marsh and the  
06:00 11 wetland and the ability of the public to travel.  
06:00 12 Thank you very much.

06:00 13 SUPERVISOR DECKER: Thank you, Bill.  
06:00 14 Shannon will be followed by Allen.

06:00 15 MS. MAJEWSKI: I'm Shannon Majewski, and  
06:00 16 I am at 3216 Woodridge Lane, City of Waukesha.

06:00 17 I wanted to begin by saying that bypass  
06:01 18 and road improvements are not synonymous, and I  
06:01 19 think that there was a failure to communicate that  
06:01 20 to the general public. As a matter of fact, those  
06:01 21 two items -- bypass and road improvements -- are  
06:01 22 very different creatures. And while my neighbors  
06:01 23 may ask for road improvements, most don't realize  
06:01 24 that by asking for that, in conjunction with a  
06:01 25 bypass, is going to bring a monster into a

06:01 1 residential neighborhood.

06:01 2 The bypass is not merely a road widening  
06:01 3 to manage residential traffic flow during peak  
06:01 4 times of the day or on an otherwise moderately  
06:01 5 traveled road; nor to improve safety; nor is it for  
06:01 6 the purpose of benefitting those of us who actually  
06:01 7 live there.

06:01 8 This road will be signed as a state truck  
06:01 9 highway allowing access from I-94 to 59 and  
06:02 10 eventually to I-43. The purpose of this bypass is  
06:02 11 to divert traffic from elsewhere to it, as is a  
06:02 12 bypass by definition. It opens up a viable  
06:02 13 trucking route right through a peaceful and  
06:02 14 established neighborhood. It gives the community  
06:02 15 no right to impose restrictions in terms of the  
06:02 16 size or weight or frequency of use of the vehicles  
06:02 17 on the road.

06:02 18 I was told that one of the local  
06:02 19 politicians was asked by a resident, in reference  
06:02 20 to the median and the area surrounding  
06:02 21 Meadowbrook Road and Rolling Ridge, "What is this  
06:02 22 thing going to look like?" And his response was,  
06:02 23 "It will resemble a boulevard." I suppose it  
06:02 24 could, but I also suppose it will look a lot less  
06:02 25 romantic when there are about 60,000 vehicles a day

06:02 1 on it, including trucks and traffic.

06:02 2 I also spent some time about seven years  
06:03 3 ago talking to some neighbors who fought the bypass  
06:03 4 30 years-or-so ago and succeeded, and they told me  
06:03 5 our generation has to fight it because it will  
06:03 6 eventually resemble the 894 Bypass in terms of use.  
06:03 7 And, at that time, I thought they were being very  
06:03 8 dramatic. But the more I learned, the more their  
06:03 9 words resonated with me.

06:03 10 I need to point out that it was in  
06:03 11 1951 -- plans for the bypass began in 1951. The  
06:03 12 present year is 2012. Difference in time from  
06:03 13 genesis to start approximately, 60 years. The  
06:03 14 population of the county, the entire county of  
06:03 15 Waukesha, in 1950 was 85,000 people. The county's  
06:03 16 population now is a whopping 383,000 people. When  
06:03 17 the bypass line was drawn through this corridor,  
06:03 18 the road actually stopped at Northview Road, and  
06:03 19 nearly all of this at the time was farm field.  
06:04 20 Since then, the city, town and county have  
06:04 21 permitted the conversion of thousands of acres of  
06:04 22 land into -- of farmland into residential land to  
06:04 23 meet the residential demand; and, yet, they  
06:04 24 permitted development directly along this entire  
06:04 25 stretch taking no precautions to zone it with the

06:04 1 anticipation of an impending massive thoroughfare.

06:04 2 I would consider that gross negligence. I --

06:04 3 SUPERVISOR DECKER: Your time is up

06:04 4 Shannon. Thank you very much.

06:04 5 MS. MAJEWSKI: Thanks.

06:04 6 SUPERVISOR DECKER: I know, three minutes

06:04 7 goes awfully quick. Allen, followed by Karen

06:04 8 Cliffe.

06:04 9 MR. STASIEWSKI: I have to say that given

06:04 10 that there is hardly anybody in this room, to give

06:04 11 all of us three minutes is a bit unfair.

06:04 12 SUPERVISOR DECKER: I understand. But at

06:04 13 the beginning of the hearing -- once we put it in

06:04 14 the record that it's three minutes, we only gave

06:04 15 the people at first three minutes. It's part of

06:04 16 the statutory rules.

06:04 17 MR. STASIEWSKI: One of the things --

06:04 18 somebody made up that rule, as well, and is one of

06:05 19 the things we'll be talking about is that.

