



# Dunn's Marsh Neighborhood Association

Madison, WI

Jeffrey M Glazer, President

## Dunn's Marsh Position Statement on Wisconsin DOT Verona Road Project Allied-Dunn's Marsh Position Statement on Wisconsin DOT Verona Road Project

October 7, 2010

Dear Mayor Dave Cieslewicz,

The Dunn's Marsh Neighborhood Association ("DMNA"), in conjunction and cooperation with the Allied-Dunn's Marsh Neighborhood Association ("ADMNA"), has many concerns about the Verona Road Reconstruction project that will be the subject of a public hearing on the Supplemental Draft Environmental Impact Statement ("SDEIS") on October 13. Together, we would like to express our concerns and ask for your support in fighting to keep our neighborhood viable, for as the plans stand, we feel they pose many difficulties.



As you are aware, both the DMNA and ADMNA share the same geographical boundaries in the southeast quadrant of the project which centers on Verona Road and the West Beltline; it is generally considered to be Census Block 6. The map, which has been the city's definition of our neighborhood since 1973, shows the 4 sub-neighborhood areas that the DMNA uses to designate our area for structural purposes. Please note that the DOT has chosen to define our neighborhood differently.

This letter is a digest of our concerns and requests. The project affects us in many ways, and the devil is in the details as well as in the broad outlines everyone might understand. I have attached a more detailed rationale of our concerns so that others may more fully comprehend why we make these requests for changes to the plan.

The following is a summary of the concerns that both the DMNA and ADMNA share about this project, we hope you will take these concerns seriously and work with us to help the DOT to understand them and modify the project appropriately.

1. We would like the DOT to more seriously consider the feasibility of a South Reliever to divert truck and other non-local traffic by performing an updated destination and feasibility study to determine how much traffic could be diverted under current and projected traffic volumes. Many within the neighborhoods would like to see a moratorium on this project until plans are made to divert this traffic by way of a bypass that will take non-local heavy truck and other traffic off of Verona Road and the Beltline.
2. All runoff generated from the highways should be stored on or under the right of way so that it can infiltrate into the soil rather than run off to do damage to Dunn's Marsh or Lake Wingra and beyond. This solution is supported by data from stormwater engineering experts at the University of Wisconsin who advise the Arboretum. We oppose using the wooded parkland at the edge of Dunn's Marsh for a large new settling pond.
3. DOT must commit to intergovernmental cooperation and to sharing the cost for facilities created off the Right Of Way to improve and control water quality and quantity that is already overwhelming the stormwater infrastructure during some storm events.
4. DOT in cooperation with DNR and local governments should do a baseline measurement of quality and levels of Dunn's Marsh now and should continue monitoring throughout each stage of construction and then afterward for at least 5 years. If quality deteriorates or flooding occurs as a result of the changes in accordance with this project, we expect DOT to assist in mitigation projects in proportion to which the highways contribute to these outcomes.
5. While we understand the statutory limitations on noise reduction barriers, our neighborhood requires additional noise protection despite the possibility that the population density on the immediately adjacent properties may not rise to statutory minimums. We believe that the DOT can be creative in designing noise mitigating structures and vegetation to better reduce noise issues as a result of the increased traffic. Noise levels already exceed acceptable limits and we ask that the DOT be mindful of our peace of mind and health.
6. A pedestrian and bike crossing that avoids the dangerous 18-lane at-grade crossing of Verona Road, for example by way of a bridge, should be built across Verona Road near the Beltline. Such a crossing could also eliminate the need for the currently designed signal that would stop eastbound traffic onto the Beltline. The current design as outlined in the SDEIS is harmful to the safety of those needing to cross Verona Road. In addition, bike lanes and better pedestrian facilities should be funded, whether by the DOT, county, or city, for increased non-vehicle safety.
7. We oppose new streets and designs that would encourage traffic from outside of the neighborhood to use neighborhood streets and roads as a shortcut or more convenient route to destinations outside our neighborhood. This is already a problem on some streets where drivers wish to avoid more heavily traveled routes or intersections.

8. Because of the increased traffic that this project is designed to accommodate and the already deteriorated air quality of our neighborhood as a result of this intersection, the DOT should lead the implementation of and continue to cooperate in the measurement and monitoring of Mobile Source Air Toxics and other air pollutants in our neighborhood during and after the completion of this project. Specifically, we would like to see an air monitoring station in the neighborhood and semi-annual, or even real-time, reporting of data to the neighborhood.
9. We support Option B as outlined in the SDEIS that keeps the Beltline Frontage Road next to the highway rather than having it dip down to Britta Parkway and closer to homes. This includes berms, sidewalks, and foliage to soften both the view and the sound of the Beltline and increase safety.
10. We feel that the current jug handle design which locates a circular frontage road on an extended roadway creates a dangerous situation for pedestrians trying to access Walgreen's and strip mall businesses in the "island." We understand that this design is minimize business relocations, but we ask that the DOT be especially sensitive to this area and design the safest possible crossings to aid pedestrians and bicycle traffic to Walgreens and the businesses, such as a neighborhood laundromat.
11. We support the Carling Drive extension to Allied in order to complete the frontage road to Nakoma Heights and further east. It should be signed as a route to the Southwest Commuter Bike Trail and the Military Ridge Trail.
12. We oppose making the Freeport Road connection permanent. In the current design, it would put another street under Verona Road on the alignment of the Southwest Commuter Trail and create traffic conflicts where none exist now. It is understood that this may be a short-term construction-time necessity, but this road adds little to the neighborhood other than increased pass-through traffic. Retaining it for bike or pedestrian traffic only would be preferred.
13. We note that bus and light rail transit is not given any real consideration at any of the 3 stages of construction and that no structures are provided for either one except for an enlarged park and ride lot in Verona. Forward-looking state planning should provide structural, on-the-ground support for these modes rather than expecting local governments to be the main proponents of multi-modal transportation planning.
14. We would like to see the City of Madison, Dane County, and the State, aided by private funds as available, make weatherizing single-family and multifamily residential units in our neighborhood a priority. These measures would help reduce the impact of existing and future noise and air pollution and could be a compromise solution to noise issues that can't be solved through highway noise walls. Such public funds would assist low and moderate income residents to increase the safety and efficiency of the homes in our neighborhood.
15. We request that the Highlander Motel, taken as a part of this project, or some part of it or the land on which it sits, will be put to use, as feasible and legally allowed, as a small community center, co-op housing or some other use that adds value to the neighborhood.

