

Date: 1-17-06

CITY OF MADISON

Registration Statement - COMMON COUNCIL  
COMMITTEE

Please Print

02207

PLEASE PRINT CLEARLY

Agenda No. 11

Name Michael Neuman  
Address 4334 Waite Circle

Please check the appropriate boxes:

- Support
- Oppose
- Neither Support Nor Oppose

- and
- Wish to speak
  - Do not wish to speak
  - Available to answer questions

At this meeting are you representing an organization or a person other than yourself:  Yes  No  
(If you answered "no," **STOP**; you need not complete the rest of this form. If you answered "yes," provide the name of who you represent and go on to the next question.)

Name, address and telephone number of each person or organization you are representing:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Are you being paid for your representation?  Yes  No

Are you appearing as part of your other paid duties for this person or organization?  Yes  No  
(If you answered "no," **STOP**; you need not complete the rest of this form. If you answered "yes," go on to the next question.)

Speaking Limits:

Public Hearing (Common Council)	5 minutes
Information Hearing	3 minutes
Other Items	3 minutes

(SEE BACK)

REGISTRATION STATEMENT - PAGE 2

Are you an elected official or employee who is appearing solely on behalf of your office or for your municipality or other governmental body?  Yes  No

*(If you answered "yes" to the question, **STOP**. You need not complete the rest of this form, except that you must sign this form. If you answered "no" to the question, go on to the next question.)*

If you are being paid for your representation, or if your appearance is part of other paid duties, please be advised that:

1. Before you engage in lobbying as a lobbyist, you or your principal must file an authorization with the City Clerk.
2. Your principal is not permitted to authorize you to lobby unless you are registered with the City Clerk.
3. If your principal spends or will owe more than \$1,000 for lobbying services in any reporting period (half year), the principal must file expense statements with the City Clerk for the remainder of the calendar year?

*(Please go to the City Clerk's website [www.cityofmadison.com/clerk/index.html](http://www.cityofmadison.com/clerk/index.html) or go to the Clerk's Office at Room 103 of the City-County Building, Madison, for more information.)*

Date \_\_\_\_\_

Signature \_\_\_\_\_

Print Name \_\_\_\_\_

Date: 1/17/2006

CITY OF MADISON

Registration Statement - COMMON COUNCIL  
COMMITTEE

Please Print

02207

PLEASE PRINT CLEARLY

Agenda No. 11.

Name Jeffrey Schimpff  
Address 2721 Kendall Avenue  
Madison, WI 53705

Please check the appropriate boxes:

- Support
- Oppose
- Neither Support Nor Oppose

- and
- Wish to speak *(left written comments)*
  - Do not wish to speak
  - Available to answer questions *(after 9 p.m. - 233-2962)*

At this meeting are you representing an organization or a person other than yourself:  Yes  No  
*(If you answered "no," STOP; you need not complete the rest of this form. If you answered "yes," provide the name of who you represent and go on to the next question.)*

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\_\_\_\_\_  
\_\_\_\_\_

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(Please go to the City Clerk's website [www.cityofmadison.com/clerk/index.html](http://www.cityofmadison.com/clerk/index.html) or go to the Clerk's Office at Room 103 of the City-County Building, Madison, for more information.)

Date 1/17/2006

Signature Jeffrey A. Schimpff  
Print Name Jeffrey A. Schimpff

## Public Comment

Madison Common Council Hearing - Tuesday, January 17, 2006.

Agenda item #11. Adopting and confirming the City of Madison Comprehensive Plan.

Submitted by:

Jeff Schimpff  
2721 Kendall Avenue  
Madison, WI 53705

Madison Alders,

**I ask you to postpone adoption of the City of Madison Comprehensive Plan.** The plan as written is incomplete because it leaves out a very crucial element of vital importance to protecting public health in our city.

Namely, **the Plan fails to deal with the issue of air pollution and its impact on human health, especially the health of children and the elderly.** This is an element I commented on at the very first meeting on the comprehensive plan at Sequoia Library or Cherokee School. Absence of an air quality element will only ensure that our air pollution-related problems and costs will increase in the future. It will also make a mockery of the current mayor's "Fit City" program, because no one can attain good health while being active in a polluted environment.

Wisconsin DNR has issued 9 days of air health advisories due to unhealthful levels of fine particulate pollution. In addition, there have been scores of days that these pollutants health-damaging pollutants days have been greatly elevated, but just below the threshold for announcing an advisory.

