

# I-39/90/94 STUDY

## MetroQuest 2015 Online Survey Summary

I-39/90/94

Madison – Portage

US 12/18 Interchange – I-90/94

Dane & Columbia Counties



Prepared for:

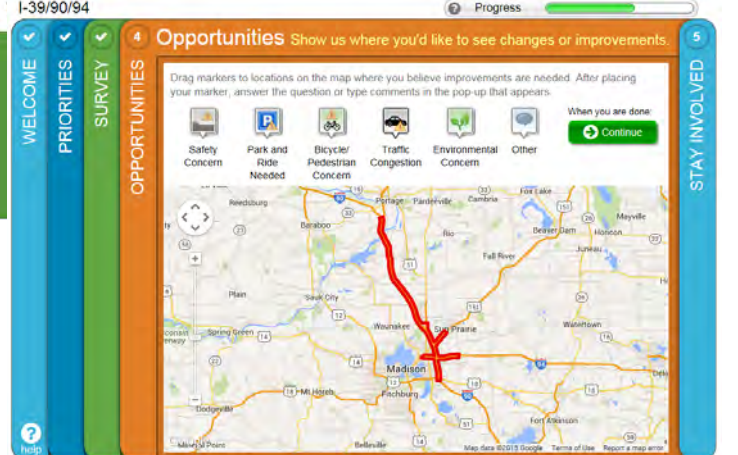
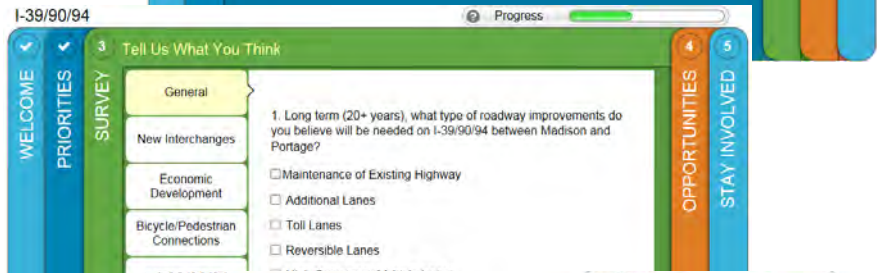
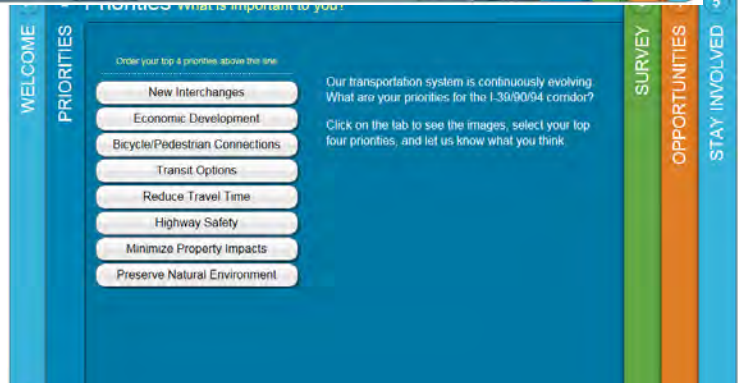
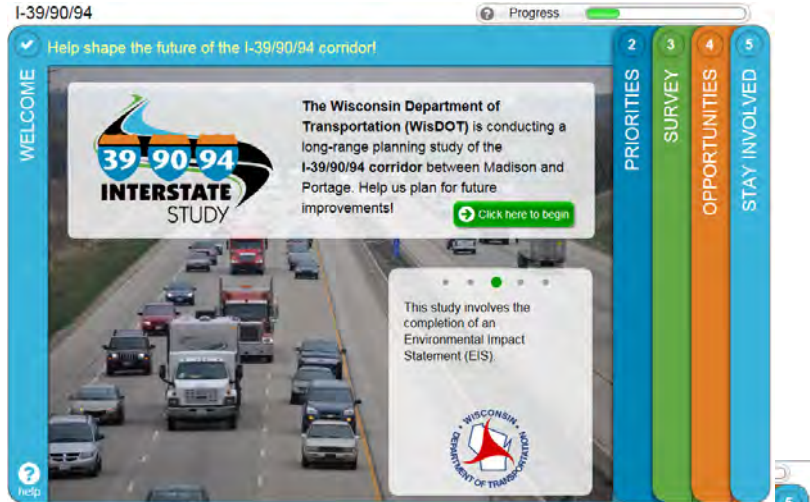
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## Introduction

The I-39/90/94 Study utilized a new-to-WisDOT method of digital engagement called MetroQuest as part of its public involvement efforts. MetroQuest uses customizable online surveys to engage the public. A copy of the survey used for the I-39/90/94 Study can be found here:

<https://i399094-draft.metroquest.com/>.

The survey was launched on December 26, 2014 and was active for three months until March 31, 2015. It was available online and a version formatted specifically for mobile phone users was available as well. The release of the survey was timed to coincide with the first public involvement meetings for the study which were held in January 2015.

The purpose of the survey was to educate the public about the study and gain feedback on their priorities and concerns for the corridor. The survey was designed to take the average user five minutes to complete. It consisted of five different screens that included identifying their priorities, a series of survey questions and a map-based activity to identify corridor needs. All survey responses were anonymous, but participants were asked to provide their zip code and age at the end of the survey. Participants could answer as many or as few of the questions as they wished.

The methods listed below were used to let the public know the survey was available.

- *Newsletter* – A newsletter was mailed to approximately 6,700 property owners, business owners and local officials in the study area in December 2014. The purpose of the newsletter was to announce the launch of the online survey as well as upcoming public involvement meetings in January 2015.
- *Technical Advisory Committee (TAC) / Policy Advisory Committee (PAC)* – The members of these committees include local officials, WisDOT and FHWA representatives, and special interest group representatives.
- *Local officials* – Some local officials (such as the City of Sun Prairie) distributed links to the survey through already-established channels of communication in their community, such as local newsletters or email blasts.
- *Facebook* – Links to the survey were posted several times on the study's Facebook page.
- *Website* – The study website, [www.i399094.dot.wi.gov](http://www.i399094.dot.wi.gov), contained a link to the survey.
- *Neighborhood groups* – An email containing a link to the survey and a request for further distribution was sent to 14 neighborhood group representatives in the study area.
- *Friends* – Project team members and other interested parties shared links to the survey with friends and coworkers who travel through the study area.

## Participant Demographics

The website had 689 total visitors, 427 of which participated in the survey (62%). All survey participants were from within Wisconsin, however website visitors came from 29 different states and 4 countries. Of the 427 survey participants, 73% left demographic data. From this demographic data, we learned the following:

- 45% of participants live in the Madison area (includes zip codes representing Madison, Sun Prairie, Cottage Grove and Monona). 4% of participants live in the DeForest/Windsor area and 9% of participants live in Columbia County.
- 41% of participants live in other areas of Wisconsin.
- The largest reported use of I-39/90/94 is for commuting and recreational purposes (45%).

- Only one participant indicated they travel the corridor for trucking/delivery purposes. Given the high percentage of trucks on this corridor (20-28% of average daily traffic), our survey results probably do not include good representation from the trucking industry.
- People of a variety of ages participated in the survey. 10% of survey respondents were over age 65 which mirrors the number of Dane County residents (10%) in this demographic as of the 2010 census.
- The newsletter was the most common way people heard about the survey (43%). The second most common option was “Other” at 17%. Several people who picked this option noted that they heard about the survey through the newspaper or their local community.

## The Survey

The survey consisted of five different screens. Screen shots of each of the screens and the various configurations available within each screen can be seen in Appendix M. The following survey discussion is broken down by screen.

### Screen 1 – Welcome

A welcome screen greeted survey participants. The purpose of this screen was to state what the study was (a long-range planning study of the I-39/90/94 corridor between Madison and Portage) and list a few study facts. Five different facts rotated through the box in the bottom right corner. There were no survey questions on this screen.

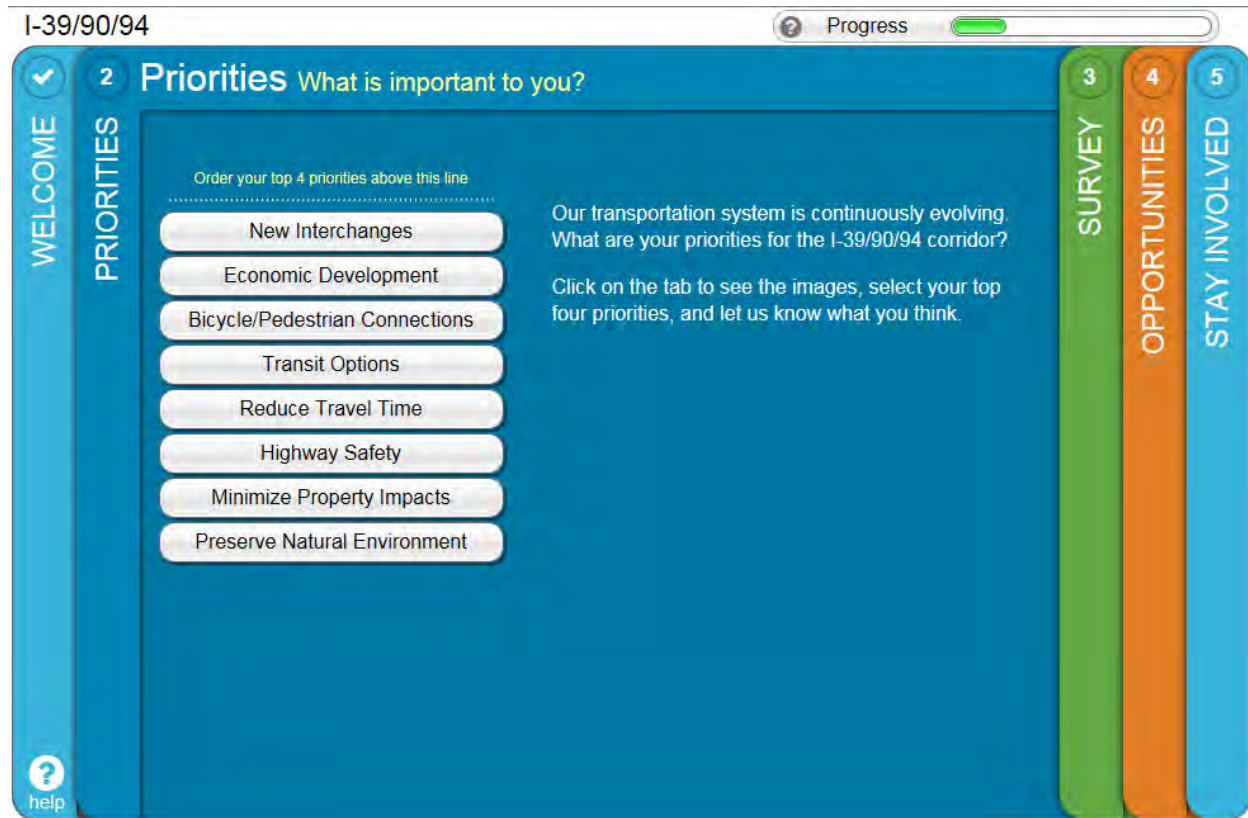
**Figure 1: Screen 1, Welcome**



## Screen 2 – Priorities

The first question all participants were asked was to identify their top four priorities from a total of eight priorities listed for the I-39/90/94 corridor on Screen 2.

**Figure 2: Screen 2, Priorities**



Participants selected their top four priorities for the corridor by dragging them above the line at the top of the screen. As they clicked on each priority, a picture and a short description of that priority were shown on the right side of the screen. The overall ranking of priorities is shown in Figure 3. Note the spread between the priorities is very small indicating roadway users have a range of priorities for the area being studied. The number of times each priority was ranked is also shown.

**Figure 3: Priority Ranking**

Priority	Overall Rank	Average Position	Number of Times Ranked
Highway Safety	1	1.91	306
Reduce Travel Time	2	2.04	271
New Interchanges	3	2.62	108
Transit Options	4	2.72	122
Bicycle/Pedestrian Connections	5	2.78	77
Preserve Natural Environment	6	2.80	208
Economic Development	7	2.96	178
Minimize Property Impacts	8	3.04	144

In addition to ranking their priorities, many participants provided written comments. A list of all written comments can be found in Appendix A. A list of example comments follows. All comments are shown exactly how they were written in the survey.

- “Dedicate a lane for those bypassing local exits”
- “There are too many semi trucks on the hwy. They often are going slow in the fast lanes, etc. They could use a separate lane.”
- “Add a congestion priced lane in each direction.”
- “I guess under "highway safety", I would place clear markings and ease of use, including some kind of lighting to show lanes and choices. As a 62-year-old, I find some highway signs at interchanges confusing. In some areas, we need a longer merge lane. Clearly mark the slow-moving/truck lane.”
- “We are overdue for a commuter rail connection between the Twin Cities, Madison, Milwaukee, and Chicago.”
- “I would be interested in bus or rail service from Portage to Madison as I work in Madison weekdays.”
- “Roads should run thru undeveloped land to minimize traffic noise and pollution”
- “Taking property is against what I stand for. I have seen to many farms broken apart and good farmland taken away. We need to be more sensitive to land owners”
- “Consider interchange at Hanson Rd. to handle UW Hospital when open”
- “The interchanges that exist aren't going away. New interchanges will add more conflict points and create more development opportunities, which add traffic and cycle back to the current problems we are trying to solve.”
- “The east side of Madison is woefully underserved with access on and off of the I-39/90/94 system. An Interchange where Milwaukee St. is currently designed to go under I-94 needs to be modified to be an interchange. It would be very cost effect and open up the Madison's East Neighborhood Plan to facilitate business”
- “Our roadways already have a large footprint. It would be nice to minimize expansion beyond the current extent of the RoWs. All efforts to minimize impacts to woods, wetlands, waterways, and prime agricultural land need to be made.”
- “i hope theres bike bridges and crossings over the interstate”
- “we need ease of transportation to obtain economic development”

### What it Means

Two priorities, Highway Safety and Reduce Travel Time, stand out from the rest as the two most important to survey participants. A second group of priorities, New Interchanges, Transit Options,

Bicycle/Pedestrian Connections, and Preserve Natural Environment are closely ranked. Economic Development and Minimize Property Impacts make up the third group of priorities.