16. Although Phase 3 is quite distant and uncertain, we support changing the current design to cover the depressed portion of Verona Road, thus providing traffic quieting, green space, and easy access across the highway. In general, though, we strongly oppose Phase 3 as it is currently designed because it would gut the neighborhood of businesses and place additional noise and air pollution burdens on the neighborhood. Of particular concern is the proposed closing of the Seminole Highway ramps which further isolate our neighborhood and make travel into and out of the neighborhood by residents even more difficult than it already is.

We apologize for the length of this letter, and hope you will review the more detailed analysis enclosed with this letter. As you can see, there are quite a few points of concern for the neighborhood regarding this project. We hope you will review these concerns and agree that there are reasonable solutions that can be achieved with the cooperation of the DOT. Thank you for taking your time on our behalf. If you have any questions or concerns regarding the contents of this document or the project in general, please do not hesitate to contact me.

Sincerely,

Jeffrey M. Glazer, President  
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**Joann Kelley, Testimony to Long Range Transportation Planning Committee, Dec. 9, 2010**

I live in the Allied-Dunn's Marsh Neighborhood and I am here today to make a comment about the DOT's public involvement process and ask you to recommend 2 changes to the Madison resolution for the Verona Rd/Highway 151 DOT project.

Comment: DOT's public involvement process.

The DOT likes to cite the numbers for their public involvement process. The number of meetings they held and the number of people that attended these meetings and hearings. People in the Dunn's Marsh neighborhood have a lot of experience attempting to get information from DOT to understand the project and its impact on our health and the environment through their public involvement process. After our numerous interactions with the DOT, we are left uninformed, disregarded, and disrespected. Our neighborhood has participated in DOT's Community Advisory Committee, public information meetings, public hearings, and arranged for individual meetings with DOT staff. Meeting after meeting we did not get answers to our questions. At times the staff made ridiculing remarks about our concerns or about individual neighbors that made specific comments. People that testified at the Environmental Impact public hearing left the experience feeling disrespected.

Request the following 2 changes in the resolution:

1. Ensure viable transit options for Verona Rd/151 corridor are included in the final project plans.

Phase 3 is when a freeway would be put into place. Phase 3 is dictating much of the design and planning of Phases 1 and 2. When we talk to various DOT staff about Phase 3 they consistently say, "Hopefully, there will not be a need for it."

Yet, the Supplemental Draft Environmental Impact Statement does not offer any alternatives to vehicular transportation. Bike and pedestrian travel is made longer and more complex. There are NO easements or other accommodations and planning for transit in the future. The comments by City staff also raise these as issues.

We are asking for your help as the LONG RANGE TRANSPORTATION PLANNING COMMITTEE to make sure the city's resolution includes strong language to ensure transit options are viable and included in the design of this project.

2. Make sure the Final Environmental Impact Statement addresses health issues stemming from vehicle air and noise pollution.

The neglect of the DOT in addressing pollution issues is alarming. As our neighborhood educated ourselves about these impacts I was surprised to learn that particulates breathed into our lungs may cause cardiac illness and highway noise impedes the ability of children to learn.

In summary I am requesting that you recommend these 2 changes to the resolution and that you go as far as making the City of Madison's support of the project conditional with the Transit Plan and Health issues being addressed as stated.

**Comments to the Long Range Transportation Planning Committee  
RE the SDEIS for the Verona Road/USH 18/151 Project**

**Dec. 9, 2010**

I am the Executive Director of the Midwest Environmental Justice Organization (MEJO). Thank you for considering our comments on this extremely important issue—one that will affect Madison, Dane Co., and the whole state and region for decades to come.

MEJO works with people from diverse communities to collectively understand—and do something to improve—environmental health issues that are important to them. We focus in particular on environmental and health issues that place the most risks on minorities and low-income communities. In this letter, we focus primarily on air pollution impacts, though water pollution impacts are also a concern and will be discussed in other documents.

Early last spring I was asked by the Verona Road Justice Coalition to give a talk to their group about the potential health impacts of the planned WisDOT highway expansion. In preparing my talk, I read over the key DOT documents on the project. Oddly, while some of the key socioeconomic impacts of the proposed projects are addressed (isolation of the neighborhood, destruction of homes/businesses), the documents barely mention significant public health impacts that will result from the proposed projects—and in particular those resulting from increased air pollution.

I also learned while talking to the community that DOT representatives also hadn't mentioned these health impacts in their extensive meetings with them over the years. Worse, community members have said that they have felt, and continue to feel, unheard and disrespected overall in their interactions with WisDOT representatives.

**Downplaying and/or ignoring critical public and environmental health risks resulting from this project, one that will put minority and poor communities even more at risk, along with not respecting communities' questions and concerns, violate the DOT's mandate under Executive Order 12898 to make decisions that do not have adverse environmental and health impacts to minorities and lower income communities. Meaningfully and respectfully engaging communities in decisions, moreover, is a central premise of environmental justice and therefore in not doing so the WisDOT is further violating the mandate.**

There is little controversy about the fact that traffic-related air pollution (TRAP) causes illness and early death, particularly in people exposed to high levels of TRAP because they live near highways. Countless scientific studies show that pollutants emitted from vehicles can have significant health impacts, particularly on vulnerable populations (children, elderly, already ill, minorities, and lower income). Traffic-related air pollution is well known to contribute to asthma, respiratory problems, cardiovascular problems, neurological problems, adverse birth outcomes, and more. The increased noise that will result from more traffic is also known to cause health problems, especially in children.

The Allied neighborhood is already at risk for higher levels of these health problems because of the high proportions of lower income and/or minority people living there. This neighborhood also faces many other significant socio-economic challenges—which further exacerbate their vulnerability to health problems (e.g., because of lack of health insurance, good medical care, poor diets, etc).