06:05 20 First of all, my name is Allen

06:05 21 Stasiewski. I represent the Coalition Opposed to

06:05 22 the West Waukesha Bypass. One of the things I want

06:05 23 to say on the record, first of all, is that it took

06:05 24 what, one-to-two years, to write this Environmental

06:05 25 Impact Statement, and we were given two weeks to

06:05 1 prepare our comments. Even though we have until  
06:05 2 December 10th -- that's still a good month and a  
06:05 3 month-and-a-half -- that's very unfair, and we'll  
06:05 4 be making that known in our comments, both written  
06:05 5 and verbal.

06:05 6 One of the things that I spent my weekend  
06:05 7 doing, and time before that as well, is reading  
06:05 8 through the Environmental Impact Statement. And  
06:05 9 one of the things that we really had noticed,  
06:05 10 really from the onset, that the Environmental  
06:05 11 Impact Statement is based on a flawed purpose.

06:05 12 Let's start with number one, the first  
06:05 13 part of that purpose. "Provide a safe and  
06:05 14 efficient north/south arterial roadway on the west  
06:06 15 side of the City of Waukesha." That's already  
06:06 16 done. We already have a safe and efficient  
06:06 17 north/south arterial roadway. We applied a Freedom  
06:06 18 of Information request just recently. We've  
06:06 19 reviewed all of the traffic accidents, and we are  
06:06 20 finding that the traffic accidents that are  
06:06 21 represented in the Environmental Impact Statement  
06:06 22 are highly inflated based on the raw data that  
06:06 23 we've evaluated, and one of the questions we'll be  
06:06 24 asking is for the West Waukesha Bypass planners is  
06:06 25 to evaluate that.



06:06 1 The second problem with the purpose is to  
06:06 2 complete the long-standing circumferential route  
06:06 3 around Waukesha consistent with the City of  
06:06 4 Waukesha, Waukesha County, and SEWRPC  
06:06 5 transportation plans.

06:06 6 THE REPORTER: Wait. I didn't understand  
06:06 7 you.

06:06 8 MR. STASIEWSKI: And then it's a bypass,  
06:06 9 it's not a bypass, then it's a bypass, and then  
06:06 10 it's not a bypass. I'm sorry; I have to hurry.  
06:06 11 It's in the purpose of the statement.

06:06 12 Finally, there was another comment in the  
06:06 13 purpose that basically says SEWRPC transportation  
06:07 14 plan calls for a four-lane roadway. What we want  
06:07 15 to know is how can we have two-lane roadway  
06:07 16 alternatives in the Environmental Impact Statement  
06:07 17 if the purpose, stated right in the purpose of the  
06:07 18 Environmental Impact Statement, is that only a  
06:07 19 four-lane roadway will pass muster. In fact, while  
06:07 20 reviewing the various alternatives, the two-lane  
06:07 21 roadways were never even given a chance because of  
06:07 22 that one comment. So once again, the purpose of  
06:07 23 the Environmental Impact Statement is based on a  
06:07 24 flawed SEWRPC assumption that this is going to be a  
06:07 25 bypass. So you can't call it not a bypass, yet use

06:07 1 bypass requirements for the situation, for the  
06:07 2 development.

06:07 3 Finally, traffic volumes. We've hired a  
06:07 4 traffic consultant. Our traffic consultant filed  
06:07 5 his report just recently. The traffic volumes that  
06:07 6 we're looking at compared to what's in the  
06:08 7 Environmental Impact Statement are not increasing  
06:08 8 at the pace that the SEWRPC report and the  
06:08 9 Environmental Impact states that it will. In fact,  
06:08 10 in one section of the development, traffic volumes  
06:08 11 have actually decreased in the last two years, and  
06:08 12 so we'll be challenging all of those. We'll be  
06:08 13 following written comments, probably  
06:08 14 page-by-page-by page, and we'll send that in before  
06:08 15 the December 10th deadline. Thank you.

06:08 16 SUPERVISOR DECKER: We appreciate that.  
06:08 17 Thank you very much, Allen. Karen Cliffe.

06:08 18 MS. CLIFFE: I live at 801 Sweetbriar  
06:08 19 Court in Waukesha. That's on the east side, so I  
06:08 20 am somewhat familiar with what happens with a  
06:08 21 so-called bypass. My comments -- I have a couple  
06:08 22 just about the organization. I think 5 o'clock is  
06:08 23 a terrible time to offer a presentation for the  
06:08 24 public. Traditional working hours lead right up to  
06:08 25 5 o'clock. It's pretty hard to get here. Second

06:09 1 of all, that certainly leaves out anyone who was  
06:09 2 here at the 5 o'clock presentation is no longer  
06:09 3 here for the public comment.

06:09 4 I would like to address a couple of  
06:09 5 things. The use of the words "reasonable  
06:09 6 alternative" in terms of the No-Build option; it  
06:09 7 seems to me that we as citizens have a reasonable  
06:09 8 expectation that our governmental agencies are  
06:09 9 going to protect us in a reasonable way. The  
06:09 10 increase in traffic, the increase in pollution, the  
06:09 11 increase in urban sprawl, the loss of farmland, the  
06:09 12 destruction of neighborhoods, the incident of  
06:09 13 accidents, the potential difficulty for pedestrian  
06:09 14 traffic, especially for our school children, these  
06:09 15 will not be protected with this bypass -- so-called  
06:09 16 bypass.