The study was authorized to address growing congestion and safety issues. The survey participants agree that highway safety and reducing travel time are the highest priorities. When we prepare for public meetings, we should look for ways to directly tie build alternatives to improvements in safety and travel time. We need to make sure our messaging about the no-build alternative emphasizes that if we do nothing travel time will increase and safety will decrease.

Many survey participants think new interchanges should be considered. Although fewer people voted for this option than all the priorities ranked below it except Bicycle/Pedestrian Connections, the third place overall ranking indicates that those that did vote for this priority rated it very high. We need to fully evaluate potential new interchange locations and be specific in our reasons for either recommending them or stating they are not prudent. It should also be noted that it is likely some participants misunderstood this priority. Although the priority stated that participants should select this option if they desired new interchanges in locations where there was not currently an interchange, we can tell from the comments left on the Screen 3 survey questions related to this priority that approximately one-third of respondents thought “New Interchanges” meant reconstruction of existing interchanges.

The priorities ranked sixth through eighth, Preserve Natural Environment, Economic Development, and Minimize Property Impacts, received more overall votes than the priorities ranked third through fifth. This indicates that although these priorities are important to survey respondents, they were consistently ranked as their third or fourth priorities whereas those people who ranked New Interchanges, Transit Options, and Bicycle/Pedestrian Connections felt very strongly about these priorities and rated them higher. The study team should be cognizant throughout the study that survey respondents had a wide range of priorities, and with the exception of the two highest rated, Highway Safety and Reduce Travel Time, the remaining priorities have a small margin separating them.

Even though most of the survey participants do not currently use transit (84%, as stated in response to a transit question on Screen 3), nearly half want to increase the number of transit options available in the study area.

Several of the write-in comments noted the presence of a high volume of trucks on the roadway and the desire for specific lanes dedicated only to trucks. Addressing truck traffic should be considered in the alternatives development process.



### Screen 3 – Survey

In this section of the survey, participants were first asked two general survey questions, and then asked additional survey questions specific to the four priorities that they selected on Screen 2. Users do not answer questions about the priorities they did not select in their top four on Screen 2. Figure 4 shows what Screen 3 would have looked like if you picked New Interchanges, Economic Development, Bicycle/Pedestrian Connections and Transit Options as your top four priorities.

**Figure 4: Screen 3, Survey**

I-39/90/94 Progress

3 Tell Us What You Think

WELCOME PRIORITIES SURVEY OPPORTUNITIES STAY INVOLVED

General

New Interchanges

Economic Development

Bicycle/Pedestrian Connections

Transit Options

1. Long term (20+ years), what type of roadway improvements do you believe will be needed on I-39/90/94 between Madison and Portage?

Maintenance of Existing Highway

Additional Lanes

Toll Lanes

Reversible Lanes

High Occupancy Vehicle Lanes

Other

2. Would you use public transportation (bus, rail, ride sharing, etc.) instead of your personal vehicle to access your destination if it was available?

Yes No

Next

The following pages detail the various questions asked on Screen 3, the potential answers participants were able to choose, the survey results, and what it means to study team.

### General Questions

**1. Long term (20+ years), what type of roadway improvements do you believe will be needed on I-39/90/94 between Madison and Portage?**

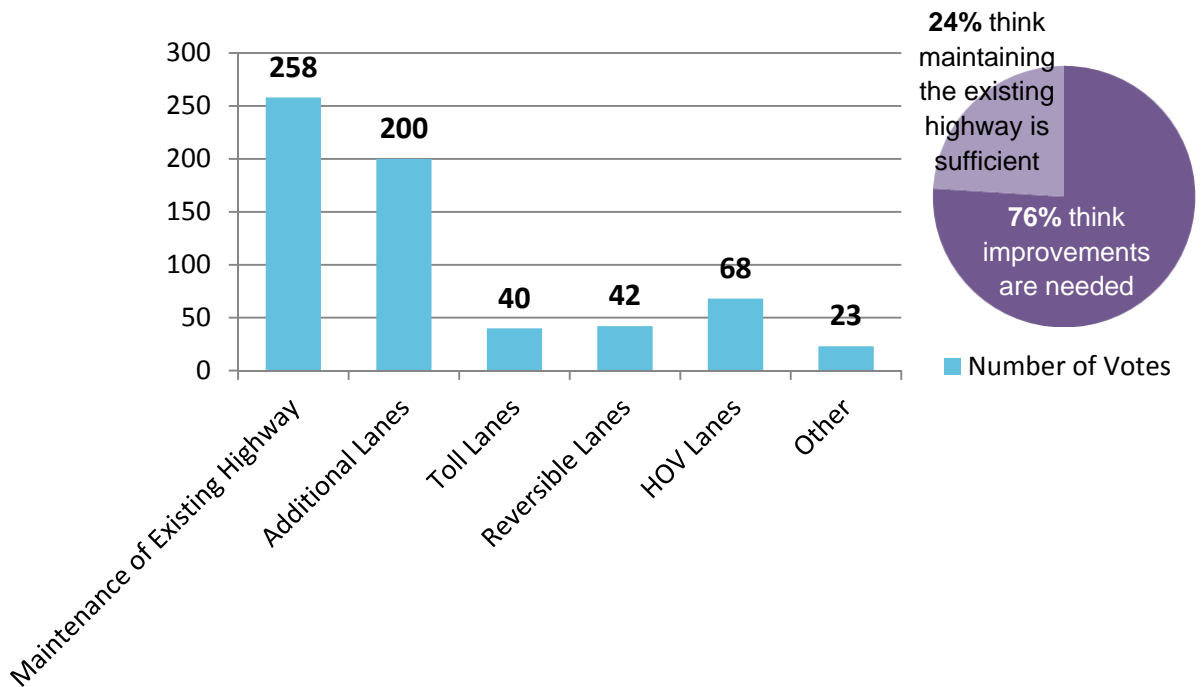
- Maintenance of existing highway
- Additional lanes
- Toll lanes
- Reversible lanes
- High occupancy vehicle lanes
- Other

Participants could select more than one option.

### Survey Results

- ✓ 76% of survey respondents think some type of improvement is needed.
- ✓ 24% of survey respondents do not believe anything other than maintenance of the existing highway is needed.
- ✓ The most common type of improvement was to add lanes (56%) followed by high occupancy vehicle lanes (19%).
- ✓ Little support for toll lanes (11%).

**Figure 5: Type of Long Term Roadway Improvements Needed**



### What it Means

Although the majority of survey respondents support improving the highway in some way, 24% think maintaining the existing facility is sufficient. Our purpose and need must educate the public on why improvements to the Interstate are needed. Our traffic forecasts must be defensible. We should also develop an alternative to preserve and maintain the existing Interstate.

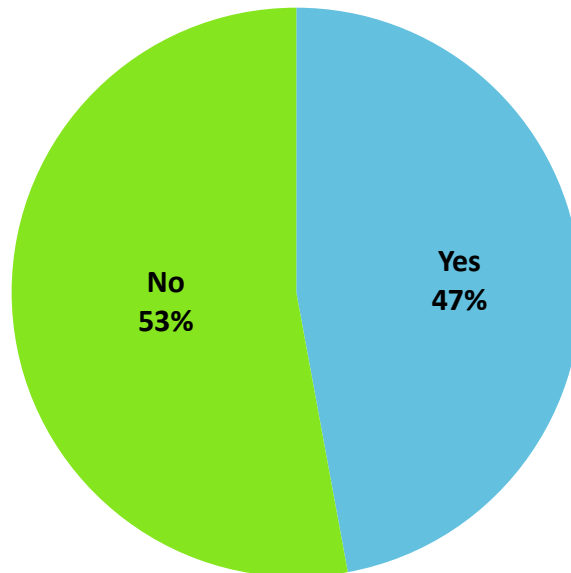
2. **Would you use public transportation (bus, rail, ride sharing, etc.) instead of your personal vehicle to access your destination if it was available?**

- Yes
  - No
- } Participants could only select one option.

**Survey Results**

- ✓ 47% would use public transportation if it was available.
- ✓ 53% would not use public transportation.
- ✓ 6% difference between the two responses.

**Figure 6: Would You Use Public Transportation if Available?**



**What it Means**

Nearly half of the survey participants rated public transportation favorably. In the alternatives development stage of the study, we should inventory existing public transportation options, consider ways to improve public transportation options in the corridor and see what impact they have on meeting the purpose and need for the study. If they do not fully address the purpose and need for the study, this should be communicated clearly in the document. Suggestions for local public transportation options should be shared with local officials who are members of the TAC and PAC.

## Highway Safety Questions

### 1. I feel the following interchanges need safety improvements.

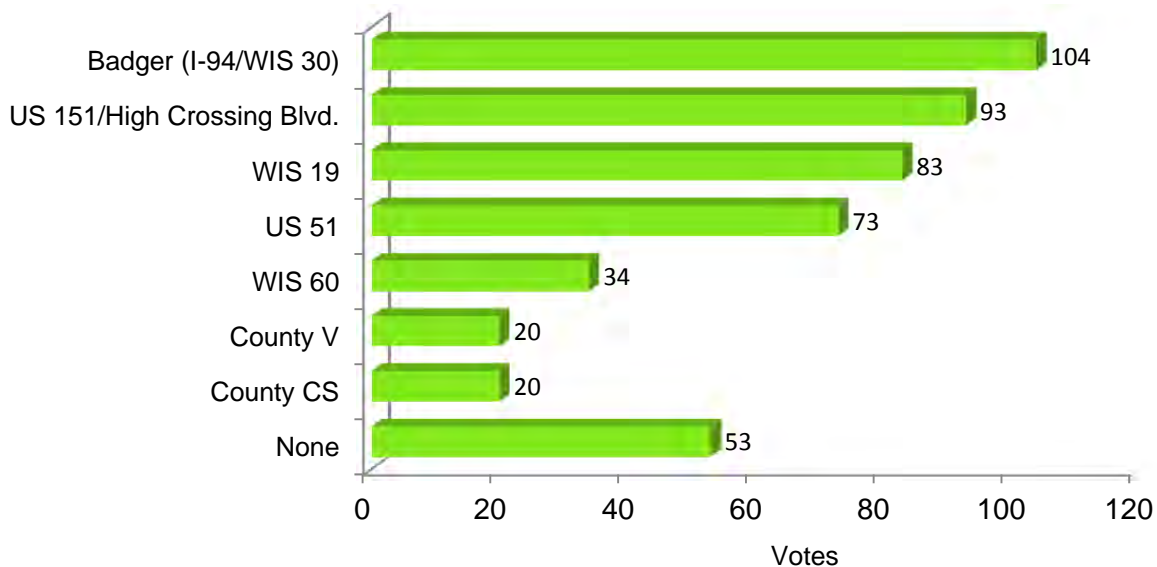
- Badger (I-94/WIS 30)
- US 151/High Crossing Blvd.
- US 51
- WIS 19
- County V
- WIS 60
- County CS
- None

Participants could select more than one option.

### Survey Results

- ✓ Badger (I-94/WIS 30) Interchange received the highest number of votes (104)
- ✓ US 151/High Crossing Blvd. interchange received the second highest number of votes (93)
- ✓ 53 people indicated that no interchanges need safety improvements

**Figure 7: Interchanges Needing Safety Improvements**



### What it Means

Four interchanges, all in the greater Madison area, stood out in the responses to this question. However, it should also be noted that only 9% of survey participants were from Columbia County so it makes sense the Madison area interchanges received the majority of the votes. The Badger Interchange and US 151/High Crossing Blvd. are perceived to have the most safety problems. US 51 and WIS 19 were also locations of concern. On Screen 4, the majority of the safety-related pins left at the Badger expressed concern over the left entrances/exits and merging and weaving at this location. At US 151, there were concerns over weaving, a confusing design, and congestion on the loop ramps. Problems noted at US 51 included insufficient lengths for acceleration/deceleration.

## 2. I feel safety improvements are needed at this location:

This was an open-ended question that allowed participants to write in answers.

### Survey Results

There were 67 write-in comments received for this question. A list of all answers can be found in Appendix B. A list of example comments follows. All comments are shown exactly how they were written in the survey.

- “Highway 12”
- “US 151 first two Sun Prairie exits”
- “the entire Interstate where NO ONE is going close to the speed limit”
- “Wis River Bridge”
- “The on ramp interchange for I39/94 south from US 151 S and the off ramp for US 151 S from I39/94 north”
- “SB exit @ WIS 60 interchange”
- “US 151/High Crossing and US 151 and I-39/90”
- “151 interchange to sun prairie from westbound”

### What it Means

The comments provided for this question covered all areas of the Interstate with very little pattern. Any build alternatives proposed for the corridor should improve safety. A crash analysis of the entire study area is being performed as part of the scope of the study. This analysis will identify any areas that have statistically significant crash rates.

## Reduce Travel Time Questions

### 1. How much delay, in excess of your average or normal trip time, is acceptable to you?

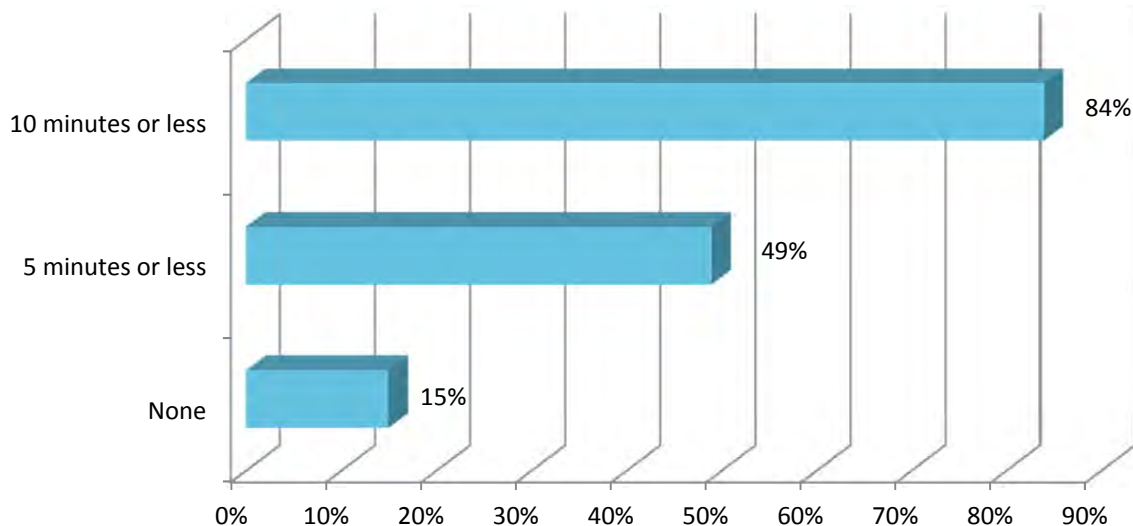
- 3-5 minutes
- 5-10 minutes
- 10-15 minutes
- More than 15 minutes
- None

Participants could only select one option.

