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Infrastructure Investment vs Spending

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FINAL EDITION

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MILWAUKEE JOURNAL SENTINEL

Freeway toll: \$5.5 billion, 576 acres

By **LARRY SANDLER**
of the Journal Sentinel staff

Even if no lanes are added, rebuilding the Milwaukee area's aging freeway system could cost \$5.5 billion and take 576 acres of land, planners estimate.

And after spending all that money and taking all that land, traffic still would be nearly twice as jammed in 2020 as it is now, the planners forecast.

Those numbers come from the Southeastern Wisconsin Regional Planning Commission, which is studying how to rebuild all of the seven-county region's freeways as they near the end of their use-

And by 2020, traffic would be more jammed than ever

ful lives over the next 20 years.

Planners also are looking at whether the system should be expanded to handle growing traffic, by turning many of the area's six-lane freeways into eight-lane freeways. They're still adding up the numbers on how much money and how much land that would take, said Ken Yunker, the commission's assistant director.

But even without expansion, "there's no way in the world they can have the money to pay for

this without a big tax increase," Mayor John O. Norquist said.

State officials have said current gas taxes and license fees won't cover the costs of the freeway work, which would start with reconstruction of the Marquette Interchange downtown. Both the planning commission and the state Department of Transportation are trying to come up with recommendations on how to pay for the project.

The \$5.5 billion estimate re-

ffects the cost of rebuilding the freeways with design and safety improvements, such as smoothing out some curves and eliminating the left-hand entrance and exit ramps that force drivers to weave between lanes, the commission staff said.

That includes \$1.1 billion for rebuilding the Marquette Interchange, a four-year job scheduled to begin in 2004.

If the entire freeway system were rebuilt exactly as it is now,

left-hand ramps and all, the cost would be \$3.35 billion, including \$450 million for the downtown interchange, planners predict.

Either way, traffic congestion would get worse, the commission staff warns. Traffic jams that now extend over 65 freeway miles during rush hours would engulf 122 miles of freeways by 2020, covering 45% of the freeway system, the staff says.

Yunker has said the way to cut congestion would be to add lanes, at a still-uncalculated cost. The traffic forecast already assumes

Please see **FREEWAYS, 6B**

CNU Transportation Summit

Context Sensitive Streets Workshop

Implementation from a Planning Perspective:
Why the Manual is Important for Local Planners,
Engineers and Elected Officials