06:09 17 I am coming from a different angle than  
06:09 18 the good county representative. I really think we  
06:10 19 are in the middle of what we need to evaluate as a  
06:10 20 paradigm shift. What we thought worked for the  
06:10 21 last 60 years may not be viable for the next 60.  
06:10 22 Farmland is important. As soon as you change the  
06:10 23 traffic patterns, farmers can't work; they sell  
06:10 24 their land. Developers are salivating at that  
06:10 25 idea. It's not for the good of our neighborhoods.

06:10 1 In the 60 years that it's been since this  
06:10 2 was conceived, permits have been given,  
06:10 3 neighborhoods built. Families have a reasonable  
06:10 4 expectation that the neighborhood they bought into,  
06:10 5 with the ecological advantages, the environmental  
06:10 6 advantages, will be kept for them. I urge you to  
06:10 7 reconsider and take the No-Build option.

06:10 8 SUPERVISOR DECKER: Thank you very much.  
06:10 9 Steven Hammer.

06:11 10 MR. HAMMER: Thank you for the  
06:11 11 opportunity to speak. My name is Steven Hammer,  
06:11 12 and I am at S33 W26902 Hawthorn Drive in the Town  
06:11 13 of Waukesha.

06:11 14 And thank you for your patience.  
06:11 15 Emotions run high during discussions like this.  
06:11 16 And they run high because this project affects our  
06:11 17 neighborhoods where we live, our neighbors who we  
06:11 18 know and care about. I would urge that we not use  
06:11 19 the Pebble Creek West or Far West alternatives.

06:11 20 I understand the environmental impact on  
06:11 21 the wetland there, but these plans will destroy  
06:11 22 much or most of the forests south of Sunset. This  
06:11 23 literally involves cutting hundreds of large trees  
06:12 24 down. This forest is habitat for approximately 40  
06:12 25 species of birds and native animals.

06:12 1 And the human impact is that this quiet  
06:12 2 residential neighborhood, the east end, is  
06:12 3 completely changed. The quiet nature is completely  
06:12 4 destroyed. Property values for my neighbors on the  
06:12 5 east end of Merrill Hills Road -- their property  
06:12 6 values will be slashed by this because they no  
06:12 7 longer live in a quiet neighborhood. They're at  
06:12 8 the edge of a large highway. It's not just that  
06:12 9 they want be compensated for that.

06:12 10 And I would urge that we consider  
06:12 11 improving TT and consider the TT to Sunset option.  
06:12 12 But please don't build through Pebble Creek West or  
06:12 13 the Far West alternatives. Thank you very much.

06:13 14 SUPERVISOR DECKER: Thank you. I have no  
06:13 15 other slips in front of me at this time, but we  
06:13 16 will keep the hearing open, as stated.

06:13 17 Once we enter to address this gentleman's  
06:13 18 concern -- once we address something and put it  
06:13 19 into the record, we must maintain the integrity of  
06:13 20 the timing; because, otherwise, if we gave somebody  
06:13 21 three minutes at 5 o'clock and gave someone more  
06:13 22 than that at 7 o'clock, we could be considered --  
06:13 23 it can be a considered a breach of protocol, which  
06:13 24 is why we do not set the time. This time is set.  
06:13 25 We're here as the county board to listen. We're

06:13 1 just asked to listen and put in our input later.

06:13 2 We were open and listening. That's all we do.

06:14 3 MS. MAJEWSKI: Can we speak more than  
06:14 4 once?

06:14 5 SUPERVISOR DECKER: You can re-sign up,  
06:14 6 if you want to.

06:17 7 (Recess was taken.)

06:17 8 SUPERVISOR DECKER: We have two more  
06:17 9 people that would like to testify. Shannon  
06:18 10 Majewski, followed by Dave Leix. All right,  
06:18 11 Shannon. You know the spiel. You can start again.

06:18 12 MS. MAJEWSKI: Okay. I'm watching this  
06:18 13 time.

06:18 14 As I was saying, these neighborhoods have  
06:18 15 been some 60 years in the making, and this area has  
06:18 16 become a lovely series of neighborhoods, a  
06:18 17 tight-knit community. This is Hometown America,  
06:18 18 something I thought I would never find anywhere.

06:18 19 It is home for most of us. It has now  
06:18 20 thousands of homes where once was farm field,  
06:18 21 thousands of families, a high concentration of  
06:18 22 children, people who ride bikes, neighbors who take  
06:18 23 leisurely strolls and stop and chat, families that  
06:18 24 play in their yards and sit on their patios, and  
06:18 25 people that walk dogs. So my concern is, now, that

06:19 1 it has become all this to so many people. It has  
06:19 2 been decided that it still makes sense to put a  
06:19 3 bypass right through all of it? Really?