Oddly, the WisDOT documents only consider one contaminant resulting from increased traffic pollution—carbon monoxide—which the DOT then discounts as not being a concern based on

“preliminary air quality monitoring” showing that no location will be exposed to more than 75% of any ambient air quality standard. This is a questionable argument for a number of reasons.

Further, other air pollutants that will increase substantially as a result of the highway expansions and that are known to cause health effects—such as fine and ultrafine particulates (PM<sub>2.5</sub>), ozone, mobile source air toxics (MSATs), nitrogen and sulfur oxides, are barely or not mentioned in WisDOT documents. The WisDOT report mentions a few of these, but then notes that they are exempted, for reasons that are also questionable. (We will outline our questions about these claims in our comments to the WisDOT on the SDEIS).

In fact, the DNR letter submitted on Jan 14 by the DNR’s Transportation and Air Quality Planner, and included in the SDEIS (p. 4-179) notes that *“Despite the indirect source permit exemption, we believe that the Verona Road West beltline interchange is a project of significant air quality concern and requires additional analysis. Since the project is in close proximity to a number of sensitive receptors and has a high percentage of heavy diesel traffic, DOT should conduct a particulate matter (PM 2.5) hot spot analysis and NO<sub>2</sub> analysis for the project.”*

Further, air pollutants emitted from the increased traffic in this area due to the road expansions proposed in this project will add significantly to the overall air pollution in Dane County and the region for decades to come. These contaminants will also contribute significantly to climate change, which the SDEIS notes but then discounts—again, for reasons that are misleading and/or inaccurate.

**Looking at the bigger picture, we ask that our government agencies, leaders, and policymakers stop proposing that there is no choice but to build more and bigger highways.** We ask, instead, that they start making it a top political priority to improve mass transit—buses, trains, light rail, etc.—and do much more to get people to get out of their cars and walk or bike through systemic programs throughout all institutions to give people incentives to get out of their cars.

While the WisDOT SDEIS proposes many improvements related to bikepaths, bike and bus connectivity, and other such efforts (that we strongly support), we also want to highlight the contradictions in building more bike paths and walkways, etc., right next to large roads and highways that are being expanded to accommodate more and more traffic. Ironically, bikers and walkers will therefore be exposed to even more pollution as they exercise outside, doing their part to reduce pollution. This is particularly ironic and unjust since those using these paths—primarily people in the neighborhood—are less likely to have cars. So while more privileged people from other parts of the city and state use the highways to zoom as quickly as possible through the neighborhood, the pollution from their cars will be inhaled by people without cars who are walking and biking in the neighborhood--whether by choice or because they cannot afford a car.

Moreover, based on extensive past evidence, as you likely know, building more and bigger highways only facilitates more driving and when bigger highways are built they quickly fill up with more cars.

**In line with the comments above, we would like the City of Madison to do or ask the WisDOT to do the following:**



1. Regularly and respectfully engage communities in the areas of the planned highway expansions—by listening to, discussing, and *meaningfully addressing* their perspectives and very valid concerns about a number of aspects of the project, as outlined in the DMNA comments to the city.
2. As suggested in the City of Madison comments on the WisDOT proposals, work with the WI DNR to “monitor air quality in adjacent neighborhoods, which should include regular reporting and possibly a monitoring station.” This should be implemented as soon as possible and should include ongoing air quality monitoring of PM2.3, air toxics, NOx and SOx in the neighborhood to get baseline data and to track changes as this project moves forward. The nature and extent of current and potential public exposures to traffic-related air pollutants in the Verona Rd area cannot be adequately assessed or addressed without such monitoring.
3. As already recommended, assure that sound walls and other noise barriers are actually constructed in all the areas needed as identified by the community and throughout all phases of the project.
3. Work with Public Health Madison Dane County (PHMDC) and other public health officials, and the neighborhood, to gather health data for the neighborhood, particularly on diseases and conditions related to air pollution (e.g., respiratory problems, cardiovascular problems, birth outcomes) and noise. Work to obtain the resources to do a health impact study (HIS) *with members of the affected neighborhoods* to better understand the full effects of the policy decisions about this highway expansion on people’s health and well-being.
4. Use the information from the air monitoring and health impact study described above, with the full engagement of interested community and neighborhood members, to make decisions that minimize negative health impacts on the neighborhood to the fullest extent possible in the near-term planned projects (Phase 1) and subsequent phases.
5. Develop and implement strategies to eliminate future planned phases of this project (especially Phase 3) by improving mass transit options in Madison, Dane County and the entire region, by planning neighborhoods and transportation options that are more conducive to walking and biking, and by actively encouraging people to get out of their cars through systemic institutional changes and incentives throughout the city and state.

Thanks for considering our comments.

Sincerely,  
Maria Powell

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**Comments to the Madison Long Range Transportation Committee meeting, 12-7-10**  
From Mary Mullen, 4337 Milford Road, Madison, WI 53711, [mmullen@chorus.net](mailto:mmullen@chorus.net), 298-0843

I'm here to talk mostly about adding a bike/pedestrian crossing of Verona Road and storing water on or under the highway right-of-way.

1. But I have to say first that I think the **Verona Road project is not a forward-looking plan at all**. This plan guarantees that the Beltline and Verona Road will have to be widened again and again. Each widening will displace businesses and homes. A moratorium would be the best plan.

A true long-range plan would take traffic off the Verona Road/Beltline intersection and put regional traffic on bypasses far from the urban heavily-developed area. It would reduce the remaining car traffic by providing mass transit for commuters including special lanes for buses, possible train ROW, more frequent scheduling, and subsidies and amenities for full vehicles. It would aggressively advertise these modes.

Now I want to draw your attention to a **needed pedestrian/bike bridge and water run-off**.

2. I would like you to **support a ped/bike bridge over Verona Road** at the intersection with the Beltline. Under the plan shown in the SDEIS pedestrians and bikers will have to cross 18 lanes with traffic zooming from all directions. That's 5 more lanes than now. The route looks like someone threw spaghetti at the intersection.

No matter how big the islands and regardless of painted crosswalks and signals, this will be a highly dangerous intersection for people on foot, in a wheelchair, or on a bike. I think a ped/bike bridge is a necessity, and I hope you ask for it. The ped-bike committee voted for this.