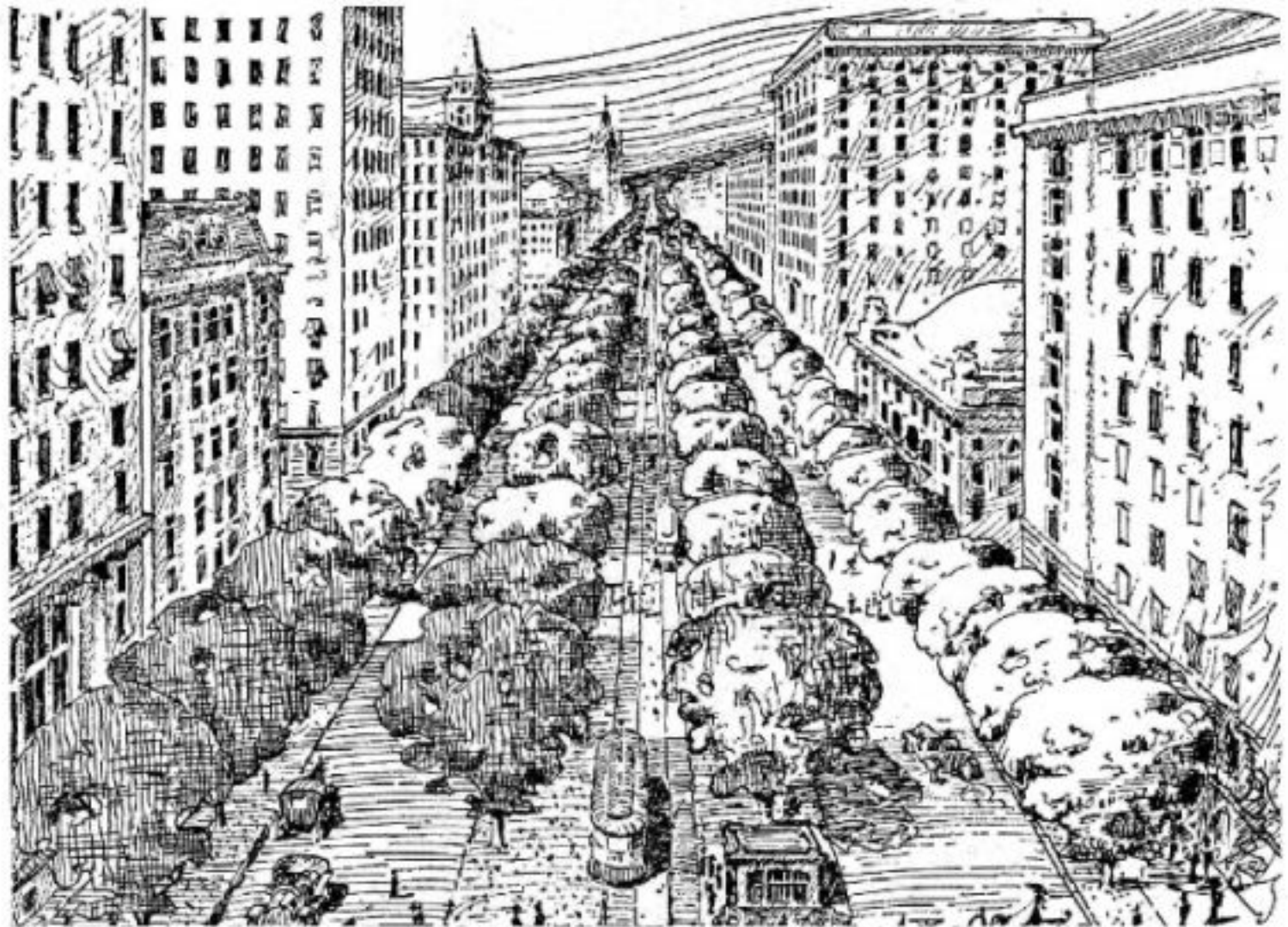
Peter J. Park, AICP

Manager, Denver Community Planning and Development Department

Why the manual is important

1. CONTEXT
2. Multi vs. Mono
3. Acknowledges failures of the past
4. Supportive of Proactive and Integrated Planning
5. Process AND Product
6. Raises Awareness of CHOICE
7. Fiscal Realities Today