06:19 4 Then I also had a concern about the  
06:19 5 Community Sensitive Solutions Committee. Per a  
06:19 6 confirmation that I received from CH2M Hill, the  
06:19 7 study team handpicked the committee. And my  
06:19 8 concern with that, in particular is probably  
06:19 9 broader than this, but the school district of  
06:19 10 Waukesha that serves roughly 4,000 children along  
06:19 11 this route made up of 5 different schools that  
06:19 12 service that area were not represented on the  
06:19 13 committee. However, a representative from Target,  
06:19 14 which is not along the route, was. The School  
06:20 15 District of Waukesha has to -- many of those  
06:20 16 children from that school district travel this  
06:20 17 route by bus, private automobile, or foot, five  
06:20 18 days a week, two times a day, nine months out of  
06:20 19 the year. I think that's significant.

06:20 20 As you might expect, I do support a  
06:20 21 No-Build option. I'm not opposed to road  
06:20 22 improvements. But as I said earlier, bypass and  
06:20 23 road improvements are not synonymous. Thank you.

06:20 24 SUPERVISOR DECKER: Thank you. Dave,  
06:20 25 will you come forward.

06:20 1 MR. LEIX: Okay. Dave Leix. W235 54837  
06:21 2 Fawn Court, town of Waukesha.

06:21 3 Basically, No-Build is not an option, I  
06:21 4 don't think, just with what's going on with the  
06:21 5 increased traffic and stuff. We moved up here in  
06:21 6 1978, have been in Waukesha on the southeast side,  
06:21 7 south of Waukesha now, since 1978. It takes me  
06:21 8 20 minutes to get from the south side up to 94.  
06:21 9 It only takes me an hour and 15 minutes to get to  
06:21 10 Highway 30 in Madison; that's 20 minutes on the  
06:21 11 trip right there.

06:21 12 I work in insurance in loss control and  
06:21 13 do traffic safety work for people. Whatever you  
06:21 14 do, even the No-Build, Madison Street, that  
06:21 15 intersection has got to be -- something has to be  
06:21 16 done there with the elevation and just the traffic  
06:21 17 that comes through there.

06:21 18 I don't think the Sunset-County X is  
06:21 19 viable only because you're basically putting people  
06:21 20 into a high traffic, high volume area that's going  
06:21 21 to get even more congested; at most, you're buying  
06:21 22 maybe, like, five ten years, something like that.

06:21 23 Pebble Creek West, Pebble Creek Far West,  
06:21 24 horse-a-piece. I understand the cut size and stuff  
06:22 25 like that and that stuff, so probably the Pebble



06:22 1 Creek West makes the most sense probably from the  
06:22 2 engineering and other sustainability. I was a  
06:22 3 little bit actually looking forward to -- and I was  
06:22 4 kind of hoping they'd go up SS, too, go further  
06:22 5 west and make it a bigger loop.

06:22 6 When we moved up in here in, like I said,  
06:22 7 '78, we looked at the map. There has always been a  
06:22 8 big U horseshoe on the map for that west side going  
06:22 9 back for a map dated 1968. So this thing has been  
06:22 10 in the works planned that long. So for anybody  
06:22 11 else that didn't see the map when they moved up  
06:22 12 here and started building there -- hey, when I was  
06:22 13 on the east side and they put the bypass on the  
06:22 14 east side, we didn't like it at that time, but that  
06:22 15 was the best thing they did.

06:22 16 As far as the farms and that, I grew up  
06:22 17 on a family dairy farm out in western Wisconsin.  
06:22 18 Best idea was to put the expressway in-between  
06:22 19 Madison and Dubuque; makes getting back-and-forth a  
06:22 20 lot quicker, a lot easier and a lot safer. The  
06:22 21 only bad stretch of that whole road is the Beltline  
06:22 22 going on the south side, which that's pretty much  
06:23 23 maxed out. You can go even further south than  
06:23 24 that.

06:23 25 But I do support it. I think it's

06:23 1 long-term. Had a kid in youth hockey, and  
06:23 2 Milwaukee was our whole thing. We went from South  
06:23 3 four-or-five times a week we drove to TT, and that  
06:23 4 is a nightmare, so the No-Build option is not going  
06:23 5 to cut it. And if you do absolutely nothing,  
06:23 6 Madison Street needs something done, just with the  
06:23 7 elevation changes and the intersection.

06:23 8 As far as roundabouts, I like them. You  
06:23 9 just got to learn how to drive them. You drive in  
06:23 10 England, in Ireland, left-handed and left-shift,  
06:23 11 and you really know what a roundabout is like.

06:23 12 SUPERVISOR DECKER: Thank you very much.  
06:23 13 I'm going to have Dave Swan do the next couple.

06:24 14 SUPERVISOR SWAN: I want to remind people  
06:24 15 that if they would rather speak to a court  
06:24 16 reporter, they could. If you go outside the hall,  
06:24 17 you can see a couple signs where the court reporter  
06:24 18 is. Next is John. Is it Stockinger?