A bridge in this location will also make for a better connection for inbound & returning bicyclists who want to use on the Southwest Commuter Path since it would connect the Beltline frontage roads on both sides of Verona Road

3. Next, I want to talk about the disposition of **run-off from the highway**.

Almost all run-off will be going to Dunn's Marsh. Even before any additional impervious surface is added there are problems. The water floods Seminole Highway – twice that I know of just this summer!

I oppose the SDEIS solution of adding a retention basin just west of Dunn's Marsh. First of all, much of the **basin would be located in parkland** that was dedicated to the public when Allied Terrace was platted in 1963.

Secondly, this is **wooded land and the trees would have to be cut down** to accommodate the basin. Of course, wildlife would also be displaced.

Instead, the **water should be held on or under the right of way** so that it can naturally soak down into the soil. This solution was suggested to our neighborhood by a statewide stormwater engineer and expert, David Liebl of the University of Wisconsin.

# Stage 1 Improvements 2013-2015

This existing ped/bike bridge over the Beltline serves the Southwest Commuter Path.

Extend 6 lane section from Verona Road to Whitney Way

Suggested location of a new ped/bike bridge over Verona Road would make for safe crossing AND good connection to SW Commuter Path.

Single-point Interchange Rebuild Verona Rd/Midvale Blvd

Upgrade Ped-Bike Overpass

Existing ped/bike bridge over the Beltline is being demolished and rebuilt primarily because its pillars are in the way of widening the roads.

Relocating the frontage road in a circle around Walgreens & strip mall makes for very dangerous conditions for pedestrians

Increase size of Verona and Dutch Mill Park & Ride Lots

Summit Road Jug-handle

Caring Drive Extension to Allied Drive

Bike/motorist conflicts are created by putting roads where a conflict-free SW Commuter Path goes under Verona Road now.

Freeport Connection

Raymond Rd

Freeport Rd

Allied Drive

Summit Rd

De Vels Parkway

De Vels Park

Walgreens

Strip Mall

Frontage Road

Summit Rd

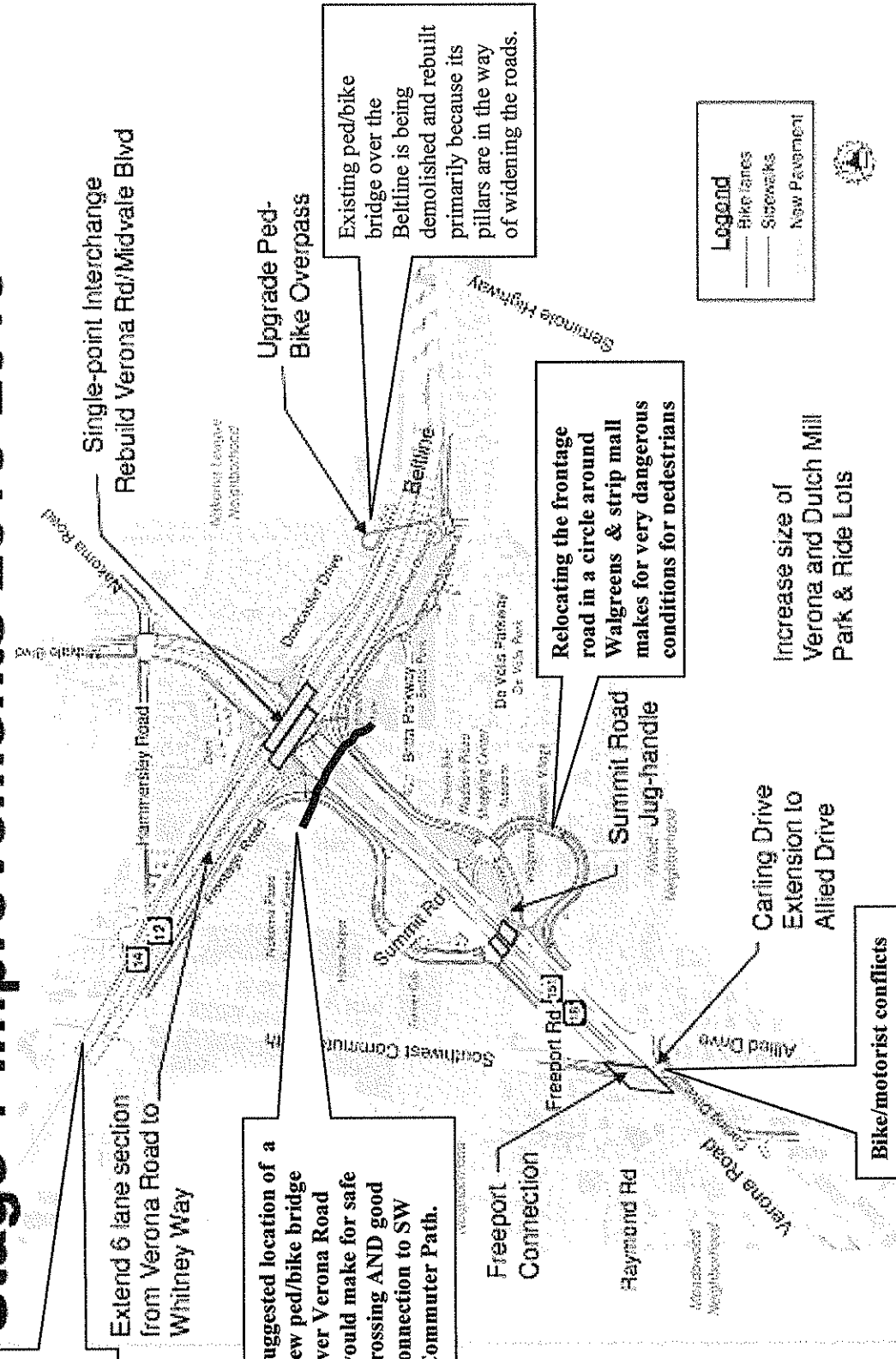
Verona Rd

Midvale Blvd

Serrano Highway

**Legend**

- Bike Lanes
- Sidewalks
- New Pavement



Testimony to the LRTCP.