### Survey Results

- ✓ 15% indicated no delay was acceptable
- ✓ 49% indicated less than 5 minutes of delay was acceptable
- ✓ 84% indicated less than 10 minutes of delay was acceptable

**Figure 8: Acceptable Delay**



### What it Means

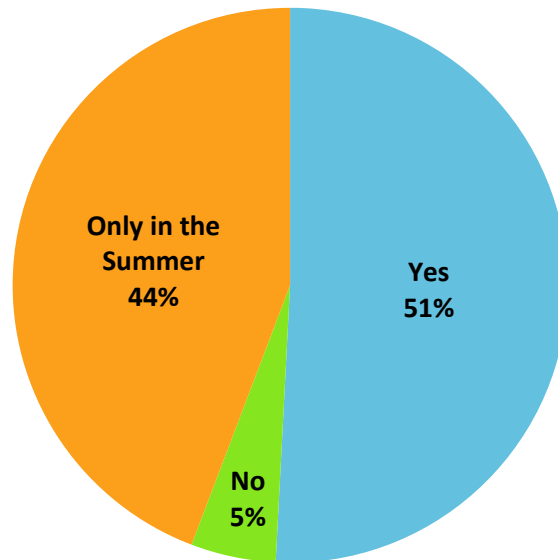
Travel time reliability is important to drivers. The vast majority of survey participants (84%) do not want to experience a delay in excess of 10 minutes and half of survey participants (49%) believe anything more than 5 minutes is unacceptable. Because this question did not ask drivers how long their normal trip time is, we are unable to make any connections between trip length and acceptability of delay. If alternatives are developed that are anticipated to improve travel time reliability, this should be clear in our messaging to the public.

**2. Do you feel delay is higher on Fridays and Sundays versus other days of the week?**

- Yes
  - No
  - Only in the summer
- } Participants could only select one option.

**Survey Results**

- ✓ 51% indicated delay was higher on Fridays and Sundays
- ✓ 44% felt that delay was only higher on Fridays and Sundays in the summer.

**Figure 9: Is Delay Higher on Fridays and Sundays?****What it Means**

The public understands the I-39/90/94 corridor is used for recreational travel and therefore traffic volumes are higher on Fridays and Sundays than they are during the week. When speaking with the public, we don't need to spend much time discussing this occurrence because most people already see it happening.

## New Interchange Questions

### 1. I think the I-39/90/94 corridor needs a new interchange at:

This was an open-ended question that allowed participants to write in answers.

#### Survey Results

There were 62 comments received for this question. Some survey participants interpreted this question to mean locations where interchange reconstruction was needed, as opposed to its intended meaning of a location where no interchange currently exists. Therefore, approximately one-third of the comments named locations with existing interchanges. A list of all answers can be found in Appendix C. A summary of results is given below.

- ✓ There were 15 comments requesting a new interchange between the Beltline (US 12/18) and I-94/WIS 30. Specific locations mentioned in the comments included County AB, Milwaukee Street and County BB.
- ✓ There were 7 comments requesting a new interchange in the Hoepker/Hanson Road area.
- ✓ There were 5 comments requesting a new interchange on I-94 in the vicinity of Gaston Road or Sprecher Road.

#### What it Means

The traffic impact analysis (TIA) completed in 2014 prior to this study examined the feasibility of new interchanges in the Madison area. It determined that no new interchanges should be added on I-39/90 between the Beltline and I-94/WIS 30. At future public meetings when describing improvement alternatives in this area the study team should reiterate the reasons why a new interchange in this area is not desirable. The study team should also ensure that when using the term “new interchanges” with the public we clarify that this means interchanges at locations that currently do not have one.

The potential for a new interchange at either Hanson Road or Hoepker Road as well as in the Gaston Road/Sprecher Road area along I-94 will be explored as part of the study. This was a recommendation from the TIA.



## Transit Questions

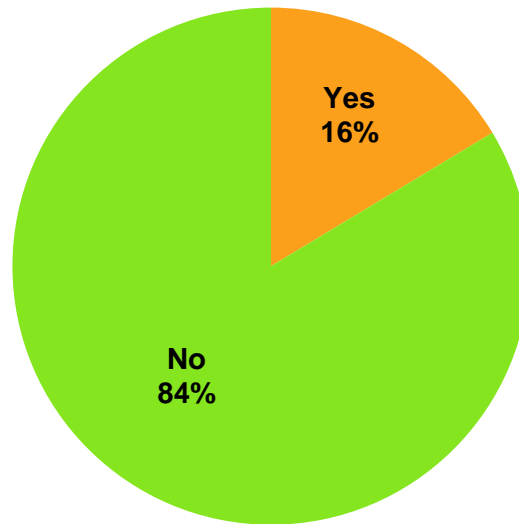
### 1. Do you regularly use bus or rail transit?

- Yes
  - No
- } Participants could only select one option.

### Survey Results

- ✓ 84% of respondents do not regularly use bus or rail transit
- ✓ 16% of respondents regularly use bus or rail transit

**Figure 10: Do You Regularly Use Bus or Rail Transit?**



### What it Means

Although most survey respondents do not currently use transit, almost half (47%) have the desire for more transit options and desire to use transit, as evidenced by the responses to General Question 2. The alternatives development process should fully explore transit options that may meet the purpose and need.

## 2. What transit routes are you interested in?

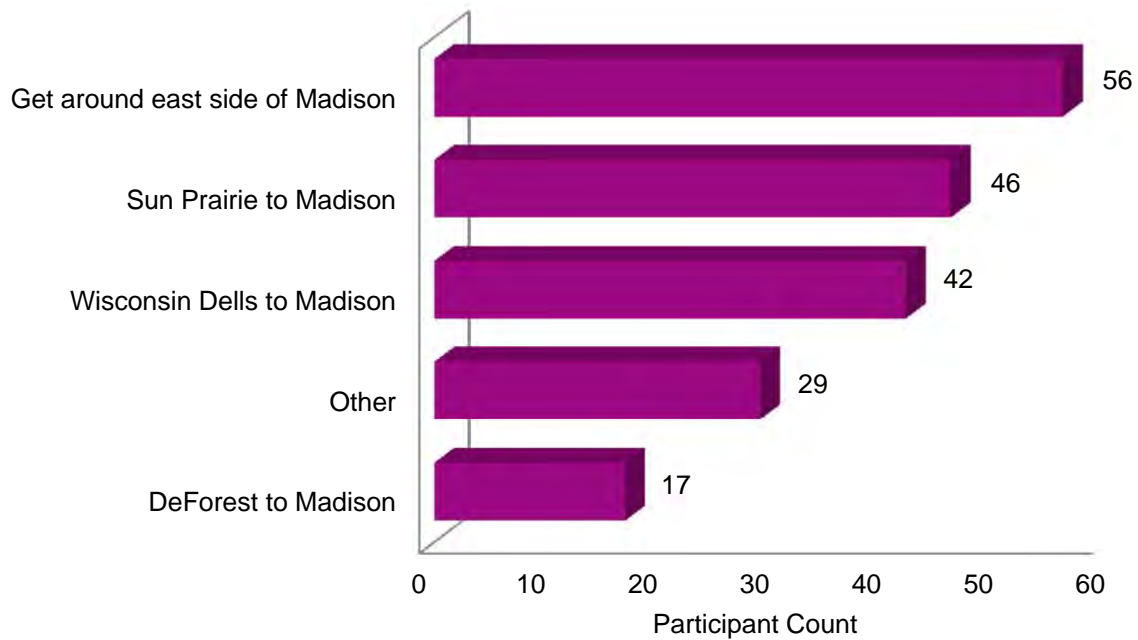
- Get around east side of Madison
- Sun Prairie to Madison
- DeForest to Madison
- Wisconsin Dells to Madison
- Other

Participants could select more than one option.

### Survey Results

- ✓ “Get around east side of Madison” was the most popular with 56 votes
- ✓ 29 people voted for “Other” routes
- ✓ The majority of the comments received noted a desire for high speed rail

**Figure 11: What Transit Routes Are You Interested In?**



### What it Means

Additional transit routes are desired for local mobility on the east side of Madison. Some of these trips may be currently using the Interstate. There was a noted interest (42 votes) in transit between Wisconsin Dells and Madison. The study team should inventory all existing transit companies offering service in the study area. Information regarding the type of bus routes desired should be shared with Madison and Sun Prairie TAC and PAC representatives and Madison Metro. The study team should evaluate a high speed rail alternative to address the desire for better transit in the corridor.

## Bicycle/Pedestrian Questions

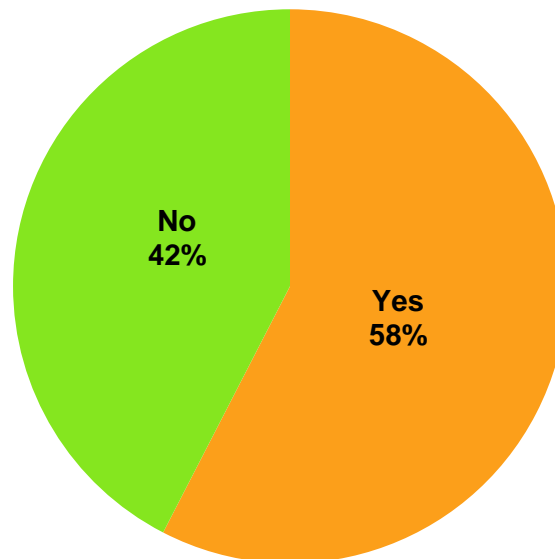
### 1. Are additional bicycle crossings of I-39/90/94 needed?

- Yes
  - No
- } Participants could only select one option.

#### Survey Results

- ✓ 58% responded Yes
- ✓ 42% responded No

**Figure 12: Are Additional Bicycle Crossings Needed?**



### 2. If you answered “Yes” to the previous question, where do you believe new crossings are needed?

This was an open-ended question that allowed participants to write in answers. 30 participants provided comments. A full list of comments can be found in Appendix D.

#### Survey Results

- ✓ Safe connections between Sun Prairie and Madison are desired.
- ✓ All interchanges should have bicycle accommodations.
- ✓ Accommodations are desired near the I-39/90/94 split south of Portage.

#### What it Means

Most participants want safer accommodations at existing interchanges and more connections between Sun Prairie and Madison. The majority of the comments were focused on the greater Madison area. Those comments that were north of the urban area noted the area north of the Wisconsin River, the Wisconsin River itself, WIS 19, and a connection from Madison to DeForest. When describing improvement alternatives to the public, we should discuss how each alternative will improve pedestrian and bicycle accommodations.

## Preserve Natural Environment Questions

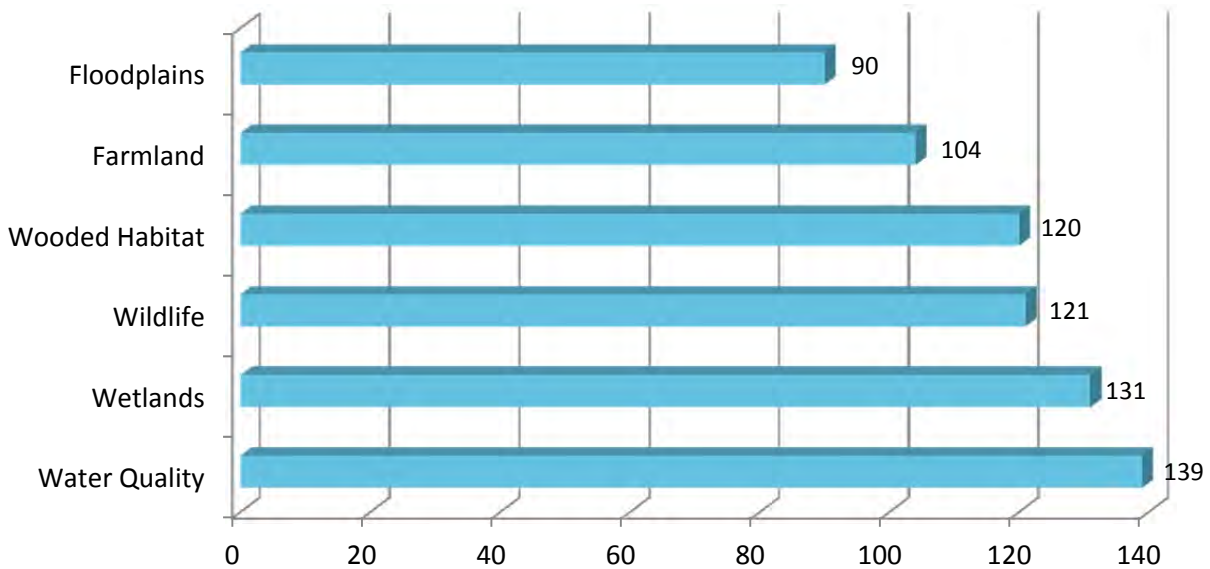
### 1. I am concerned about impacts to the following:

- Wetlands
  - Farmland
  - Wooded Habitat
  - Water Quality
  - Floodplains
  - Wildlife
- } Participants could select more than one option

### Survey Results

- ✓ Water quality and wetlands were the biggest concerns
- ✓ The spread between potential concerns is small indicating general concern for all environmental issues.
- ✓ This question also had a write-in area for participants to leave comments. A full list of comments can be found in Appendix E.

