

From: [Nicholas Davies](#)
To: [Transportation Commission](#)
Subject: I90 expansion/interchanges
Date: Saturday, July 8, 2023 3:24:27 PM

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Dear Transportation Commission,

I oppose expansion of I90 overall. Our planet broke temperature records four times in just the past week. We cannot keep expanding highways as if business as usual can continue.

At the very least, added capacity for I90 must be multi-modal. There is currently no bike facility along the I90 corridor. None at all. There is currently no pedestrian facility along the I90 corridor. There is currently no transit service along the I90 corridor. You can find examples of multi-modal highways all around the world. It is unconscionable that in the year 2023 we would continue to build exclusively around the automobile.

Therefore I ask that the commission oppose expanding the interstate, oppose adding interchanges that will further induce demand, and oppose the waste of hundreds of millions of dollars that could otherwise be spent on something life-saving.

To justify expansion, WisDOT cited truckers' uncertainty about how quickly they'll get through the Madison area, because sometimes they can fly through at 70 mph, and at certain hours they can't. This is no excuse for expansion. If consistent expectations are the goal, then lowering the speed limit on I90 is the solution. If vehicles can realistically only pass through at 50 mph, then set the speed limit to 50. Then they'll know what to expect at all times of day.

With that context, I agree with the staff recommendations. Of the options provided for the I90/151 interchange, option 5 is the clear winner, with option 3 as second-best, for the reasons in the report.

This is very contingent upon High Crossing continuing to be a viable multi-modal connection, because there really isn't an alternative to it. Raising the speed limit and increasing lanes should not be part of the plan.

I'm also concerned that all of the proposed interchanges involve on/off ramps through where there is a crucial path connection at the end of High Crossing today. WisDOT have been unresponsive regarding how that path would be rerouted. If they're at your meeting, I encourage you to ask them about this.

I also second the recommendation to add highway crossings--either street crossings or path crossings--to mitigate the way I90 acts as a barrier running through our community. And to not let outdated cost estimates be an excuse not to include sound barriers.

Thank you,

Nick Davies
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