December 8, 2010

Kim Zinski

kimzinski@gmail.com

I live in the Dunn's Marsh Neighborhood which will be impacted by the Verona Rd/Hwy 151 project. I wish to address the premise, the process and the pollution of this project.

#### The Premise.

The DOT's premise is that more lanes on Verona Road delivering more cars onto the Beltline will lower traffic congestion and crash rates. However, the DOT admits the Beltline functions at capacity now. The proposed plan is not a solution.

The DOT cites the small footprint of the Verona Road interchange, as compared to other interchanges with comparable traffic volumes, to show that it "fits" and that the DOT "listened" to people's concerns. Those other high volume interchanges are not located in residential areas, and it is wrong to ask one community to bear all the burdens for the benefit of regional traffic. This project will incrementally dismantle our neighborhood by taking away homes and businesses. Those that remain will be bombarded with the increased noise and air pollution.

#### The Process.

The public involvement process of this project has been disappointing. When this commission met with Larry Barta last year, Robbie Webber suggested a Public Hearing format where questions could be asked of a panel and that the entire audience could have the benefit of hearing the answers (see LRTPC's meeting minutes of November 19, 2009). The actual public hearing format was a travesty. Members of the public presented their opinions via a very poor acoustic system, while DOT employees meandered about the auditorium, giving no attention to the speakers.

#### The Pollution.

The DOT neglects to address fully the impact of the resulting noise pollution. The plan calls for elevating Verona Road and the Beltline. Vehicular noise pollution, which is linked to hearing and sleep problems as well as cardiovascular issues, will be carried further into neighborhoods. The DOT does not present means of mitigating noise in our community, except for a possible short sound wall if the Highlander motel is demolished.

I ask that the City of Madison's support of this resolution be conditional upon requiring a full analysis of health issues arising from vehicular noise and air pollution in the FEIS.

**Testimony of Sunshine Jones regarding Verona Rd. Reconstruction Project, a member of the Allied Drive/Dunn's Marsh community. December 9<sup>th</sup>, 2010**

I am here tonight because I believe it is imperative that any resolution from the city concerning the Verona Rd. Reconstruction Project speak out about rather than conceal the environmental justice issues in this project and the shameful (and racist) process that disrespected Allied Drive/Dunn's Marsh community member's questions and voice. Moreover, it is incumbent that the resolution make clear the DOT's refusal to address, or at public hearings even acknowledge, the dangerous environmental hazards and safety issues for residents, especially children and the elderly, to one of Madison's most vulnerable neighborhoods struggling against all odds for community uplift. The Allied Drive/Dunn's Marsh community most directly affected is majority people of color, low income, with a disproportionate number of disabled people, people already at higher risk for respiratory and cardiac disease and learning disabilities associated with environmental traffic pollutants.

I want a strong statement from the Madison City Council that the continued reliance on Verona Rd for the state highway backbone is a DANGEROUS social policy, because it compounds existing environmental justice issues. The present plan for a Chicago-like 8-16 lanes highway without addressing the negative environmental health impacts from air and noise pollution shamelessly makes clear that families of color and those whom are economically poor, especially in Allied Drive community, are expendable to serve the unabashed growth of car and semi-truck use for not only Madison but the outlying areas.

The DOT knew well that the neighborhood they were targeting to unfairly bear the majority of the burden of the environmental safety hazards and dangers of traffic problems do not have lawyers, doctors and people with money or institutional power to do lawsuits like the other outlying areas to the south and north. Other areas could share the burden but were passed over for projects to meet the increase in traffic demands due to the influence of money and access to power. Clearly, there has been heinous environmental racism at every level of this project.

The recent Supplemental Draft Environmental Impact Statement (available in October ) made clear that the DOT has not planned to mitigate the dangerous environmental health hazards, primary among them, and of greatest danger, diesel particulates from trucks. I hope Madison will take a stand and make clear it is wrong to place the majority of the burden of air and noise pollution on vulnerable people in our community already at higher risk for health challenges. Madison must demand that any way to limit these risks be implemented before this environmentally short-sighted highway project is supported.

Four actions wanted by my community are:

- 1.) Place a moratorium on this project until plans are made to construct a north or south reliever bypass that will take a share of the truck or other traffic. (Again, the burden must be shared, not placed on the backs of majority youth and families of color in our community because they lack the economic resources to pursue litigation against environmental injustice.)



2) Require the DOT to follow best environmental practices being done in other urban areas to mitigate environmental dangers and place the highway underground or have it covered. (Let's put a higher value on our community member's bodies, health and uplift than outdated, environmentally unsound, and shortsighted solutions.)

3) Erect sound barriers in the southeast quadrant along the beltline and along Verona Rd up through Chalet Garden since noise pollution is already above any acceptable levels. Studies show that children who are repeatedly exposed to loud environmental noises learn to read more slowly than their peers and that noise pollution has a negative impact on learning and long-term memory, problem solving, and even motivation. Staff at the Allied Boys and Girls already reports an alarming high concentration of youth with ADHD. The environmental justice issues of this project only exacerbates Madison's shameful 50% drop out rate for youth of color.

4) Require that the DOT measure and continue to measure MSATS (Mobile Source Air Toxins) and other air pollutants in our neighborhood now and in the future. Specifically, we want an air monitoring station in the neighborhood and semi-annual reporting of data to the neighborhood.

Thank you for the time to speak. I have lived in the Dunn's Marsh Neighborhood for 14 ½ years.

There are many aspects of this project that are concerning and warrant further investigation of alternative solutions before any construction begins.

First, I would like to comment on the DOT public input process which seems to be impressive in the SEIS; however, my experience has been frustrating. Information I have requested via snail mail and email dating back to last March has never gotten a reply. When I gave testimony at the public hearing in Oct, none of the DOT sat to listen, they were socializing in the background and it was a loud chaotic echoing environment and even the court reporter could not hear as she had stopped testimony in progress, indicating that she couldn't hear. I felt totally disrespected and I do not have faith my testimony was recorded accurately. This kind of treatment from the DOT makes me feel the DOT is profoundly disreputable in their dealings with the public.