**Figure 13: Environmental Concerns**



### What it Means

All environmental concerns will be evaluated as part of the NEPA process. We will avoid and minimize impacts where possible, and when impacts are unavoidable we will mitigate.

## Economic Development Questions

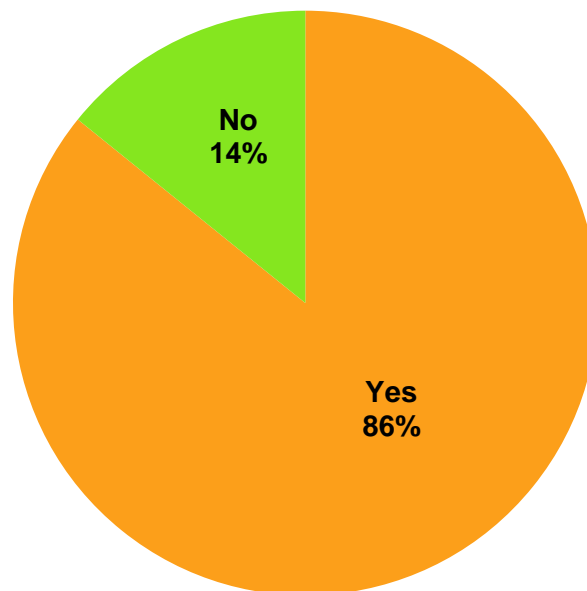
1. Do you believe reducing congestion on I-39/90/94 is important to promoting economic development in Wisconsin?

- Yes
  - No
- } Participants could only select one option.

### Survey Results

- ✓ The vast majority of people (86%) recognize the link between efficient travel and economic development.

**Figure 14: Is Reducing Congestion Important to Promoting Economic Development?**



### What it Means

Our messaging about the benefits of potential improvement alternatives should include how the alternative will reduce congestion and tie that to economics. That point will resonate with the public.

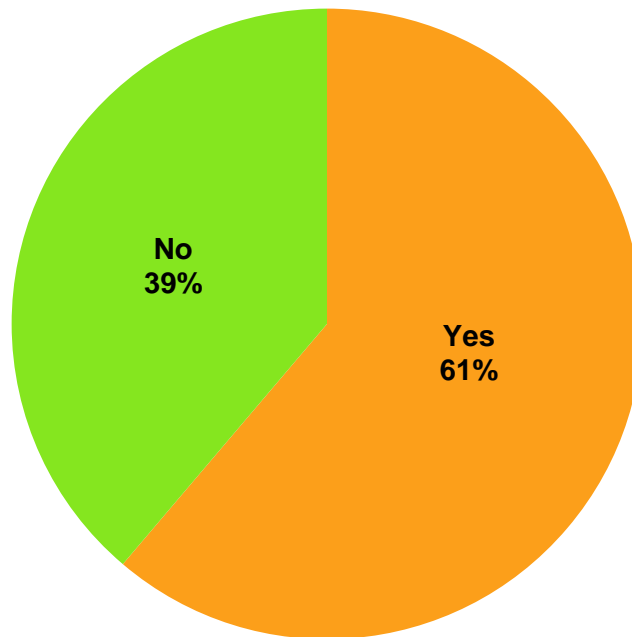
2. Do you think more bridges over the Interstate are a good way to enhance development potential along the corridor?

- Yes
  - No
- } Participants could only select one option.

**Survey Results**

- ✓ The results are mixed on this question with “Yes” receiving 61% of the votes.

**Figure 15: Are More Bridges Over the Interstate a Good Way to Enhance Economic Development?**



**What it Means**

Although the majority of respondents (61%) indicated that more bridges over the Interstate is a good way to enhance economic development, the lack of a stronger “Yes” vote indicates the public may think other methods are more effective.

## Minimize Property Impacts Questions

### 1. Select the median type that most appeals to you.

For this question, participants were asked to select one of two photos that showed two types of medians. One photo showed a concrete median barrier while the other showed a grass median.

#### Survey Results



#### What it Means

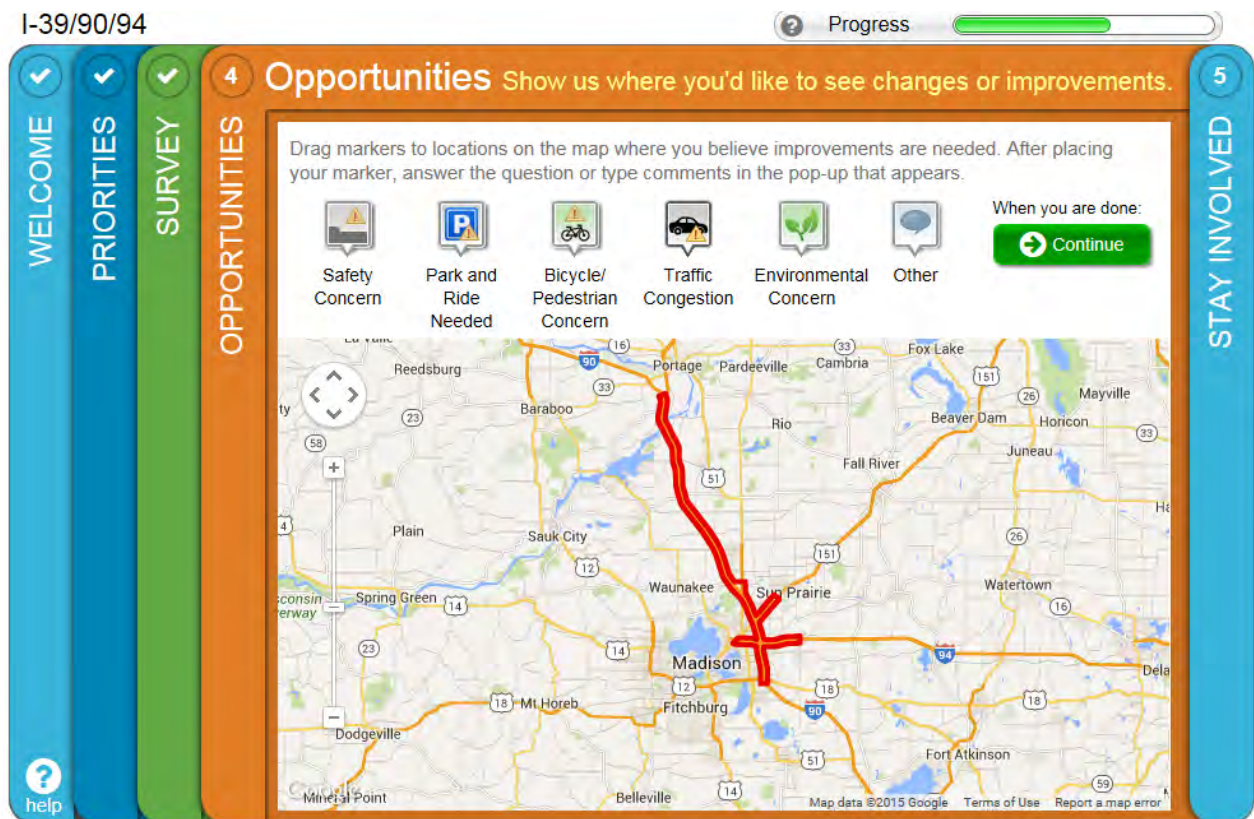
Although minimizing property impacts is important to participants who answered this question, more than half (60%) prefer a grass median over one with concrete barrier. The study team should explain to the public the trade-offs that come with a grass median. For example, additional right of way is required but safety benefits are higher.

## Screen 4 – Opportunities

This screen encouraged participants to place pins on the maps to note their concerns in six different areas:

1. Safety
2. Traffic Congestion
3. Park and Ride Needs
4. Bicycle/Pedestrian Concerns
5. Environmental Concerns
6. Other Concerns

**Figure 16: Screen 4, Opportunities**



The pins for each topic are summarized on individual maps in Exhibits 1 – 6. A list of comments associated with each pin can be found in Appendices F – K. A summary of the comments is given below.

### Safety

A total of 172 pins were placed identifying safety concerns. 142 of these pins contained detailed comments. A summary of the comments follows. For a map showing the pins and a list of all comments received, see Exhibit 1 and Appendix F<sup>1</sup>.

<sup>1</sup> Of the 172 pins, 46 were associated with either the Beltline Interchange (US 12/18) or I-39/WIS 78 interchange. These two interchanges are outside the study area. The comments associated with these pins are not found in Appendix F.



- 53% (17 of 32) of the written comments noted the left entrances/exits at the Badger Interchange (I-94/WIS 30) as unsafe.
- Merging and weaving were noted as safety concerns at the Badger Interchange (I-94/WIS 30).
- The US 151 interchange is confusing to drivers. It is a congested area with lots of weaving.
- At the US 51 interchange, the acceleration and deceleration lanes are insufficient.
- The ramps at the WIS 60 interchange are unsafe. The exit speed on the ramps requires vehicles to slow down in the traffic lanes.
- The corridor between County CS and I-39/WIS 78 has a narrow median and needs barrier to prevent crossover crashes.
- The ramps from WIS 30 to E. Washington Avenue are tight.

### What it Means

The majority of the safety concerns were in the Madison area where traffic volumes are the highest. As could be anticipated by the responses to the Highway Safety survey questions on Screen 3, many of the pins were concentrated around the Badger interchange and US 151. Several survey participant comments noted safety issues with the left entrances/exits at the Badger interchange as well as the merging and weaving between the Badger interchange and US 151. As alternatives are developed for this area, we should show the public how the various alternatives improve safety and weaving in this area. We also need to highlight how our alternatives will improve safety at the US 19 and US 51 interchanges, other areas where several safety pins were concentrated.

### Traffic Congestion

A total of 265 pins were placed identifying traffic congestion. 158 of these pins contained detailed comments. A summary of the comments is below. For a map showing the pins and a list of all comments received, see Exhibit 2 and Appendix G<sup>2</sup>.

- Additional lanes needed between the Beltline and Badger interchanges.
- Additional lanes needed between the Badger and US 151 interchanges.
- There is too much merging happening at the Badger interchange.
- Congestion at the US 151 interchange is bad, especially around the loop ramps on US 151.
- Traffic patterns at the WIS 19 interchange are awkward.
- Semi trucks should be restricted to the two right lanes.

### What it Means

Similar to the safety pins, the vast majority of these pins were in the Madison area. Traffic volumes are highest in this area and our traffic analysis also shows this area to have the highest level of congestion. Alternatives will be developed to improve traffic congestion. The study team should evaluate whether restricting truck traffic to certain lanes would improve congestion. The study team should also evaluate new alternatives for the WIS 19 interchange.

### Park and Ride Needs

A total of 62 pins were placed identifying park and ride needs. 27 of these pins contained detailed comments. A summary of the comments is below. For a map showing the pins and a list of all comments received, see Exhibit 3 and Appendix H.

- Park and ride lots are desired near the following interchanges:
  - WIS 60
  - County CS

<sup>2</sup> Of the 265 pins, 63 were associated with either the Beltline Interchange (US 12/18) or I-39/WIS 78 interchange. These two interchanges are outside the study area. The comments associated with these pins are not found in Appendix G.

- WIS 19/US 51 area
- East of Madison along US 151
- The overall consensus was the more park and ride lots the better.

#### **What it Means**

WisDOT recently completed a park and ride study for the Southwest Region. The results of this study will be shared with the public when questions about park and ride locations arise. A park and ride was recommended at the County CS interchange, but not at the WIS 60 interchange. Park and ride lots were also recommended at the WIS 19 interchange and at the Main Street interchange along US 151 in Sun Prairie. Additional locations may be feasible if the proposed improvement alternatives result in remnant parcels or excess real estate in ideal locations.

#### **Environmental Concerns**

A total of 57 pins were placed identifying environmental concerns. 37 of these pins contained detailed comments. A summary of the comments is below. For a map showing the pins and a list of all comments received, see Exhibit 4 and Appendix I.

- Many concerns regarding the Wisconsin River area and water quality.
- Concerns about air quality in the Madison area.
- Protect Token Creek trout stream

#### **What it Means**

The majority of the pins were concentrated around the Wisconsin River. A small cluster of pins was also located in the WIS 19 / US 51 interchange areas near Token Creek and the Yahara River. Water quality was the main concern of survey participants. All environmental concerns will be evaluated as part of the NEPA process. We will avoid and minimize impacts where possible, and when impacts are unavoidable we will mitigate.

#### **Bicycle and Pedestrian Concerns**

A total of 47 pins were placed identifying bicycle and pedestrian concerns. 39 of these pins contained detailed comments. A summary of the comments is below. For a map showing the pins and a list of all comments received, see Exhibit 5 and Appendix J.

- A connection from the Glacial Drumlin State Trail to the east side of Madison is needed.
- The bridge on Milwaukee Street over the Interstate needs to be improved to include better bicycle/pedestrian accommodations.
- Better bike connections are needed from the East Towne Mall areas on the east side of Madison to Sun Prairie.

#### **What it Means**

Improved bicycle and pedestrian accommodations are needed throughout the corridor, not just in the urban area. All alternatives should consider multi-modal improvements and how to better connect neighborhoods on both sides of the Interstate. Bridges were especially concerning to survey participants, several of whom noted there was inadequate room on bridges for vehicles and bicyclists/pedestrians.

#### **Other Concerns**

A total of 42 pins were placed identifying other concerns. 38 of these pins contained detailed comments. A summary of the comments is below. For a map showing the pins and a list of all comments received, see Exhibit 6 and Appendix K.

- New interchange desired between Beltline and Badger interchanges

- New interchange desired on I-94 between the Badger and County N interchanges.
- The design of the American Family Parkway interchange is confusing.

**What it Means**

Many survey participants think new interchanges should be considered. We need to fully evaluate potential new interchange locations that are being carried forward into the EIS from the I-39/90/94 Traffic Impact Analysis, and be specific in our reasons for either recommending them or stating they are not prudent.