06:24 19 MR. STOCKINGER: Stockinger.

06:24 20 SUPERVISOR SWAN: Okay. You're up.

06:24 21 MR. STOCKINGER: I already spoke to the  
06:24 22 court reporter. Do you want --

06:24 23 SUPERVISOR SWAN: You can still speak.

06:24 24 MR. STOCKINGER: Well, I'm just not in  
06:24 25 favor of building this the way it is. I don't

06:24 1 understand why they had a -- they had a plan to  
06:24 2 move this out to SS, which makes total and perfect  
06:24 3 sense to me. When they started building this back  
06:24 4 in the late '60s, early '70s, I believe it was  
06:24 5 originally supposed to hook up to Sunset Drive when  
06:24 6 it went east/west, and Sunset Drive got so built up  
06:24 7 that they had to move it farther south when they  
06:24 8 decided to construct the next leg of this thing.  
06:24 9 I don't understand why they can't move it farther  
06:25 10 west to continue it.

06:25 11 There's talk that they want to improve  
06:25 12 Merrill Hills Road, which it needs; it's got a load  
06:25 13 of faults. But there is also talk that they're  
06:25 14 going to keep the section from Madison to Sunset as  
06:25 15 a two-lane road. Part of the reason for building  
06:25 16 this thing is that Merrill Hills Road already has  
06:25 17 too much traffic on it already; that it carries as  
06:25 18 much traffic as what a four-lane road would  
06:25 19 already.

06:25 20 It doesn't make any sense to me to have  
06:25 21 the bypass around the city hooked up to where  
06:25 22 you're going to have a two-lane road. You're going  
06:25 23 to be just putting more pressure on something  
06:25 24 that's already overworked. And there is so much  
06:25 25 stuff built on Merrill Hills Road already that

06:25 1 there isn't enough room to widen it and expand it  
06:25 2 and do it properly.

06:26 3 There is the section that's 1.7 miles,  
06:26 4 approximately, that goes from Sunset Drive to the  
06:26 5 Madison intersection there; there is something like  
06:26 6 28 individual driveways for homes or businesses  
06:26 7 that go onto that road. There are six streets that  
06:26 8 intersect with it. I mean, you know, the rest of  
06:26 9 that highway is set up as a limited-access highway.  
06:26 10 You don't have people's driveways going onto it.  
06:26 11 There is no way, with the density of stuff that's  
06:26 12 built on there, that you can ever make that like  
06:26 13 that. That's about it.

06:26 14 SUPERVISOR SWAN: Okay. Thank you.

06:26 15 MR. STOCKINGER: Oh, one other question  
06:26 16 or statement or whatever. If they're going to  
06:26 17 build this thing through the wetlands over there on  
06:26 18 Pebble Creek, are they going to be doing something  
06:26 19 for noise abatement for the homes over there?

06:26 20 SUPERVISOR SWAN: You will have to check  
06:26 21 that with the people out there. Ask them what's in  
06:27 22 the plans for that.

06:27 23 MR. STOCKINGER: I think that needs an  
06:27 24 answer. Thank you.

06:27 25 SUPERVISOR SWAN: Jacalyn -- is it

06:27 1 Budelier?

06:28 2 MS. BUDELIER: I'm Jacalyn, 3322  
06:28 3 Ridgeline Drive. I'm directly -- when you first,  
06:28 4 you know, come right off the freeway there, I am  
06:28 5 the first subdivision that comes in. When I moved  
06:28 6 in about six years ago, it was a nice, quiet  
06:28 7 residential community, and it felt like I was kind  
06:28 8 of right on the edge of the city. And since then,  
06:28 9 we've had a lot of building going on, and it  
06:28 10 doesn't really quite feel like that nice rural  
06:28 11 community anymore.

06:28 12 I had the speed limit increase from 25,  
06:29 13 right in the elementary school, increase up to 35;  
06:29 14 and me and a couple other mothers had to fight to  
06:29 15 get that back down to 25 miles an hour, and it took  
06:29 16 a couple years to do that.

06:29 17 Right now, I would like to know what is  
06:29 18 the speed limit plan for right in front of  
06:29 19 Meadowbrook Elementary, which is right along the  
06:29 20 bypass route and where my son, who is  
06:29 21 ten-years-old, crosses every single day with about  
06:29 22 80 percent of the students at the Meadowbrook  
06:29 23 Elementary School crosses the supposed bypass every  
06:29 24 day. And the crossing guard there says that every  
06:29 25 day, he almost gets hit with the traffic in the

06:29 1 morning.