In other concerns, one is The Walgreens being enclosed as an island with the frontage road. There are so many people, including young children that use Walgreens. Encircling Walgreens with a busy street is a time bomb for a disaster.

Now I want to focus this time on the Health Aspects from Road Pollution that this project will bring to Madison Citizens.

I am a married mother of two young children, My daughter and husband have respiratory problems already, Asthma. Here is a 3 page reference list of just a few of the numerous peer reviewed scientific studies that connect traffic and noise pollution to adverse health effects. Including Asthma, Cancer and Cardiovascular Disease. Research shows that children in their developing years are especially at risk of pollution effects as well as pregnant mothers. Lower income and minority populations are also more vulnerable to the health effects of air pollution. These pollution related health effects affect all of us in the Madison Community as we all breathe the same air and we are all in the same public health boat together. The cost to the Madison Community and society is huge with more Dr. visits, burdens of family members caring for people who are ill, and more medications just to name a few. As an employee of the public you have the responsibility to make traffic plan considerations that are designed to reduce ambient levels of diesel exhausts and benzene, and to reduce residential exposures to high-volume traffic.

From the DOT web page was a statement that this freeway road will handle 140% more traffic. By bringing more traffic into Madison you will share the liability for the deterioration of Madison's Public Health and Quality of Life.

Noise pollution is also enormous concern as research by WHO states that health effects from noise can lead to social handicaps; reduced productivity; decreased performance in learning; absenteeism in the workplace and school; increased drug use; and accidents.

The Madison Community is already experiencing several of these social problems and this project as currently proposed in the SEIS will only add to the community's distress and detriment. We deserve a reconsideration of an alternate plan that does not bring the backbone corridor route thru residential Madison, the heart of the state of Wisconsin.

I ask that the City of Madison's support of this resolution be conditional to include a reconsideration of an alternate backbone route and require a full health analysis of this project's impact including ongoing comprehensive air monitoring.

Thank you, By Connie Roderick , Dunn's Marsh Resident

World Health Organization, Guidelines for Community Noise, edited by B. Berglund et al. *World Health Organization*, Geneva, 1999. **The WHO guidelines for noise suggest that children are more sensitive to noise than adults because they are exposed to noise during critical developmental periods. The potential health effects of community noise include hearing impairment; startle and defense reactions; aural pain; ear discomfort speech interference; sleep disturbance; cardiovascular effects; performance reduction; and annoyance responses. These health effects, in turn, can lead to social handicap; reduced productivity; decreased performance in learning; absenteeism in the workplace and school; increased drug use; and accidents. In addition to health effects of community noise, other impacts are important such as loss of property value.**

Residential traffic exposure and coronary heart disease: results from the Heinz Nixdorf Recall Study. Hoffmann, B. et al. *Biomarkers* 14 (Suppl. 1) : 74-78 2009 **Epidemiological evidence links both particulate matter (PM) and noise to cardiovascular disease and increased cardiovascular mortality.**

Air Pollution from Traffic at the Residence of Children with Cancer. O. Raaschou-Nielsen et al. *American Journal of Epidemiology*, 2001, 153, 5: 433-443. **The risk of lymphomas increased by 25% (p for trend = 0.06) and 51% (p for trend = 0.05) for a doubling of the concentration of benzene and nitrogen dioxide, respectively, during the pregnancy. The association was restricted to Hodgkin's disease.**

Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study. W.J. Gauderman et al. *The Lancet*, February 2007, 368, 571-577. **Interpretation: Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life.**

Blood pressure of 8-14 year old children in relation to traffic noise at home - Results of the German Environmental Survey for Children. Babisch, W et al. *Science of the Total Environment*. Vol. 407, no. 22, pp. 5839-5843. 1 Nov 2009. **CONCLUSIONS: The results show that road traffic noise at home is a stressor that could affect children's blood pressure.**

Exposure to traffic emissions throughout life and risk of breast cancer: the Western New York Exposures and Breast Cancer (WEB) study. Nie J et al. *Cancer Causes Control*. 2007 Nov;18(9):947-55. **CONCLUSION: Our findings add to accumulating evidence that early life exposures impact breast cancer risk and provide indication of potential importance of traffic emissions in risk of breast cancer.**

University of Southern California (2009, November 5). Big Air Pollution Impacts On Local Communities: Traffic Corridors Major Contributors To Illness From Childhood Asthma. ScienceDaily. <http://www.sciencedaily.com/releases/2009/11/091104161834.htm> L. Perez...R.McConnel et al. Global Goods Movement and the Local Burden of Childhood Asthma in Southern California. *American Journal of Public Health*, 2009. **The study, which appears in an online edition of the *American Journal of Public Health* "Our results indicate that there is a substantial proportion of childhood asthma that may be caused by living within 75 meters (81 yards) of a major road in Long Beach and Riverside. This results in a much larger impact of air pollution on asthma symptoms and health care use than previously appreciated. Air pollution is a more important contributor to the burden of childhood asthma than is generally recognized, especially to more severe episodes requiring visits to a clinic or emergency room. Traffic-related health effects should have a central role on the transportation planning agenda." McConnell says.**

Childhood Asthma and Exposure to Traffic and Nitrogen Dioxide. *Epidemiology*, 2005, 16, 737-743. W.J. Gauderman et al. **Conclusions: These results indicate that respiratory health in children is adversely affected by local exposures to outdoor NO2 or other freeway-related pollutants.**

Traffic-related Air Pollution Near Busy Roads: The East Bay Children's Respiratory Health Study J.J. Kim et al. *American Journal of Respiratory and Critical Care Medicine*, 2004, 170, 520-526. **Our findings support the hypothesis that traffic-related pollution is associated with respiratory symptoms in children.**

Traffic-Related Air Pollution and Otitis Media .M. Brauer et al. *Environmental Health Perspectives* 114, No. 9 (Sep, 2006), pp. 1414-1418. **CONCLUSIONS: These findings indicate an association between exposure to traffic-related air pollutants and the incidence of otitis media. Given the ubiquitous nature of air pollution exposure and the importance of otitis media to children's health, these findings have significant public health implications.**

Living Near a Main Road and the Risk of Wheezing Illness in Children. A.J. Venn et al. *American Journal of Respiratory and Critical Care Medicine*, 2001, 164(12) 2177-2180. **Living within approximately 90 m of a main road is associated with a proximity-related increase in the risk of wheezing illness in children.**

Distance-weighted traffic density in proximity to a home is a risk factor for leukemia and other childhood cancers Pearson, RL et al. *Journal of the Air & Waste Management Association* 50(2): 175-180: FEB 2000.