## Screen 5 – Stay Involved

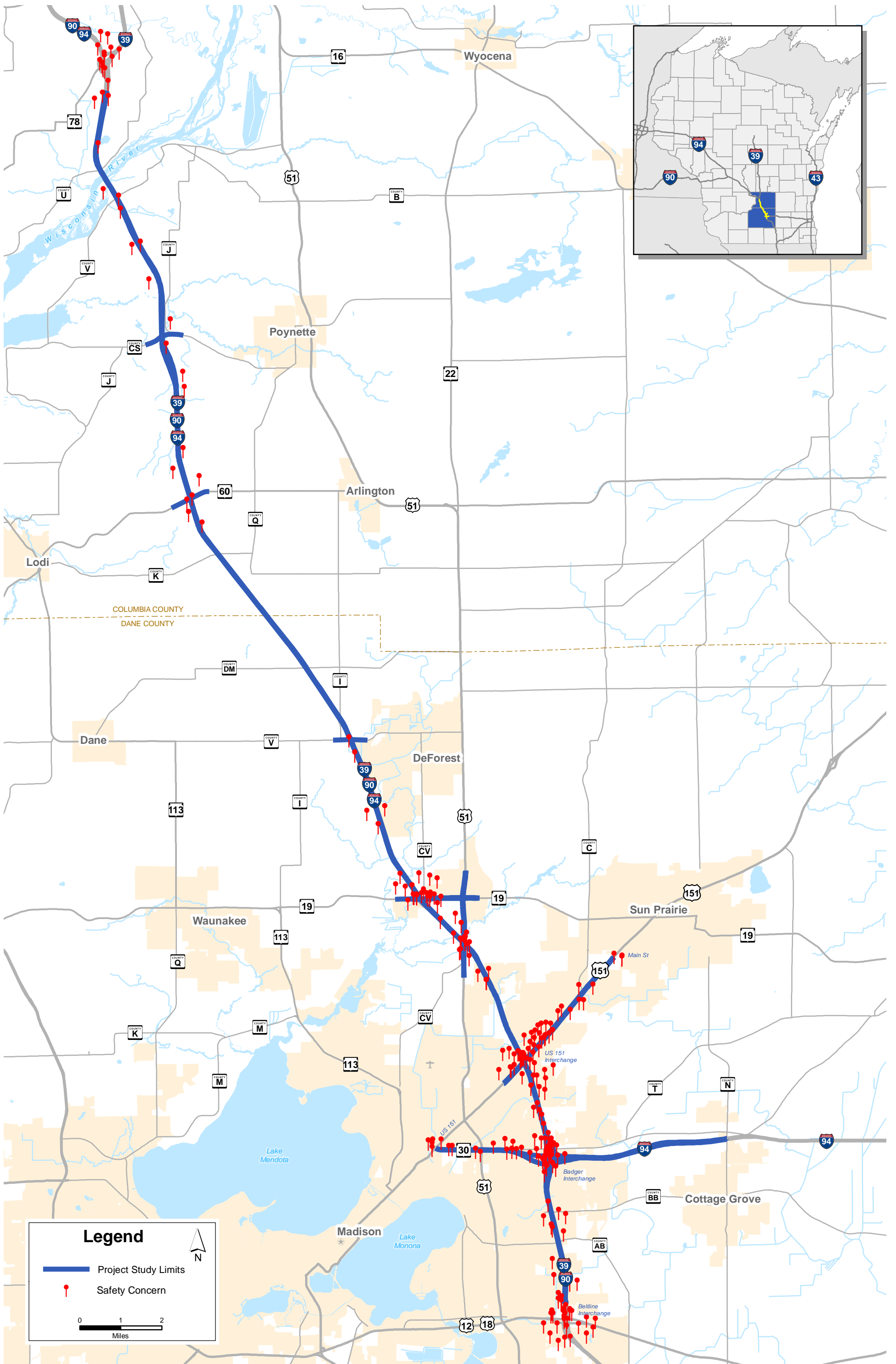
The final screen in the survey collected demographic data and general comments from participants. The demographic results from this page were noted in the Demographics section above.

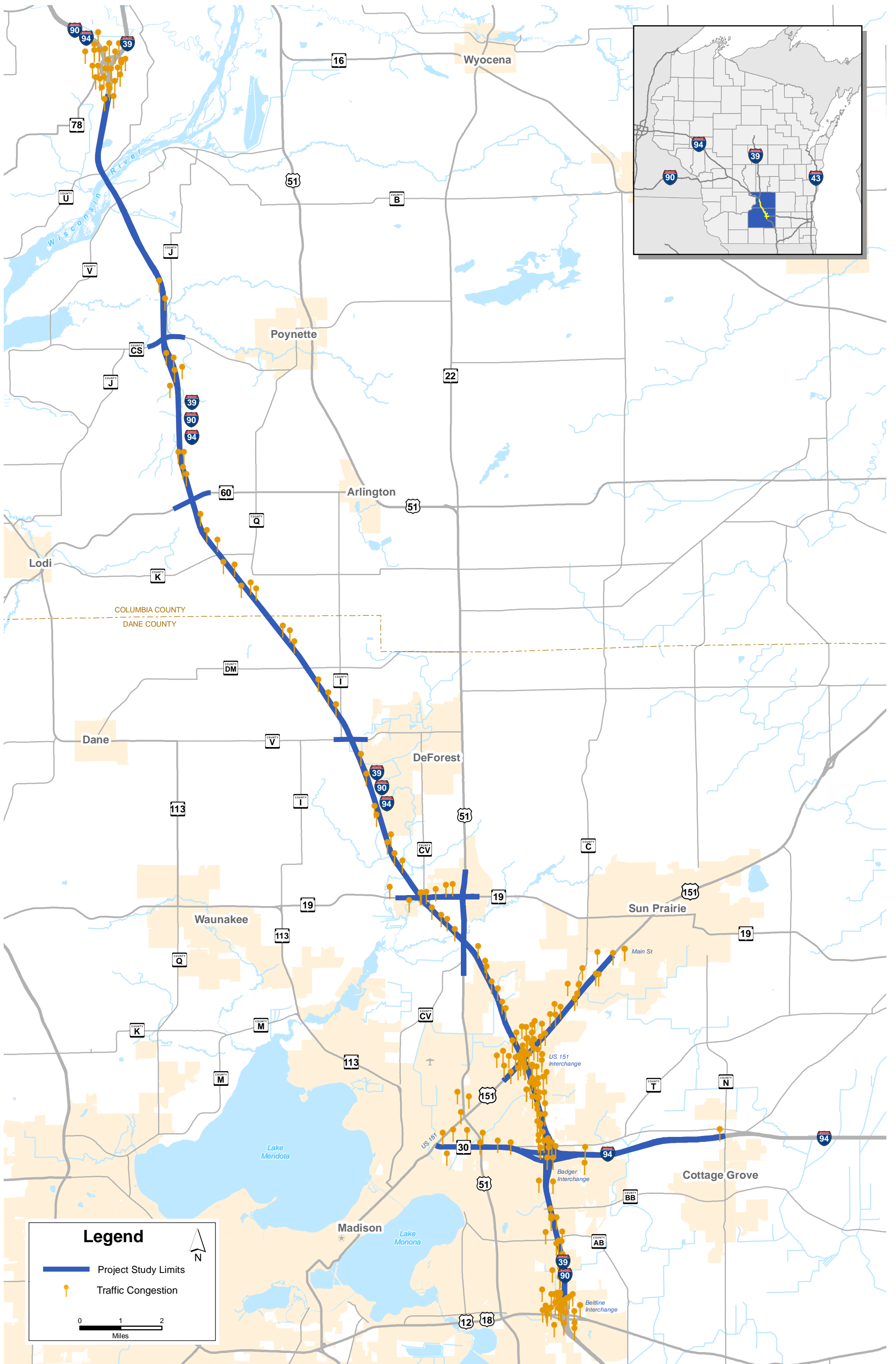
**Figure 17: Screen 5, Stay Involved**

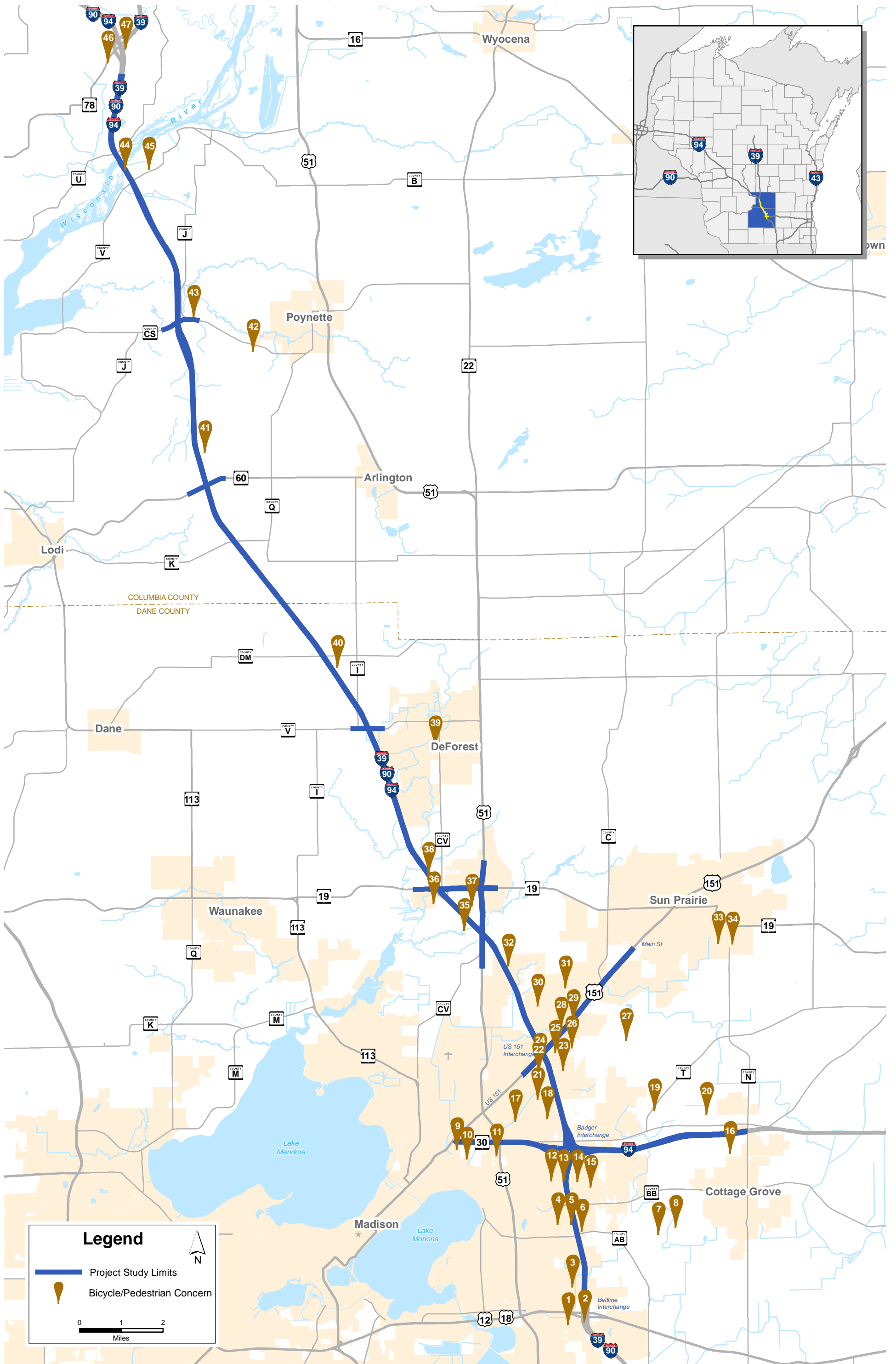
Participants left 111 general comments. A few comments are noted below. Comments were not edited and are shown as written by survey participants. For a full list of general comments, see Appendix L.

- “I feel the only real problem now is late on Friday & Sunday afternoon in the summer. I just don’t know how to predict how much worse this will get in 15 to 20 years?”
- “I think making I-94 6 lanes from Milwaukee to Madison should be a higher priority than this. Only 35 miles, very few interchanges, 2 river crossings, the bridges from Waukesha to Oconomowoc are already built to handle 3 lanes in each direction so that case is done. The two largest cities in the state are linked by one 4 lane road.”
- “I think that stretch is generally a good stretch of highway. If there were a park and ride option around the Petro area near Portage to Madison I think it would be helpful for many people also who commute to work if there were some mass transit that would go from there.”
- “I own acreage directly adjacent to 39/90/94 by the Wi River bridge, which has me driving this stretch frequently, and I appreciate the many improvements that have been made to this section of road over the past 10 years.”
- “Myself and my close neighbors really hope that putting up a sound wall would be considered as part of this study. There are already sound walls by most of I94 in our neighborhood but it was stopped short by my home.”