06:29 2 Also, if this was mapped in 1951, why  
06:29 3 would an elementary school be allowed to be built  
06:29 4 in 1955 along the supposed bypass route?  
06:29 5 Meadowbrook Elementary was built in 1955. It  
06:29 6 doesn't make any sense to me. Why are all of our  
06:30 7 residential communities allowed to be built right  
06:30 8 along the bypass route. Why wouldn't it be zoned  
06:30 9 just commercial and only be zoned that way? Why  
06:30 10 was it all zoned for residential use? It doesn't  
06:30 11 make any sense to me on why we were allowed to buy  
06:30 12 and purchase homes, and to build, only to find out  
06:30 13 later, "Oh, by the way, this wonderful rural  
06:30 14 community that you have thought you were going to  
06:30 15 live in is no longer. It will be a huge bypass  
06:30 16 that will cut off this side, the west side from the  
06:30 17 east side, and your child will now cross that  
06:30 18 bypass to get to school every day." Thank you.

06:30 19 SUPERVISOR SWAN: Thank you.

06:43 20 (Recess was taken.)

06:56 21 SUPERVISOR SWAN: I have your paper here.  
06:56 22 Christine Janssen, you're up.

06:56 23 MS. JANSSEN: My name is Christine  
06:56 24 Janssen. I would like improved No-Build, because I  
06:56 25 believe -- I'm very convinced, first of all, the

06:56 1 population is not going as fast as projections seem  
06:56 2 to say. And also telecommuting is on the rise. In  
06:56 3 fact, about the last five years, it's increased by  
06:56 4 73 percent. I feel workplaces are much more  
06:56 5 flexible, and they tend to let people have  
06:57 6 different flex time, so they tend to avoid  
06:57 7 high-traffic times and with kids' schedules and  
06:57 8 stuff.

06:57 9 I believe for the high cost to save those  
06:57 10 few minutes of time -- I realize there -- I saw  
06:57 11 there are a lot of statistics on accidents, but I'm  
06:57 12 just really convinced people just need to be  
06:57 13 smarter drivers, and texting, and all that kind of  
06:57 14 stuff, is on the rise, and I don't think that's  
06:57 15 taken into consideration for actually saving or  
06:57 16 reducing crashes and stuff.

06:57 17 Also, at a time when we need to be  
06:57 18 fiscally conservative, this is a huge undertaking.  
06:57 19 And Waukesha has water issues and needs to figure  
06:57 20 out how to supply water to the population right  
06:57 21 now, and that's going to be a huge expense for our  
06:57 22 city. And I'm a landlord and a homeowner and, you  
06:57 23 know, it's really hard to raise rents the way it  
06:57 24 is. And to take into consideration the extra cost  
06:57 25 of the water , that's not even taken into

06:57 1 consideration.

06:57 2 And I think it's getting more and more  
06:57 3 expensive to live in Waukesha. I don't think as  
06:58 4 many people move here as in the past; you know,  
06:58 5 35 years ago when the bypass was first planned.  
06:58 6 And we live -- where I live is right across the  
06:58 7 street from Pewaukee, and people like to live in  
06:58 8 Pewaukee because the taxes are way less. So I  
06:58 9 don't know if this is a county thing or city  
06:58 10 bypass, but, you know, people in the City of  
06:58 11 Waukesha are going to get pounded by city taxes,  
06:58 12 local taxes, federal taxes, state taxes, in regards  
06:58 13 to all this DOT expense.

06:58 14 SUPERVISOR SWAN: Thank you. David Rebro  
06:58 15 next.

06:58 16 MR. REBRO: Hi. My name is David Rebro.  
06:58 17 I live on the south end of Highway TT, and I just  
06:58 18 want to state that I do not support this. I do  
06:58 19 support improvements, but I definitely do not  
06:58 20 support the bypass. I cannot imagine why a plan  
06:59 21 that was established 60-plus years ago when there  
06:59 22 were farmlands out here is being jammed through a  
06:59 23 residential area. It just doesn't make sense.

06:59 24 In addition to that, I also believe that  
06:59 25 taxpayers' money that would be going to this could



06:59 1 also be put towards other entities or other  
06:59 2 solutions that need to be addressed right now, such  
06:59 3 as tainted water in the Waukesha area, roads that  
06:59 4 are throughout the Waukesha area that desperately  
06:59 5 need improvement.

06:59 6 In addition to that, I feel that the  
06:59 7 alternatives that were presented to the west made a  
06:59 8 lot more sense than what we had -- what's available  
06:59 9 now as far as opportunities or alternatives. So I  
06:59 10 feel that those had better concrete or had better  
06:59 11 teeth in them, so-to-speak, as alternatives.

07:00 12 And finally, I guess I'm upset that we  
07:00 13 didn't see anywhere in there where there was an  
07:00 14 alternative for improvement. There was no  
07:00 15 alternative just for improvement, which would  
07:00 16 definitely reduce the cost, would definitely make  
07:00 17 this process a lot easier than what it is now. So  
07:00 18 again, I do not support the bypass. I do support  
07:00 19 improvement. So thank you.

07:00 20 SUPERVISOR SWAN: Okay. Thanks. Next is  
07:00 21 Carolyn Rebro.