**The associations between the 750-ft-wide distance-weighted traffic density metrics and all childhood cancers and childhood leukemia are strongest in the highest traffic density category (greater than or equal to 20,000 vehicles per day [VPD]). The odds ratio is 5.90 (95% confidence interval [CI] 1.69-20.56) for all cancers and 8.28 (95% CI 2.09-32.80) for leukemia. The results are suggestive of an association between proximal high traffic streets with traffic counts greater than or equal to 20,000 VPD and childhood cancer, including leukemia.**

The Relationship Between Air Pollution from Heavy Traffic and Allergic Sensitization, Bronchial Hyperresponsiveness, and Respiratory Symptoms in Dutch Schoolchildren. N.Janssen et al.. *Environmental Health Perspectives*, September 2003, 1512-1518. **Our study showed that children attending schools close to motorways with high truck traffic counts in the Netherlands experienced more respiratory symptoms than did children attending schools near motorways with low truck traffic counts.**

Environmental exposure to traffic polycyclic aromatic hydrocarbons (PAHs) and risk of breast cancer. J. Nie et al. *American Association for Cancer Research Annual Meeting*, Anaheim, CA, 2005. **We found evidence that higher exposure to traffic PAH emissions at menarche was associated with increased risk of premenopausal breast cancer (OR 2.07, 95% CI 0.91-4.72, p for trend 0.03) and emissions at the time of a woman's first birth was associated with postmenopausal breast cancer (OR 2.58, 95% CI 1.15-5.83, p for trend 0.19). Both associations were limited to lifetime non-smokers. There was no association of traffic emissions with risk for any of the other time periods. These findings provide evidence for both the potential importance of early exposures and the potential importance of an environmental agent in risk of breast cancer.**

Polycyclic Aromatic Hydrocarbons in Soils of a Mountain Valley: Correlation with Highway Traffic and Cancer Incidence. M. Blumer et al. *Environmental Science and Technology*. Vol 11(12), 1977. **These results indirectly suggest also a correlation between the automobile traffic and the observed mortality from cancer in this area.**

Cornell University. Researchers Find Everyday Traffic Noise Harms The Health And Well-Being Of Children." *ScienceDaily* 23 May 2001. 24 July 2008. <http://www.sciencedaily.com/releases/2001/05/010523072445.htm> **Even the low-level but chronic noise of everyday local traffic can cause stress in children and raise blood pressure, heart rates and levels of stress hormones, reports a new study by a Cornell University environmental psychologist and his European co-authors. published : Community noise exposure and stress in children : Evans, GW et al. *Journal of the Acoustical Society of America*. 109 (3): 1023-1027 Published: MAR 2001 Children in the noisier areas had elevated resting systolic blood pressure and 8-h, overnight urinary cortisol. The children from noisier neighborhoods also evidenced elevated heart rate reactivity to a discrete stressor (reading test) in the laboratory and rated themselves higher in perceived stress symptoms on a standardized index. Furthermore girls, but not boys, evidenced diminished motivation in a standardized behavioral protocol.**

Urban road-traffic noise and blood pressure and heart rate in preschool children. Belojevic, G. et al. *Environment International* 34 (2) : 226-231 FEB 2008. **Systolic pressure was significantly higher (5 mm Hg on average) among children from noisy residences and kindergartens, compared to children from both quiet environments (p<0.01). Heart rate was significantly higher (2 beats/min on average) in children from noisy residences, compared to children from quiet residences (p<0.05). Multiple regression, after allowing for possible confounders, showed a significant correlation between noise exposure and children's systolic pressure (B=1.056; p=0.009).**

Correlation between co-exposures to noise and air pollution from traffic sources Davies, H. et al. *Occupational and Environmental Medicine* 66 (5) : 347-350 MAY 2009. **Both air and noise pollution associated with motor vehicle traffic have been associated with cardiovascular disease.**

Children's annoyance reactions to aircraft and road traffic noise. van Kempen, E. E. et al. *Journal of the Acoustical Society of America* 125 (2) : 895-904 FEB 2009.

**Children attending schools with higher road traffic noise (L-Aeq,L-7-23 (h)) were more annoyed.**

Exposure to Traffic and Left Ventricular Mass and Function The Multi-Ethnic Study of Atherosclerosis. Van Hee, V.C. et al. *American Journal of Respiratory and Critical Care Medicine* 179 (9) : 827-834 MAY 1 2009

**Conclusions: Living in close proximity to major roadways is associated with higher LVMI, suggesting chronic vascular end-organ damage from a traffic-related environmental exposure. Air pollutants or another component of roadway proximity, such as noise, could be responsible.**

Annoyance and disturbance of daily activities from road traffic noise in Canada. Michaud, DS et al. *Journal of the Acoustical Society of America.* 123(2):784-792: 2008 **Sex, age, education level, community size and province had statistically significant associations with traffic noise annoyance. High noise annoyance consistently correlated with frequent interference of activities. Reducing noise at night (10 pm-7 am) was more important than during the rest of the day.**

Hypertension and Road Traffic Noise Exposure de Kluizenaar, Y et al. *Journal of Occupational and Environmental Medicine.* Vol. 49, no. 5, pp. 484-492. May 2007. **Conclusions: Exposure to road traffic noise may be associated with hypertension in subjects who are between 45 and 55 years old. Associations seemed to be stronger at higher noise levels.**

Road Traffic Noise and Annoyance - An increasing Environmental Health Problem Bluhm, G et al. *Noise and Health.* Vol. 6, no. 24, pp. 43-49. Jul-Sep 2004. **In conclusion traffic noise exposure, even at low levels, was associated with annoyance and sleep disturbance.**