- “I really hope we get at least one additional exit south of 30 and north of the beltline!!!! I've been hoping for that ever since I moved to Madison.”
- “Consider adding high occupancy lanes or reversible lanes”
- “As far as traffic congestion goes, I think this corridor is actually pretty good. I realize that traffic volume will continue to increase, but I would be on the side of preserving the environment as much as possible as well as avoiding destroying houses and businesses to expand.”
- “I don't believe that bigger highways focused on SOVs are smart investments for the future. I think that transit, bicycle and pedestrian connections should be the design priority. It would be wonderful to have a good transit connection to Milwaukee. Within the Madison area, bus accommodations should be emphasized. Environmental concerns are critical.”
- “I think that left lane restrictions for large trucks are needed to help improve the flow of traffic. A system similar to other states would be very helpful”
- “Thanks for asking our input. Keep up the good work and good luck with the progress.”
- “I'm glad WisDOT is allowing public involvement through this online tool. It really helps me stay involved even though I may not be able to attend any public information meetings or hearings”







**Legend**

- Project Study Limits
- Bicycle/Pedestrian Concern

0 1 2  
Miles



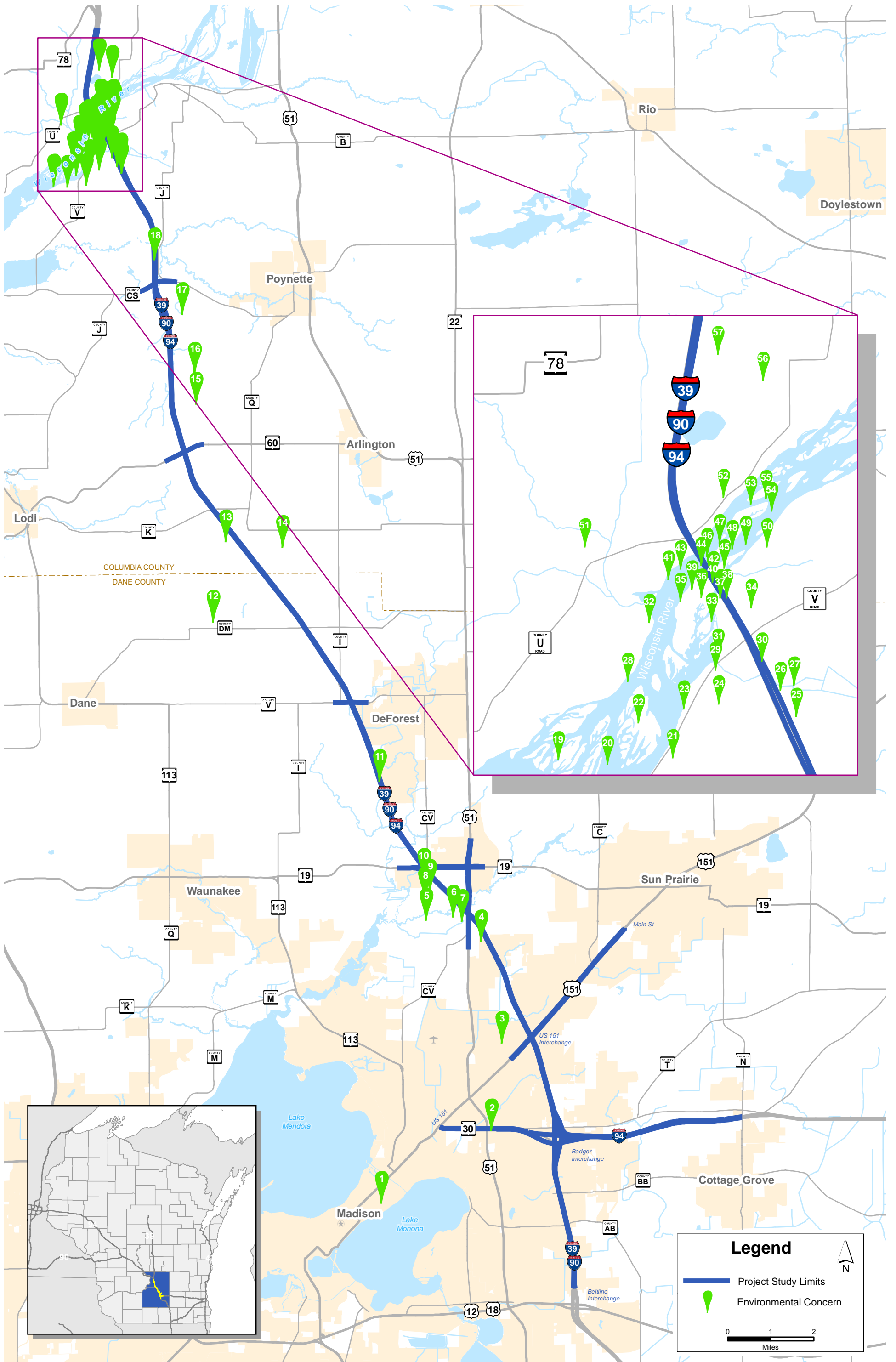
June 2015  
WisDOT ID 1010-10-00  
AECOM ID 60327105

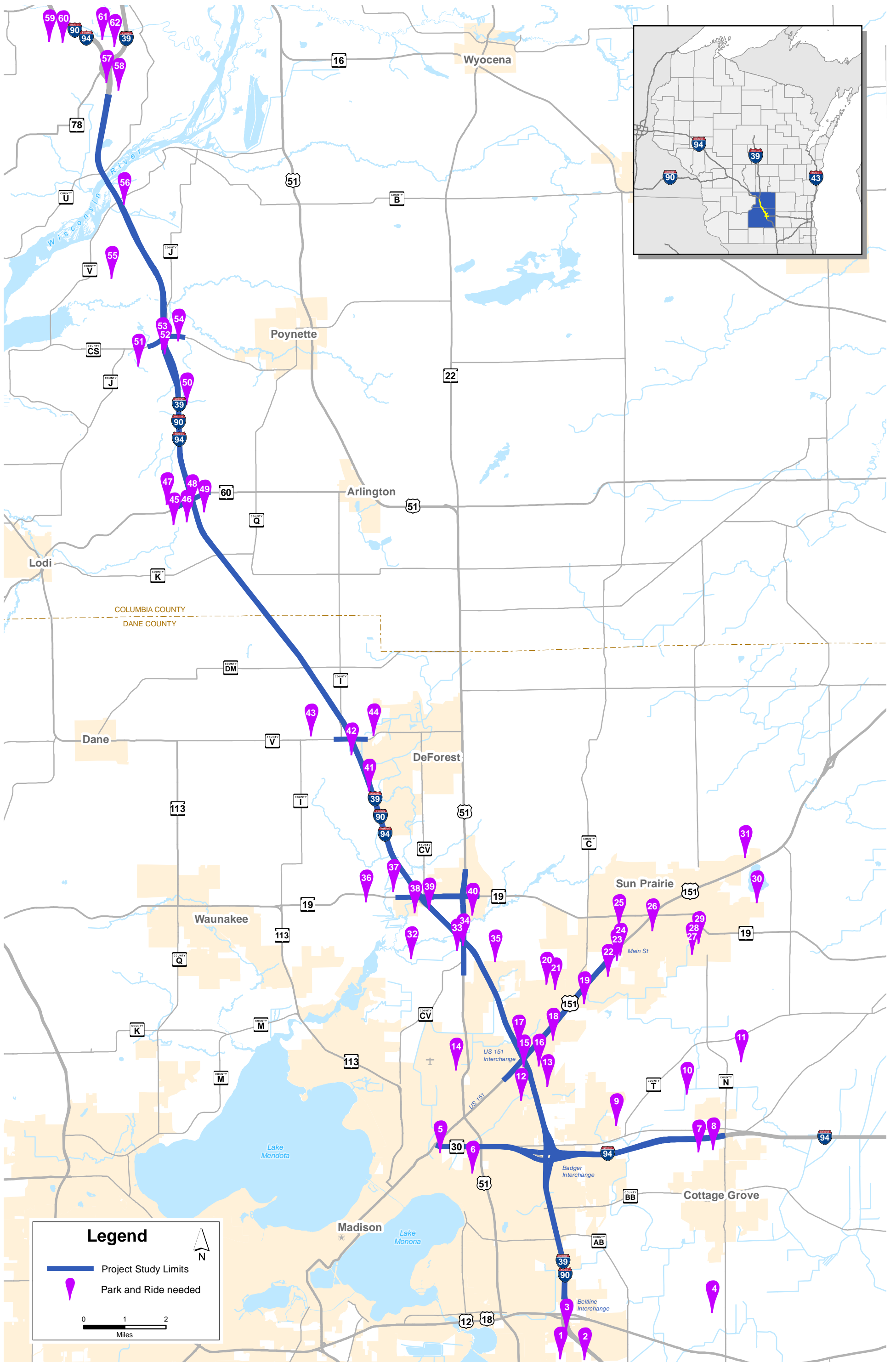
# Exhibit 3

## Bicycle/Pedestrian Concern

2015 Online Survey Results







**Legend**

- Project Study Limits
- Park and Ride needed

0 1 2  
Miles

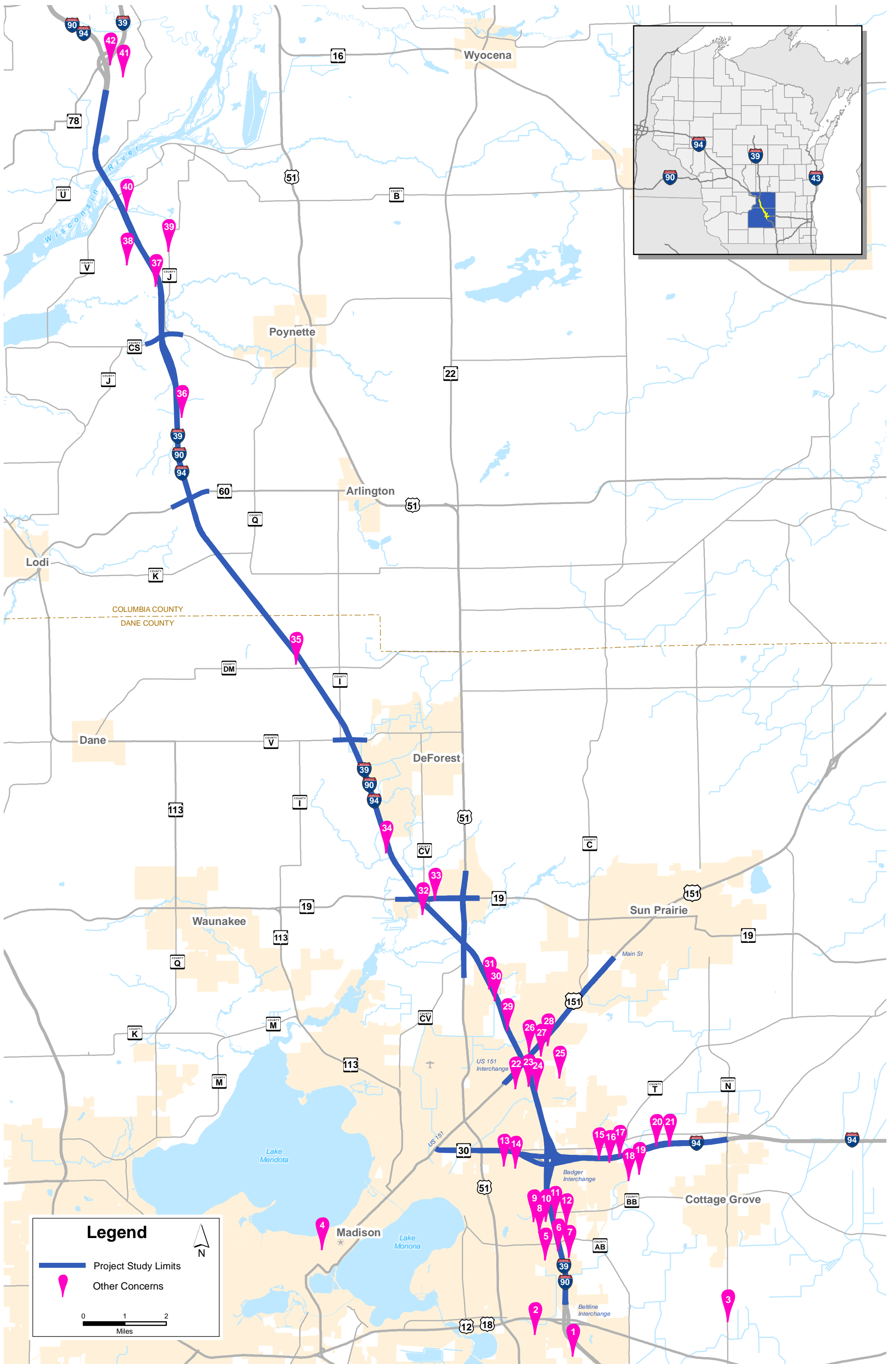
**Park and Ride Needed**

# Exhibit 5

2015 Online Survey Results



June 2015  
WisDOT ID 1010-10-00  
AECOM ID 60327105



**Legend**

- Project Study Limits
- Other Concerns

0 1 2  
Miles

## Appendix A

### Comments – Screen 2, Priorities

#### General Comments

Visit ID	
1798199	minimize inconveniences during construction
1798867	Audible traffic signals in Sun Prairie for my husband who is blind.
1800534	TRAIN
1800938	better/further long range plan - regionally for all roads (we keep letting land/builindings to get built than as we grow build our roads around whats there making the future growth needed costly or impossible (IE: Verona Rd/Beltline intersect - to make the ideal intersection/interchange, too much land already used up)
1803907	I would focus on modernizing the interchanges. US 151 @ American Parkway, CTH CS, STH 60, US 51, and STH 33 are disasters. Currently, the area on US 151 between American Pkwy and 39/90/94 is the only part of the system that operates poorly on a daily basis. Fix the problems that exist now.
1804917	Maintain State Trunk 2-lane system before Interstate improvements.
1842979	Repair the rough roads that we already have rather then building new roads. hwy 51 (East Beltline) is in terrible shape.
1849728	Reliability
1865043	Keep it toll FREE!

#### Priority: Reduce Travel Time

Visit ID	
1796471	This topic is also impacted by removing trucks from the road during peak travel times. Also, accident screens to block the view or troopers ticketing rubberneckers and dawdlers would reduce backups and increase safety of emergency crews.
1796808	Please keep/maintain both the bridge and interchange at I39 and Cascade Mountain Road.
1796986	expand lanes
1797710	Have the police to take the ticketed person off of the highway. People slow down and watch wich slows down traffic
1798088	The poor condition of the road makes travel time longer
1798228	As a blind person, I need to access to transportation connectors in timely scheduled points order to get to/from job as needed.
1798808	It seems like traffic is always "bottled up" in this stretch - no matter when I travel it!
1798867	Having Bus or Light rail from/to Sun Prairie would reduce travel time especially in inclement weather.
1799271	Dedicate a lane for those bypassing local exits
1799641	I guess I mean to have traffic run smoothly. I don't want the speed increased.
1800765	no comment
1801244	I drive on 151 a lot and, although the amount of traffic has increased around Sun Prairie, it does not seem to be problematic. I also drive I-90 (?) from Madison to WI Dells. Trucks are out of control. Additional lanes would be nice but unless semis know where they should be and how fast they need to go, it

will continue to be a scary experience to drive that stretch. Reduced travel time is nice but my primary concern is safety.