There were also 4 days in Madison and Dane County last year when pollution levels prompted the EPA/DNR declaration of a "Clean Air Action Day" due to dangerously high concentrations of ground-level ozone. As with fine particulate, there were also many days during the spring, summer and early fall when ozone levels were unhealthy but slightly below the "action day" limit.

At times these pollutants arrive in elevated concentrations from regional sources outside of Dane County, but our local sources of pollution, from

motor vehicle emissions, power plants, and other sources of combustion, add significantly to measured concentrations. At times when no regional air pollutants are present, local levels are still significantly elevated, especially at times of air stagnation, creating a visibly polluted skyline.

This is not a problem that can afford to ignore. Costs for treating the range of illnesses caused and aggravated by air pollution are staggering - in the tens of millions of dollars annually for our area.

The Comprehensive Plan must contain a goal to limit fine particulate air pollutant levels to no more than 12 ug/m<sup>3</sup>. This we can accomplish by reducing motor vehicle travel in Madison by approximately 20% and extend bus service to most villages and cities in the county by 2010.

**There is an overwhelming volume of quality health studies that form a strong scientific basis for demonstrating the link between our existing air quality and negative health impacts.** These impacts include elevated rates of respiratory disease, heart disease, childhood leukemia, other cancers, and genetic damage. These impacts are especially magnified within 200 to 800 yards of heavily traveled roads. The American Lung Association has amassed more than 2,000 such studies as of January, 2006.

One study conducted in San Diego County in the 1990s showed residents who already had asthma reported more trips to hospitals if they lived within a distance of within 550 feet of a heavily traveled highway:

"Examining Associations between Childhood Asthma and Traffic Flow Using a Geographic Information System".  
<http://ehp.niehs.nih.gov/members/1999/107p761-767english/english-full.html>

According to a study published in the American Journal of Respiratory and Critical Care Medicine, living near a busy road can also increase a child's chances of getting bronchitis or asthma in the first place:

"Living Near High-Traffic Areas Linked to Childhood Asthma, Bronchitis".  
<http://my.webmd.com/content/Article/93/102364.htm>

It is the fine pollutants which are the most injurious, as they lodge deep into human lung tissue. The problem occurs most frequently in children because children are more likely to be breathing deeper as their lung capacity is smaller and they are more often engaged in active outdoor activities that require faster and deeper breathing:

"Experts: Childhood Asthma "Epidemic" Among Inner-City Youth Seen in Absence of Steps to Curb Global Warming, Fossil Fuel Use".  
<http://www.resultsforamerica.org/calendar/files/042904childhoodasthmaGWreleaseFINAL.pdf>

Pollution emissions from motor vehicles can also trigger ischemia, a potentially catastrophic shortage of oxygen to the heart muscle:

"Air pollution: particularly offensive to the heart. Tiny particles from traffic and industry, along with other pollutants, can trigger heart attacks and spur the development of heart disease". [Harv Heart Lett. 2005 Aug;15(12):4-5]

A study by New York's Columbia Center for Children's Environmental Health concludes that babies in the womb are more sensitive than their mothers to pollutants from motor vehicle tailpipes and other combustion sources:

"Study of Effects of Air Pollution in New York City Reveals that Babies in the Womb are More Sensitive to DNA Damage from Pollution than their Mothers".  
[http://www.ccceh.org/news-events/CCCEH%20PRESS%20RELEASE%20\(Jun23\).htm](http://www.ccceh.org/news-events/CCCEH%20PRESS%20RELEASE%20(Jun23).htm)

The medical journals are filled with reports of scientific studies that link human exposure to even moderate levels of particulates from automobile emissions to increased risk of getting asthma, asthma attacks, bronchitis, heart attack, stroke and cancer. A report prepared by the Sierra Club documents many other of the known health hazards for people who live near heavily traveled highways:

"Highway Health Hazards: How highways and roads cause health problems in our communities; and what you can do about it."  
<http://www.sierraclub.org/hhh/HHHFinalReport6-28-04.pdf>

Recently, the U.S. Environmental Protection Agency has proposed to reduce the amount of fine particulate that can be present in the air to be in compliance with the Clean Air Act. Presently, the annual (average) standard for fine particulates is 15 micrograms per cubic meter and that standard would remain unchanged. The current daily (maximum) standard for fine particulates is 65 micrograms, and EPA proposes a reduction to 35 particles per cubic meter cubed.