Increased catecholamine levels in urine in subjects exposed to road traffic noise. The role of stress hormones in noise research Babisch, W et al. *Environment International.* Vol. 26, no. 7-8, pp. 475-481. Jun 2001. **Subjective measures of disturbance due to traffic noise were positively correlated with the noradrenaline level.**

Annoyance Caused by Exposure to Road Traffic Noise: An Update Ouis, D. et al. *Noise and Health.* Vol. 4, no. 15, pp. 69-79. Apr 2002. **.. In general terms, it is found that the continuous exposure of people to road traffic noise leads to suffering from various kinds of discomfort thus reducing appreciably the number of their well being elements... These findings are important at both the society and the individual level in as much as they may help in regulating in a more efficient way the planning of road traffic activity in order to secure minimum comfort to the affected population.**

My name is Ted Collins. I have lived in the Westchester Woods neighborhood, west of Verona Road/south of Raymond Road for 35 years. I am here to express my frustration with DOT's lack of response to major concerns expressed about the Verona Rd/Highway 151 DOT project.

1. Noise

The increasing truck traffic on Verona Road has resulted in dramatic increases in traffic noise. Trucks produce 20 times the noise of cars. DOT dismisses our concerns by pointing to cost limits imposed by State Statute for sound barriers. \$1 more than the \$30,000 limit and DOT saves the \$30,000 expenditure. DOT made no attempt to identify alternative means to reduce noise that costs less than \$30,000. Instead, we get increased traffic, more trucks and increased traffic speed. All these changes will lead to an increase in noise. DOT should work with neighborhoods to overcome barriers to noise mitigation.

2. Air quality

Recent studies have identified health problems associated with living near a major highway. DNR has suggested air quality measures be done for the DEIS. DOT agreed in the 2007 DEIS to include the results. However, DOT did not include these measures in the final DEIS. DNR should carry out these studies and provide the results to DOT and the public. We have a right to know the facts about these poisons in our environment.

3. Beltline Reliever

DOT reports that Beltline traffic between Verona Road and Park Street has increased from 27,000 to 147,000 per day from 1967 to 2008. Today, the Beltline operates at

capacity twice daily at morning and evening commutes. Do the math, it won't be many years before the Beltline will be in constant gridlock, backing up traffic on Verona Road. It is time to prepare for a Beltline reliever that could use Highway M from Verona to Oregon then on to Highway 14, if only to remove the thousands of trucks destined for somewhere other than Madison. DOT has rejected this proposal, while supporting expansion of 138 from Stoughton to Oregon and on to Hwy 14 to relieve traffic on 51. A study in political influence – people in Town of Dunn don't want Highway 51 expanded and they get relief, people in Allied, Dunn Marsh and Westchester Woods don't want Verona Road expanded and they get 10 lanes of traffic. Where is the justice? When do we get justice.

To: Members of the Committee  
From: Bill McCarthy

Thank you for this opportunity to submit comments for your consideration. I live at 2014 Westchester Road, just off of Raymond road. I wish to preface my remarks with a tip of the hat to Gary Poulson for the work he did earlier this decade to address the noise issues specific to our neighborhood. More importantly, his attention to this and other issues drew our neighborhoods to the DOT plan submitted earlier in the decade around 2004-05. Because of his work, we have watched subsequent proposals.

So what did we see back then?

1. Rapidly growing noise impacts already intruding into neighborhoods
2. Loss of retail space adjacent to neighborhoods – a virtual ghost town in the making
3. More houses becoming unsellable and converted to rentals
4. Increasing traffic, especially on Verona Road, heavy trucks from further and further away due to the completion of highway 151 as a freeway all the way to interstate 80 in Iowa

And what do we see in this proposal that was not already included in the version that the mayor found unpalatable in 2005? Practically nothing. It is just a re-statement of the same egregious impacts affecting neighborhoods, only accompanied by a generous amount of mean-spirited treatment of neighborhood concerns and neighborhood residents by the representatives of the DOT and Strand.

1. **Noise will penetrate deeper into adjoining neighborhoods** by virtue of the fact that the roadbeds will be elevated even higher in the proposed plan.
2. **Air quality will continue to be problematic.** As Dane county air quality remains a subject of increased scrutiny, air alerts are infinitely more frequent today than earlier in the decade. Trucks are a major part of air issues. We burn diesel fuel in the USA that is 50% dirtier than that burned in Europe (15ppm sulfur in the USA vs. 10ppm in Europe) Oh yes, those trucks will be in the nation's fleet for another 15-25 years due to overhauls and engine replacements permitted under EPA rules.
3. **Elevating road beds in the proposed plan will disperse these pollutants deeper into neighborhoods, magnifying health concerns for people with asthma** and other health issues. It is highly doubtful that traffic idling time will be reduced in the proposed plan since all stop light locations will be maintained with the exception of the Home Depot light.



4. The anticipated **increase in future beltline traffic at the Verona Road -Midvale interchange** (as projected by the Madison Metro Planning org.) **will dilute the efficiency of any improvement in the interchange.** The evidence of that growth is already apparent.
5. **No effort to further enhance mass transit is in this \$100,000,000 proposal** in spite of repeated requests to include more design ideas to slow the growth of minimally occupied vehicles which compete with heavy truck traffic on Verona Road.
6. **What this expenditure benefits is the long haul trucking industry, which brings noise, pollution and neighborhood degradation.** This is in stark contrast to the benefit that local business like Certgo and others, who have been responsible citizens, have brought.

We had high hopes for improved mass transit and its potential to provide some relief for neighborhoods, but this proposal falls short on every front in the battle for quieter, safer, and more livable neighborhoods, especially for those who can least afford to pick up their belongings and move elsewhere. The Dunns Marsh neighborhood has been asked to bear a disproportionate burden in the DOT plan that says 100% of all highway 151 traffic in the region will use Verona Road at the beltline.

The multi-millions of taxpayer dollars spent on the consulting for this proposal deserve a better fate, and our health concerns deserves a significant increase in friends and public officials advocating for us.

Thank you for your consideration.  
Bill McCarthy  
2014 Westchester Road