1803907	Please.
1804611	Organized priorities.
1805217	Prohibit trucks from using the third lane on the hill at Lodi!
1805374	Look at areas where connection to i399094 will assist non-interstate high volume traffic roads.
1805374	Look at areas where connection to i399094 will assist non-interstate high volume traffic roads. Also consider a Northern loop to connect i399094 to the west side belt line.
1805872	There are too many semi trucks on the hwy. They often are going slow in the fast lanes, etc. They could use a separate lane.
1805912	In reducing travel time it will help to be more mobile and will enhance safety
1806424	70 mph speed limit
1810296	I think that your proposals are in the wrong areas... We need to focus our attention on the interstate 39/90 systems that stretches from South Beloit, WI to Southern Madison, WI. I currently drive for Walgreens as a CDL delivery driver and I cannot tell you how many times I face congestion on a routine basis due to the lack of an extra lane on each side of the interstate. Furthermore, the max governed speed of my semi truck and trailer is 62mph... It is really hard to pass people sometimes... Yes, this means, that people do not want to wait and let you pass someone else at a slower speed... This is why we need three lanes on each side! How much will all of these proposed updates cost madison, and the state of wisconsin residents in their property taxes? I do not see the need for bike paths and bridges that go over the 12/18 beltline and certain areas of Fitchburg. I believe that this is a completely unaffordable elevation of tax payers money and needless spending! Yes, this is your concerned and overtaxed residential Madison property owner, Zach May 4409 Diloreto Avenue, Madison, WI 53704 speaking and writing to you in the now! What can we do to stop the unnecessary building of these bike paths and bridges? Please call me @ 608 728 4778 or e-mail me at zachmodrumz@yahoo.com
1813461	reduce travel time
1818206	Add a congestion priced lane in each direction.
1836363	If you were to add a fourth lane the right two lanes should be truck only lanes.
1836366	Grades should be reduced so trucks can maintain their speeds. Examples lodi hill. South bound or each bound take your pick
1865043	That's the definition of "Interstate".
1877529	Reduce congestion
1890503	Top priority

### Priority: Highway Safety

Visit ID	
1796388	The jansenville to Madison I should be the major priority
1796471	As the picture for this topic clearly shows, we have a truck problem. I'd consider they to be restricted the the less traffic intense night time hours. Let them run faster after say 9pm until 5am as an incentive. This will cut down on congestion during peak travel times without the need to build more lanes. This can be done immediately, has no environmental impact, and will give immediate safety improvement. If implemented in cities during rush hours it would help reduce congestion, save fuel, cut down on collisions and police would be able to work

	on improving driver behavior instead of picking up collision debris.
1796986	good lighting, signage
1797710	place high tech camera on the highway to give out speeding tickets. speeding causes a lot of accidents.
1798088	The use by some many trucks makes car travel difficult
1798196	Needs to be 8 lanes better law enforcement during heavy traff. work on people with phones we see 9 out of 10 now on our trips talking or texting to include cops
1798209	People need to be reminded hoe to merge onto Interstate highways
1798228	As a blind person, I need audible signals and safe crossings at turn-a-bouts in Sun Prairie and Madison.
1798808	Because traffic is "bunched up", it feels like there are many close calls and near misses. People get frustrated and then drive fast (and stupid) when there is even a small break in the "pack".
1800335	This should be everyone's #1 priority.
1800765	no comment
1801244	I guess under "highway safety", I would place clear markings and ease of use, including some kind of lighting to show lanes and choices. As a 62-year-old, I find some highway signs at interchanges confusing. In some areas, we need a longer merge lane. Clearly mark the slow-moving/truck lane.
1801397	Safety for myself and my quests while in my back yard listening to the noise is also a safety issue
1802567	Improve signage.
1805217	I'm concerned about the safety of the Wisconsin river bridge.
1805872	I drive from Portage to Madison near the airport for work which usually is fine. One day a week I work on the west side so exit at Lodi. There needs to be improvement to the roads that cut over to hwy 12 I.E. 60 to 113 to P is overly traveled and not safe
1806424	grooved pavement
1813307	I-system is by far the safest in terms of fatalities per miles driven. Not to use it more intensively would be a horrible mistake that would cost more lives. A VERY serious mistake in my judgement.
1818206	Make the Badger Interchange (Exit 138 for I-39/90; Exit 240 for I-94) have all exit and entrance ramps on the right hand side.
1818206	Make the Badger Interchange (Exit 138 for I-39/90; Exit 240 for I-94) have all exit and entrance ramps on the right hand side. Also add collector-distributor roads to US 51 and State Highway 19 interchanges in a similar fashion as the existing collector-distributor roads at US 151 interchange.

### Priority: Transit Options

Visit ID	
1795847	I would like to see busses that run from Madison to the Dells on the weekends. The bus would have to be affordable - say \$20 for a roundtrip ticket.
1796342	More efficient passenger rail could have been in effect were it not for Governor Walker. Rail is the future, along with maintaining and improving existing highways.
1796709	We are overdue for a commuter rail connection between the Twin Cities, Madison, Milwaukee, and Chicago.

1797018	i hope the interstate has 8 lanes and is widened
1797710	High speed trains like china. going 300 miles per hour.
1798088	High speed rail between lanes would be a God-sent
1798196	theres enough of that this would be distraction !!
1798209	More public transportation should be considered to reduced number of vehicle on the highway at any one time
1798228	I am a person who is blind and and need accessible transportation connections to/ from Sun Prairie to East Madison.
1798835	Connectors of bus or light rail is needed to/from Sun Prairie for jobs and inclement weather.
1798867	Need bus or light rail from/to Sun Prairie to access jobs in Madison.
1799286	We travel this corridor about twice every 2 weeks. You have got to make it four lanes each direction. That squeeze just before the Portage exist is awful in the summer.
1799931	Light rail
1800534	train between Madison and Milwaukee are a must.
1804325	Busses already use the existing Interstate. There is no reason to change any way that they currently use the highways.
1804917	Transit options should include carpool accomodations, including Park & Ride lot development.
1805217	Need rail service with options for transportation to work once in Madison.
1805374	Short time bus options, with long term rail options kept in mind.
1805374	Short time bus, with long term rail options
1805872	I would be interested in bus or rail service from Portage to Madison as I work in Madison weekdays.
1805912	I agree we need more options for travfel between major hubs
1813407	Interchanges to better serve Madison's Eastside are needed.
1824761	Rail along this corridor would be great, however I think if a passenger rail were to run between Madison and the Dells, it would get good business only if the rail had a station in the downtown Madison area. My point being that having transit options for this corridor is important to me personally, but only if the train is reachable from downtown Madison

### Priority: Minimize Property Impacts

Visit ID	
1796356	Maintain existing interchanges.
1796790	need light rail and high speed train
1796986	protect homeowners rights
1798088	Roads should run thru undeveloped land to minimize traffic noise and pollution
1798732	Compared to most states, Wisconsin has plenty of exit and on ramps. There is no need to add more.
1799271	Motorists should take on the burden and low gas prices allow for increased gas tax to cover.
1801244	My condo community is off 151 and any work on that road increases our traffic. Speed limits are not enforced so we have difficult conditions driving on what was designed as a low-volume area. Traffic trying to get around construction end up driving through our little developments at fairly high rates of speed.
1801397	My main concern is The noise from the traffic. I can't have a conversation in my backyard without yelling

1804325	Utilizing current right of ways makes more sense than changing the routing for no other reason other than change.
1805872	As safety allows but safety must be the priority
1805912	Taking property is against what I stand for. I have seen to many farms broken apart and good farmland taken away. We need to be more sensitive to land owners
1806424	iagree
1813307	The existing I-System should be expanded and utilized more intensively to maximize its traffic carrying capacity with minimum additional new capital outlays. Large amounts of new ROW should be needed if the existing I-system is utilized better.

### Priority: New Interchanges

Visit ID	
1796272	need to have more access on/off ramps to cottage grove rd
1796280	Would love to see Milwaukee Street complete through to an interchange short of Door Creek
1796980	Don't cut off existing businesses from Interstate access.
1797018	i hope more interchanges are added and are big
1797607	Consider interchange at Hanson Rd. to handle UW Hospital when open
1798196	All interchanges are dangerous as well as the whole interstate between Madison and Portage !
1798808	But NOT roundabouts!! I have three, off the Interstate, to get to Sun Prairie. There has to be another solution!!!
1800335	The interchanges that exist aren't going away. New interchanges will add more conflict points and create more development opportunities, which add traffic and cycle back to the current problems we are trying to solve.
1800765	install as needed
1801244	New interchanges need to be clearly marked and have long merge lanes. The 2-lane merges seem to confuse people. The cars on the outside lane need to move to the left but wait until the last minute and have to zoom past the cars already on the left. Is there a way to have two merge lanes so that two vehicles can merge safely?
1802567	Longer exit and entrance ramps.
1803233	Between Hwy 19 and V to accommodate for growth in DeForest
1803907	Terrible idea.
1804049	bicycles/Pedestrians have no place on an interstate, and this is no longer a natural environment, but we could do with fewer billboards.
1804325	There are no new interchanges needed. Access is available at all key points.
1804732	There are no exits to the east side of Madison except for Hwy 30 and the Beltline. I don't understand why there aren't exits for Milwaukee, Cottage Grove or Buckeye.
1805374	Would like to see a traffic signal or roundabout at I399094 and Hwy 19. Don't know a good solution for the connection to Cty CV. But on the west side of the current interchange a traffic light or round-about for those going from CV to I399094 south bound toward Madison. During rush hours, there can be long waits due to heavy traffic on Highway 19 east bound.
1805454	The long entrances to the highway makes it easier to merge into traffic.
1806424	at portage
1813307	The east side of Madison is woefully underserved with access on and off of the I-39/90/94 system. An Interchange where Milwaukee St. is currently designed to go under I-94 needs to



be modified to be an interchange. It would be very cost effect and open up the Madison's East Neighborhood Plan to facilitate business

- |         |   |
|---------|---|
| 1813407 | Interchanges to serve Madison's eastside are needed |
| 1836293 | Cth m. Mm167 in rock county                         |

### Priority: Preserve Natural Environment

#### Visit ID

- |         |   |
|---------|---|
| 1796471 | Smarter use of existing infrastructure has no impact on the environment, requires no expensive studies and a lot fewer public hearings or lawsuit defenses.<br>We do need to consider how to better handle Wisconsin deer as they are none to bright. |
| 1796709 | Our roadways already have a large footprint. It would be nice to minimize expansion beyond the current extent of the RoWs. All efforts to minimize impacts to woods, wetlands, waterways, and prime agricultural land need to be made.                |
| 1798125 | done  |
| 1798196 | No they do enough of that already   |
| 1798209 | Let's keep WI's beauty in mind with all considered changes  |
| 1798732 | Please do not do what Illinois does and include mile marker signs every quarter of a mile. What a waste of money and not very attractive to look at. With cells phone and satellites, there is no need to include all those mile markers!             |
| 1799271 | Minimize noise to surrounding area.   |
| 1802266 | Important to maintain the rural character along this corridor targeting specific areas for economic development.  |
| 1805217 | It is very unclear on how to select the top four!   |

### Priority: Bicycle/Pedestrian Connections

#### Visit ID

- |         |   |
|---------|---|
| 1796709 | If we are spending significant dollars to upgrade and expand, why not spend a little extra in the design and build to provide access for people outside of vehicles.  |
| 1797018 | i hope theres bike bridges and crossings over the interstate  |
| 1797710 | make more bicycle paths away from the cars. more safe riding and less people dying from drunk driving   |
| 1798196 | No theres enough of that on hwy 51 and 22   |
| 1798228 | I am a person who is blind and need pedestrian connections from Sun Prairie to East Madison.  |
| 1800335 | Connectivity across the Interstate from Sun Prairie to Madison is awful at best and unsafe at the worst. Additionally there is limited if any real transit connectivity between two of Dane County's largest communities. |
| 1800399 | Have some sort of plan for future connectivity of the various bike paths.   |
| 1804325 | Since we are dealing with the Interstate Highway system bicycles and pedestrians should not be allowed.   |

### Priority: Economic Development

Visit ID	
1796471	This will occur naturally as traffic moves better. Service plazas for trucks during restricted times will develop to meet the need. More people will use the highway if it is the best option which increases interchange revenues.
1796986	access for business
1798196	none
1798808	I realize that "stuff" needs to be transported but sometimes I feel like I am the only car on the road. But it is important to the economy. Also, getting all those tourists to the Dells is "critical" as well - for their livelihood.
1800534	train stops along corridor are important for economic development
1800765	watch locations of new businesses that would impact road safety
1802266	Must restrict or focus development vs. current unrestricted development along this corridor.
1805872	Mass transit would pay off in the long run
1805912	we need ease of transportation to obtain economic development
1813307	Tax base that doesn't burden the school districts is critical for a sound regional economy. That land uses needs to be integrated to the existing I-System that can also benefit from the Federal Sources of Highway Funds.
1836366	I think there should be 3 lanes from the 39 90 split through the dell's.

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## Appendix B

### Comments – Screen 3, Highway Safety

The following comments were left for Question 2 of the Highway Safety survey questions. The question asked participants “I feel safety improvements are needed at this location:”.

