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Hello Transportation Commission members, Alder Field, and Alder Currie,

I would like to take his opportunity to again express my opposition to the Milwaukee street Interchange plan, and question/comment on a couple items that Alder Field addressed in his Meetings and Updates blog/ E-Mail. (Alder Field, I also want to sincerely thank you for the informative newsletters, Blog posts. I know its time consuming on your end, but the information contained is so helpful, and we would have no idea of many updates without you... so, thanks!)

My first concern is the ***traffic volume impact data*** provided by WISDOT. I'm extremely skeptical of the numbers provided. I also question the date these numbers apply to. Are they projecting numbers using current traffic statistics, and current development status? If so, thats quite misleading, encouraging minimal impact numbers. Once this gets built out in, if it gets built out, according to the City's neighborhood Development plans, the projected traffic volume **in a residential neighborhood,** will be much, much higher. Using statistics like those provided seems like a "best case scenario", and I find them deceiving.

I would also question how these numbers are arrived at. My biggest question is the projection of an increase of 800 cars on Milwaukee Street, West of Sprecher Rd. Yet, an increase of only 200 cars using the Milwaukee Street bridges?? Where are the other + 600 cars going, that they aren't going already? That neighborhood on Milwaukee street from Sprecher road to the Milwaukee street bridges is already pretty built out, and pretty restricted from future development by Homburg complex. So, I believe the projection of an only 200 car increase using Milwaukee street bridges, and therefore the single lane Milwaukee street, is very understated.

One more thing regarding these projections, as a resident of Sprecher road, I'm obviously very concerned about the current traffic volume, stated at 14,300 cars per day. I'm not an expert on these, but this has got to be a big number for a residential street, right? I don't consider any increase in volume "Modest", even 600. And I'm also skeptical of that number.

As it stands, this would become the first exit into the City coming from the East, and I don't believe for a minute that the total increase of cars using this route, and using these roads, is 1500 cars per day. Its going to be much more than that, and they ALL will use Milwaukee Street, EAST of Sprecher road, which isn't even addressed in the numbers provided. Thats a road through a primarily Residential neighborhood.

The other major red flag to me in Alder Field's update, is the possibility of using Interchange Assessment Policy to pay for this project!! First I've heard of this, and its horrifying news to me! This possibility has not been mentioned by city staff at any previous meetings or updates on this project that I've attended! And likely would be unpleasant news to any homeowner within the "benefit" (Ha) zone. The City Water Utility has basically already assessed us sale of property assessment on our water well, to the tune of about $40,000 to us. Now there's the potential of another Sale of property assessment slapped on us?!! Enough already!!

I apologize for the length of my concerns, I tend to cover details! I'll sum this up the same way I've summed up every previous meeting on this subject, "An Interstate Interchange has NO BUSINESS emptying into a residential neighborhood!!" Which... this is. It just isn't common sense practice! The city of Madison needs to re-imagine the Sprecher East neighborhood plan.
Thank you for the opportunity to provide my input

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District 16 resident