07:00 22 MS. REBRO: My name is Carolyn Rebro, and  
07:00 23 I just wanted to state that I do not support the  
07:00 24 bypass. I, too, support the statements of my  
07:00 25 husband. I don't believe that a plan that was put

07:00 1 into place 50, 60 years ago when there weren't  
07:00 2 quite as many residents -- well, the area was not  
07:00 3 developed residentially, and now it has been  
07:00 4 developed. I don't believe that the bypass should  
07:00 5 be put through. Thank you.

07:01 6 SUPERVISOR SWAN: I'll turn this over to  
07:01 7 the county board chair, Mr. Decker. Thank you for  
07:01 8 coming back, sir.

07:01 9 (Recess was taken.)

07:21 10 SUPERVISOR SWAN: And Jeffrey Panosian.

07:21 11 MR. PANOSIAN: My name is Jeff Panosian.

07:21 12 I own the south storage center located at  
07:21 13 W271 S2885, Merrill Hills Road. The center is  
07:21 14 located directly on Merrill Hills Road. It's on  
07:21 15 the west side of the road, just south of the  
07:21 16 railroad tracks; it's adjacent to the railroad  
07:22 17 tracks.

07:22 18 First, I would like to say thank you very  
07:22 19 much for the opportunity to speak and to comment on  
07:22 20 the EIS. And second, I just wanted to say how  
07:22 21 impressed I was with the EIS. It appeared  
07:22 22 extremely comprehensive, extremely well-organized,  
07:22 23 and I was extremely happy to see that my provider  
07:22 24 comments were actually recorded in section 3,  
07:22 25 page 35. So I think that your team did a fantastic

07:22 1 job.

07:22 2 I am here today to reiterate my concerns  
07:22 3 regarding how the proposed plan will impact the  
07:22 4 storage center's access and visibility. The center  
07:22 5 has been serving the community over the past twelve  
07:22 6 years, and has even had the good fortune to add a  
07:22 7 new employee recently. Several factors have  
07:22 8 contributed to the storage center's growth, good  
07:23 9 fortune, and continued community service.  
07:23 10 Paramount among those factors is ease of access and  
07:23 11 visibility.

07:23 12 When referring to a retail business,  
07:23 13 we're all aware of the old adage: location,  
07:23 14 location, location. Now, what does that mean? It  
07:23 15 means, specifically, what people are referring to  
07:23 16 when they talk about having a good location, it  
07:23 17 means having easy access and having high  
07:23 18 visibility. Self-storage is a retail business. It  
07:23 19 rents space directly to the end user.

07:23 20 Today, being located directly on Merrill  
07:23 21 Hills Road, a road with an average daily traffic  
07:23 22 count in excess of 8,000 vehicles, it's been  
07:23 23 immensely important to the business's success.  
07:23 24 I'll give you a few examples, and please keep in  
07:24 25 mind that the majority of the residential

07:24 1 population in the area is to the -- and that's who  
07:24 2 makes up the center's customers -- are to the north  
07:24 3 and the east of the center. Right now, if they  
07:24 4 have an inquiry, I can simply tell them to drive  
07:24 5 south on Merrill Hills Road, and immediately after  
07:24 6 the railroad tracks, turn right and access the  
07:24 7 storage center. It's very, very simple.  
07:24 8 Directions are easy; access is easy.

07:24 9 Quite often, it's the policy to ask a  
07:24 10 prospect how they heard of us, and quite often we  
07:24 11 hear, "I drive by all the time." So even with the  
07:24 12 limited access I've had today, it's worked for us.  
07:24 13 I'm concerned that moving the -- or limited  
07:25 14 visibility that we have today has worked for us.

07:25 15 In, kind of, summarizing here, I'm  
07:25 16 concerned that moving the access to Sunset Drive  
07:25 17 will make access to the center confusing and  
07:25 18 difficult. I've discussed this possible change in  
07:25 19 access with several of the center's customers, and  
07:25 20 they've expressed similar concerns, especially  
07:25 21 because they would be accessing the center in a  
07:25 22 truck, pulling a trailer, pulling a camper,  
07:25 23 something like that; they require simple easy  
07:25 24 access.

07:25 25 The county has proposed a solution. I

07:25 1 want to thank them for being sensitive to the  
07:25 2 community's needs, and I look forward to working  
07:25 3 with them to hopefully bring this possible solution  
07:25 4 to fruition. Do you have any questions?

07:25 5 SUPERVISOR SWAN: No. Thank you.

07:25 6 MR. PANOSIAN: Thank you.

07:26 7 SUPERVISOR SWAN: Dan Warren, you're  
07:26 8 next.

07:26 9 MR. WARREN: Thank you. So you'll let me  
07:26 10 know in 30 seconds or whatever. Thank you. I'm  
07:26 11 Dan Warren, 1259 Lambeth Road, City of Waukesha.  
07:26 12 That's on the southwest side of the project.