Complete Streets vs. Roads

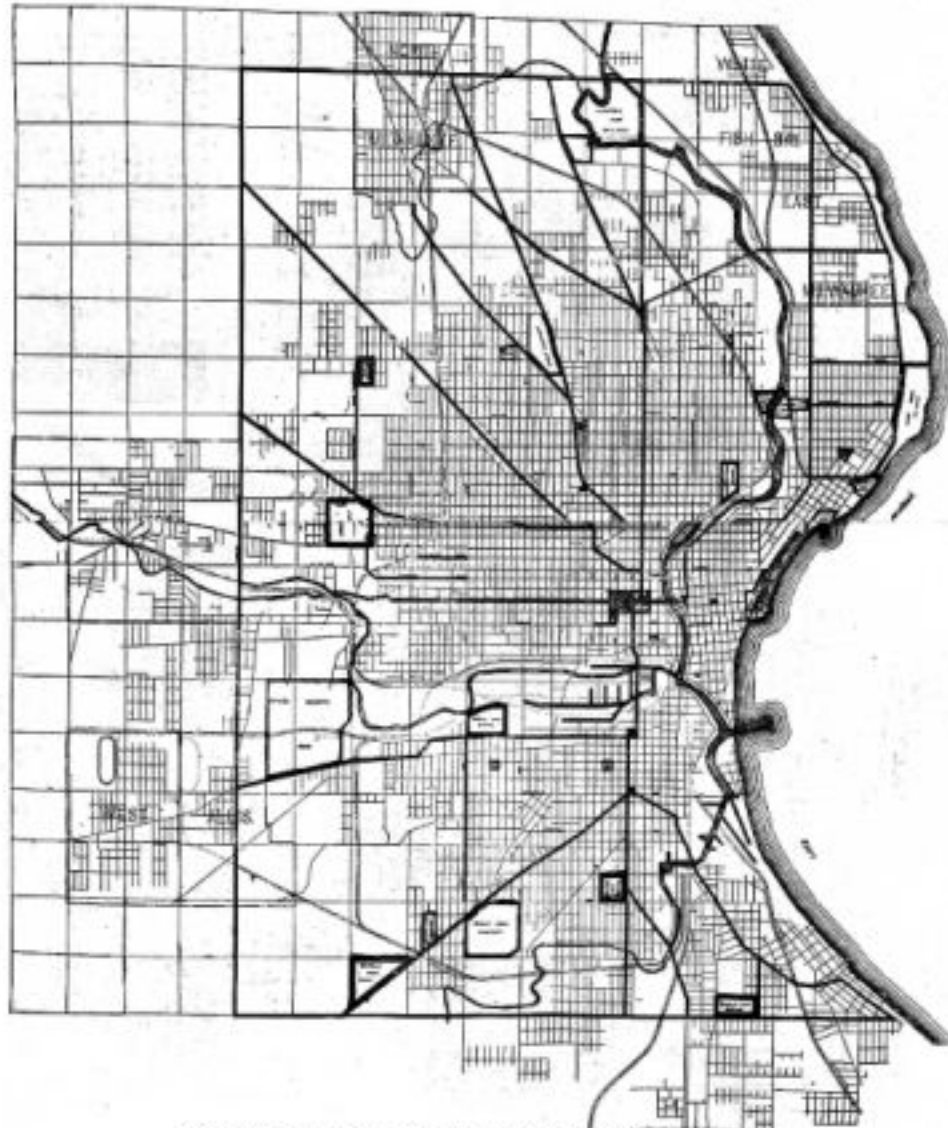


DESIGN FOR PARKED WAYS PUBLISHED BY THE METROPOLITAN
PARK COMMISSION OF MILWAUKEE IN 1909

Complete Streets vs. Roads

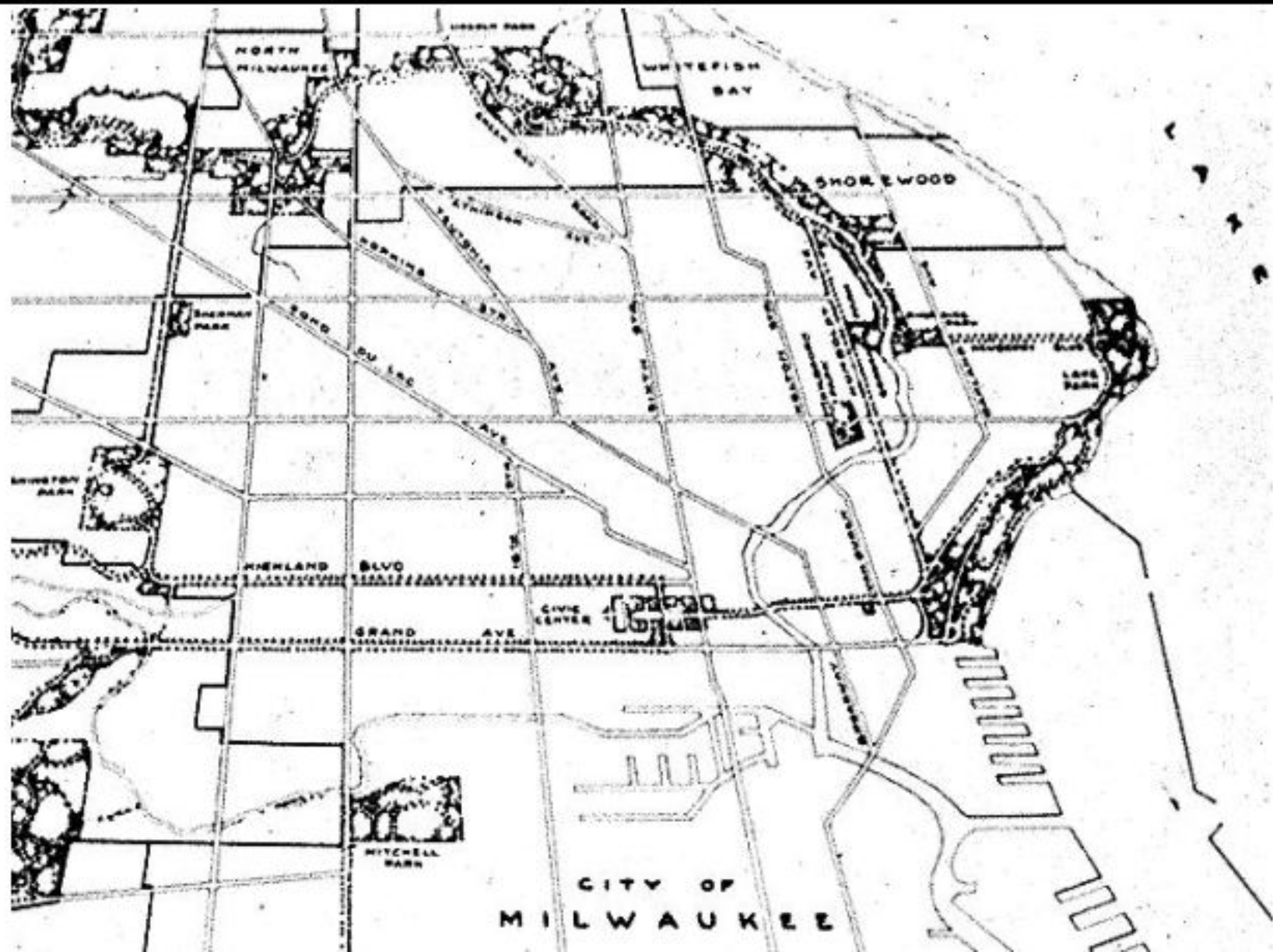


Complete Streets vs. Roads



SYSTEM OF PARKED WAYS RADIATING FROM CIVIC CENTER.

Complete Streets vs. Roads



Complete Streets vs. Roads



Complete Streets vs. Roads