The American Lung Association (ALA) claims the proposed limits are still not low enough to protect public health and will lead to thousands of

premature deaths. The ALA states that the daily maximum standard should be no higher than 30 ug/m<sup>3</sup>, and the strong independent scientific consensus is that the annual average standard needs to be set lower than 15 um/m<sup>3</sup> to protect public health.

Even the car-dependent State of California has had the wisdom to adopt a lower fine particulate standard, judging that the federal standard is inadequate to protect public health. **The Comprehensive Plan needs an element to initiate work between the City and County that will result in a County air quality standard of 10 to 12ug/m<sup>3</sup> of fine particulate on an annual average basis, and 30 ug/m<sup>3</sup> as a daily maximum.**

Personal motor vehicle operation in and around Dane county is one of the leading contributors to Madison's fine particulate and high ozone levels.

Reducing the annual number of motor vehicle miles driven in and around Madison by about 20% over current usage would help ensure Madison's air remains healthy to breathe and in compliance with the Federal Clean Air Act requirements. This would also reduce traffic congestion, the potential for collisions and automobile-pedestrian and automobile-bicycling conflicts, and reduce the need expensive and land-consumptive highway/street capacity expansion and maintenance.

This would also help Madison meet its climate protection commitments, since emissions from motorized transportation contribute significant amounts of carbon dioxide emissions to the atmosphere in the Madison area.

Wisconsin is not immune to the dangers of global warming. There presently exists overwhelming scientific consensus that earth's climate is warming in response to rising concentrations of greenhouse gases in the atmosphere, and the Madison Common Council has recognized this.

In adopting its "Climate Protection Plan" (Final Update - 2002), the Madison Common Council recognized that local actions to reduce greenhouse gas emissions and increase energy efficiency provide many other local benefits including decreased air pollution, more jobs, reduced energy expenditures, and money saved for City government, its businesses and its citizens. "Increasingly, cities are providing the answers to some of America's toughest problems. So it's fitting that we're leading the way on global warming as well", said Mayor Dave Cieslewicz in May 2005 upon his signing of the U.S. Mayor Climate Protection Agreement, which presently has 195 mayoral endorsements from around the country. <http://www.ci.seattle.wa.us/mayor/climate/quotes.htm#mayors>



**However, without a Comprehensive Plan element to significantly reduce these emissions, the Madison commitment to climate protection will not be worth the paper it is printed on.**

The UW Population Health Institute released a study late in 2005 which ranks Wisconsin's 72 counties according to how healthy they are for people to live in the county. Madison and Dane County missed out on being among the healthiest counties due to their poor air quality score. The study attributed the poorer air quality in Dane County to too much motor vehicle traffic:

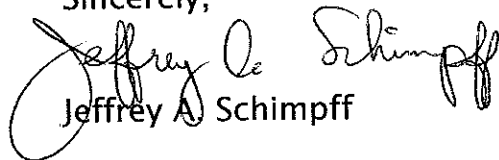
"Health Goes With Wealth Throughout Most of State"  
<http://www.madison.com/tct/mad/topstories/index.php?ntid=61560&ntpid=0>

Wisconsin Department of Transportation estimates show the number of motor vehicle miles traveled (VMT) in Dane County has grown from 3.0 billion VMT\* in 1990 to 4.9 billion VMT\* in 2004, an increase of 63%, which is over two and a half times Dane County's population growth rate of 23% (450,730 - 367,085)\*\* during the same period.

Per capita VMT in Dane County (a surrogate for the amount of driving done by residents and commuters) grew from 8,172 miles per capita (MPC) in 1990 to 10,871 (MPC) in 2004 (a 33% increase). Clearly, curbing this traffic growth and its pollutant emissions is imperative. Neither Wisconsin DNR nor US EPA has the courage to tackle this issue. I hope you do. It must be done locally.

**I urge you to postpone approving the Madison Comprehensive Plan until you add an element to significantly reduce transportation air pollutants, in order to reduce urban particulate pollution levels below the 12ug/m3 average annual standard adopted by California and an increasing number of Eastern states.**

Sincerely,

  
Jeffrey A. Schimpff

\* Source: Wisconsin Department of Transportation

\*\* " " : Wisconsin Blue Book