07:26 13 I also happen to be president of the  
07:26 14 Waukesha School Board. I want to make it clear, at  
07:26 15 least to tonight's testimony, I'm speaking as an  
07:26 16 individual. I will have a comment on our property,  
07:26 17 but that is as an individual member and not  
07:26 18 speaking on behalf of the full board, who will be  
07:26 19 receiving communication from our board within the  
07:26 20 time frame.

07:26 21 Okay. We've got probably one of the  
07:26 22 largest parcels of land that this property is going  
07:26 23 to be going through. We have a potential  
07:26 24 elementary school and a middle school planned for  
07:26 25 that site. Big picture is that we are always

07:27 1 interested in the health and safety of our students  
07:27 2 getting from their place of residence to our school  
07:27 3 districts. If we were to build those facilities  
07:27 4 now, we would be very, very concerned about the  
07:27 5 safety of our students getting to our schools.  
07:27 6 So I am very much, as a school board member, in  
07:27 7 favor of building the project. Now, as an  
07:27 8 individual, I've been in the city for 28 years. I  
07:27 9 also have an engineering background. I happen to  
07:27 10 travel this roadway twice a day, to and from work.

07:27 11 Existing facilities; most people are  
07:27 12 familiar with 12,000 vehicles per day. That's over  
07:27 13 capacity. It's an extremely unsafe road for many  
07:27 14 reasons. All of the engineering reasons: you have  
07:27 15 limited site distances; there are hardly any site  
07:27 16 distances. You have a lot of uncontrolled  
07:27 17 intersections, a lot of uncontrolled access points  
07:28 18 along the way. All that means, is as traffic  
07:28 19 increases, it spells disaster. It's a safety  
07:28 20 nightmare, and I personally have seen many, many,  
07:28 21 many close calls over the ten years ago I've  
07:28 22 traveled that road.

07:28 23 We need to do something, and we need to  
07:28 24 do it now. I am very much in favor of building all  
07:28 25 four lanes at this point. I am also very much in

07:28 1 favor of either the west or Far West Alternative.  
07:28 2 I am dead set against anything down Sunset.  
07:28 3 Driving all this traffic into the intersection of  
07:28 4 St. Paul Avenue and Sunset is absolutely ludicrous.

07:28 5 I've also reviewed, at a pretty high  
07:28 6 level, the environmental report, and I believe that  
07:28 7 this project can be done with either of the two  
07:28 8 west alternatives in an environmentally responsible  
07:28 9 manner. I think that the team has done an  
07:28 10 exceptional job in looking at all the environmental  
07:28 11 aspects. And, in fact, the Sunset Alternative, at  
07:28 12 least from what I've read, has more environmental  
07:29 13 impacts than the other two west alternatives.

07:29 14 The funding is pretty much in place now.  
07:29 15 It's a project that's long overdue. We need to  
07:29 16 focus on the safety of our motoring public. There  
07:29 17 are economic benefits in removing truck traffic  
07:29 18 from downtown Waukesha, going through Waukesha.  
07:29 19 We need to provide an outlet for the south and  
07:29 20 southwest sides of the city. It's time to get on  
07:29 21 with this. We've been on it for 50 years. Thank  
07:29 22 you.

07:29 23 SUPERVISOR SWAN: You realize you have to  
07:29 24 get the school board report in by December 10th?

07:29 25 MR. WARREN: The 10th, yes. We're well

07:29 1 aware of that, and we're happy to share that  
07:29 2 information.

07:29 3 SUPERVISOR SWAN: Thank you. Thank you  
07:29 4 for your comments.

07:29 5 MR. WARREN: You bet.

07:32 6 SUPERVISOR SWAN: Scott Osborn, your  
07:32 7 turn.

07:32 8 MR. OSBORN: Scott Osborn. I live at  
07:32 9 2301 Lina Court, way up on the north side of the  
07:32 10 project, and I'm in favor of the Pebble Creek West  
07:32 11 or Far West Alternative. Also, against the Sunset  
07:32 12 Alternative. We travel that route quite often, and  
07:32 13 the backups and the safety of all those  
07:32 14 intersections, it's time for the expanded lanes to  
07:32 15 get there. So in favor of it, definitely.  
07:32 16 Thank you.

07:32 17 SUPERVISOR SWAN: Thank you for coming.

07:37 18 (Recess was taken.)

07:58 19 SUPERVISOR SWAN: And the hearing is now  
08:00 20 formally adjourned.

21 (Proceedings concluded at 8:00 p.m.)

22

23

24

25



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

5 I, SHEILA FINNEGAN-MARTINEZ, a Registered  
6 Professional Reporter and Notary Public in and for the  
7 State of Wisconsin, do hereby certify that the above  
8 TRANSCRIPT OF PROCEEDINGS was recorded by me on  
9 November 13, 2012, 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 20th day of November, 2012.  
19  
20

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

25 My Commission Expires: May 3rd, 2015.

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