Visit ID	Comment
1796968	Highway 12
1796356	I 94 going south/east onto 94
1795847	We need reliable methods to alert drivers of upcoming backups on holiday weekends or other busy times so we don't see rear-end crashes
1796385	None
1796809	Hyw 19 county rd m north beltline
1796980	Highway 12
1797055	Badger interchange
1798017	Highway 19 from I94 to Sun Prairie/Hwy 151
1798070	US 151 first two Sun Prairie exits
1798141	Hiway 78
1798228	As a person who is blind, I need audible signals in Sun Prairie.
1798236	hwy 19 in Waunakee heading towards Madison
1798808	the entire Interstate where NO ONE is going close to the speed limit
1798867	american pkwy on ramp from high crossing blvd.
1799271	39 intersecting with 12/18
1799286	Portage exit, are you kidding with that 25mph exit ramp speed and sharp curve?
1799614	High usage
1799677	Wis River Bridge
1799689	WIS 19 and River Road
1800258	The on ramp interchange for I39/94 south from US 151 S and the off ramp for US 151 S from I39/94 north.
1800297	Cascade Mountain Road/39
1800335	At the cloverleaf and par-clo interchanges, particularly removing the merge/diverge areas around compound ramp curves
1800335	The loop ramps and par-clo interchanges, particularly in the merge/diverge areas and on compound ramp curves
1800398	By Petro in Portage area
1800470	Oncoming traffic onto 90 from 94 and 30.
1801024	90/78/39
1801024	90/78/51
1801397	Sound walls for residential areas between WIS 30 & US151
1802107	Better entry and exit
1802567	I-39 Portage interchange with I-90-I-94. The improvements made last time are NOT favorable. More thought needs to go into the human element of what people "expect" from a more "normal" interchange.
1803233	151 to the Interstate N and S

1803446	wi river bridge
1803907	The interchanges above and the US 151 section from 39/90/94 to American Parkway.
1803954	Better configuration of on-ramp from US 51 EB to I-94 NB
1803955	SB exit @ WIS 60 interchange
1804049	Turning east on 19 from Int. 94 traveling south
1804300	State 113 and Highway P
1804689	WIS 33
1805374	Hwy 19 i399094
1805605	Better flow between 94 & 19. On/off ramps and CV intersection.
1805782	Better on/off ramps. Longer merging lanes
1806404	barrier wall the entire median
1807271	South of Wisconsin River bridges
1807337	hoepkerrd
1813407	An on and off ramp is needed east of this interchange
1814899	US 151 - free-flow ramps for the freeway-to-freeway connections, also better separate local from through traffic on US 151, similar to what is planned at I-39/90/I-43 ('Beloit' interchange). US 51 - free-flow ramps for major planned freeway-to-freeway turns, also better separate local from through traffic.
1814899	US 151 - free-flow ramps for the freeway-to-freeway connections, also better separate local from through traffic on US 151. US 51 - free-flow ramps for major planned freeway-to-freeway turns, also better separate local from through traffic.
1826650	The outside lane takes both streams of traffic - Sun Prairie traffic should take the next lane but the signs and lane designation favors over-use of the outside lane
1830436	US 51
1830594	90/94 and 39 split near Portage
1839593	The exit from interstate (south / east bound) onto south bound 51 is extremely dangerous with the road/entrance in the middle of the merge lane. This secondary street/ entrance needs to be permanently closed.
1848061	US 151/High Crossing and US 151 and I-39/90.
1848616	Beltline Interchange
1848671	Not intimately familiar with the interchanges so no comments on this question
1849120	Northbound auxillary lane
1849654	I-94 WB to I-39 SB ramp
1849654	I-94 WB to I-39 SB ramp: Traffic has to enter on the left side of the roadway.
1849731	Bypass 12/20 and 39/94
1851252	Insufficient merging distance in southbound direction
1854889	hwy 113 & hwy 19 intersections
1864479	Buckeye
1867686	I90/94/39 intersection
1878830	90/94 and Hwy 127
1887062	merging from I39 southbound onto I94 eastbound
1887538	151 interchange to sun prairie from westbound
1845202	exit west from I39 onto belittling west
1820097	Interchanges

## Appendix C

### Comments – Screen 3, New Interchanges

The following comments were left for Question 1 of the New Interchanges survey questions. The question asked participants “I think the I-39/90/94 corridor needs a new interchange at:”.

Visit ID	Comment
1795232	Cty Hwy A lake Delton
1795393	Cuba valley and interstate
1796280	Milwaukee Street to South side of 94 across from T
1796280	Milwaukee Street to South side of 94 across from T where Gaston Road goes under 94
1796336	hwy 19
1796374	Windsor Road
1796444	Hwy 60
1796461	Milwaukee Street
1796472	Hwy AB, or another place in Madison
1796857	CTH V in Columbia Co.
1796962	american family/uw hospital road
1796980	Cottage Grove Road
1797607	Hanson Road
1798006	Cottage Grove Rd/Hwy BB
1798015	Windsor Rd
1798033	Hanson rd
1798101	hwy 51 and hwy 19
1798793	Beltline Interchange
1798808	not sure ...
1798811	Bird st
1799286	Portage entrance and exit.
1799673	151 High Crossing
1799673	151 High Crossing to go south
1800217	Hwy 151 area
1800326	buckeye rd. and I90
1800460	I94/Gaston or I94/Sprecher
1800938	I-90/94 Cottage Grove Rd or between CG Rd and Buckeye with lanes heading to either
1800938	I-90/94 Cottage Grove Rd or between CG Rd and Buckeye with lanes heading to either, and I-94 and Gaston Rd, also I-39/90 at (either) sigglekow rd or County AB
1802567	Is this a misspelling? "I-30" ????
1803233	High Crossing Boulevard to North I94
1803233	Hoepker Rd between 151 and 51 onto I399094
1803910	N/A
1803954	USH12/18
1803975	Deforest Area
1804049	Hoepker, Windsor

1804732	Buckeye
1805374	1399094 and Hwy 19
1805782	I think you mean I-39 and the new interchange is needed at The Petro station near Portage.
1805932	between hwy 30 and 12/18
1811396	Trumpet Ramp to east btw CTH BB and AB
1813407	Milwaukee St. and I-94
1815900	County V by the WIS River
1820097	Hey 30
1825026	Highway N
1825026	Sprecher Road
1825286	Milwaukee St or Cottage Grove Rd
1825979	Hwy 60
1826615	New UW Hospital
1830436	portage rd the new hospital area
1839593	51
1839593	None at this time
1843429	County Road V in Dekorra near the WI River
1843719	County Road V bridge in Dekorra near the WI River
1848061	US 151 and I39/90.
1848950	Cottage Grove Road
1854529	Cottage Grove Rd
1854889	hwy 12/18
1856371	Sprecher road
1864043	Portage
1864479	County Road AB or County Road BB
1877725	Sprecher road
1878830	39/90 and Hwy 138 Stoughton

## Appendix D

### Comments – Screen 3, Bicycle/Pedestrian Connections

The following comments were left for Question 2 of the Bicycle/Pedestrian survey questions. The question asked participants “If you answered “Yes” to the previous question (which asked participants whether or not they thought additional bicycle crossings of I-39/90/94 were needed), where do you believe new crossings are needed?”.

Visit ID	Comment
1798247	City of Madison
1798085	East madison
1798839	Anywhere, really! It's impassable at present.
1799689	Between 12/18 and US 51
1800335	There needs to be a connection between Sun Prairie and Madison. I have biked
1800335	There needs to be a safe crossing from Sun Prairie to Madison. The two "best" options are Hlgh Crossing, which is high volume with lots of access locations and Hanson Road to Portage Road, which is narrow and hilly
1800938	I think there should not only be a bike crossing, but a Road that would connect from "De Jope" under or over the Hwy connecting to McFarland
1801128	I don't think more are needed, but the existing crossings should be widened or improved to better accommodate bicycles. Many of the existing bridge crossings are narrow.
1801281	Between Cottage Grove Rd and Milwaukee St
1801781	not sure yet. depends on housing growth
1802107	Not so much crossings as options to bike - routes
1803937	Sun Prairie
1803975	dont know
1804000	Wisconsin River
1804058	between the beltline and IH94
1804689	WIS 33
1804917	Petro interchange area, particularly maintaining Cascade Mountain Road, which I believe is DOT-owned.
1805373	hwy 19
1807271	generally in neighborhoods and on existing routes
1814899	Local 'cross freeway' traffic connections for both cars and pedestrians/bicycles are needed at the I-39/I-90/94 split ('Cascade' interchange), perhaps by giving WI 78 a better non-freeway routing across the interstates, while maintaining some sort of convenient access between them. Right now, there is a major non-motorized disconnect across I-90/94 there.
1814899	Local 'cross freeway' traffic connections for both cars and pedestrians/bicycles are needed at the I-39/I-90/94 split ('Cascade' interchange), perhaps by giving WI 78 a better non-freeway routing across the interstates, while maintaining some sort of convenient access between them. Right now, there is a major non-motorized disconnect across I-90/94 there. I would also look into better north-south non-motorized access in the US 51 (Stoughon Rd) corridor.
1830313	not sure
1849120	In the area of 51. Would allow bike access to Madison from DeForest.



- 1849654 Safe crossing / bike lanes at all locations available to vehicles.
- 1849654 Safe crossings / bike lanes at all locations available to vehicles.
- 1856371 East of cottage grove, Sprecher rd area
- 1864462 At all Madison interchanges
- 1864529 Improve bicycle access at the Cottage Grove Road overpass
- 1881565 Include a bicycle lane with ALL bridges
- 1884374 don't know, it would just be a good idea to make travel by bicycle more convenient

## Appendix E

### Comments – Screen 3, Preserve Natural Environment

The following comments were left for Question 2 of the Preserve Natural Environment survey questions. The question asked participants for additional comments.

Visit ID	Comment
1798017	Farmlands feed America.
1799271	Noise pollution-sound canceling should be implemented.
1799286	Lets not get those ECO peop;le involved. We need more lanes period no mater what the cost is to all of the above.
1800335	All of these need to be considered, but should be properly addressed through DOT ER Process
1800399	I like those wildlife underpasses that I've read about.
1803672	Salt impact on land and water.
1803689	Cultural resources, air quality
1803907	Remember when the interstate was closed due to flooding. What has been done to mitigate that risk?
1804778	This highway causes noise pollution for a vast area. More traffic would ruin the countryside to live anywhere near, in miles near!
1806404	minimize impacts to adjacent properties
1810296	please refer to previous comments...
1814899	I formly believe that needed upgrades can be done in harmony with the surrpounding environment, both the 'natural' and 'built' (I consider farmland to be 'built' environment). "Do it, but do it right".
1814899	I formly believe that needed upgrades can be done in harmony with the surrpounding environment, both the 'natural' and 'built'.
1814899	I formly believe that needed upgrades can be done in harmony with the surrpounding environment, both the 'natural' and 'built'. "Do it, but do it right".
1822174	Instead of adding to 139/90/94 more traffic can be routed on
1851252	Wisconsin's natural environment is its greatest asset and drives the state's tourism economy.
1861241	I'm not concerned
1886239	air quality

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## Appendix F

### Comments – Screen 4, Safety Concerns

The comments are organized by interchange or corridor segment starting at the southern end of the corridor and continuing north. Comments related to the portions of US 151 and WIS 30 in the study area follow. Although comments for the Beltline Interchange (US 12/18) and I-39/WIS 78 interchange were received via the survey, these comments are not included in this summary because improvements to those interchanges are outside the scope of this study. There were also about 30 pins without specific comments noted.

#### Corridor: Beltline (US 12/18) to I-94/WIS 30

Comment Number	Comment
1	I've almost been clipped by vehicles in the right lane (going south), with panicked drivers needing to be left, coming across to the left to avoid the beltline. Some are confused with the intersection.
2	merging
3	Congestion
4	Volume always seems high
5	traffic is always stopped 70mph to 10 mph!!
6	getting from left side of 94 to the beltline
7	Make it easier to change your route.
8	heavy trucks and lots of weaving
9	merge and lane change

#### Interchange: I-94/WIS 30

Comment Number	Comment
10	Needs Lighting and better signage/advanced warning as it is very confusing to most people.
11	from 30 past 151 exchange--east and west bound--
12	Merging from STH 30
13	Interchange issues especially from I-94 westbound onto I-39/90 southbound
14	Merging and exiting traffic at the badger interchange.
15	merging lanes
16	Left hand exit and entry need to be eliminated.
17	Left Lane exit to 30 from Interstate
18	Left Entrance
19	Left exit sight distance under bridge
20	It's hard to enter from Highway 30 onto I90/94 because the cars in the flow of traffic don't move over to their right allowing you to enter.
21	Left lane ramp from I-94 going west to I-90 South. Merge lane is too short. Trucks traveling 70-75 mph in all lanes causes major dangers as you try to get into the southbound lanes.
22	Very short merging lengths

23	Left lane merging onto I-39/90/94 is unsafe with current traffic volumes.
24	Merging from WI 30 onto I-39/I-90/I94 northbound. Left hand merge is dangerous, much traffic needs to move to right lanes (northbound) in order to turn onto High Crossing Blvd and US Highway 151
25	Tight turns, congestion with high speed traffic
26	Onramp from EB 30 to WB 90
27	Onramp from WB 94 to EB 90
28	Left side exit from 90 to 30 slows traffic
29	remove left side exit to hwy 30 from hwy 90
30	Remove left side merge from hwy 30 to hwy 90
31	remove left side entrance from hwy 94 to hwy 90
32	Need a longer exit ramp from WB90 to EB94. Exit ramp to Hwy 30 should be from right lane to keep slower traffic right.
33	Left entrances and Left exits making merging/diverging difficult. Esp. needing to cut over to High Crossing.
34	Merging and changing lanes
35	poorly designed interchange, not well lit
36	Merging onto I-39/90 from left side
37	Merge
38	Merging distances in Badger Interchange
39	I94/90/39-Hwy 30 is a horrible interchange design
40	Really hard to merge onto interstate as lane ends (does entry lane have to end?) and especially difficult to get across all lanes to exit onto 151 as there's not a lot of distance/time when there's really heavy traffic flow
41	Merging onto I94 eastbound from I39 southbound is difficult

### Corridor: I-94/WIS 30 to US 151

Comment Number	Comment
42	The level of noise from the traffic is too great. A sound wall would be very nice to have. I can't use my back yard due to the amount of noise.
43	Inconsistent travel patterns with lanes ending/beginning (northbound)
44	Although there have been lane additions and expansions in recent years, the Northbound stretch between the Badger Interchange and 151 has too many

### Interchange: US 151

Comment Number	Comment
45	Again, this needs lighting and much clearer signage in advance of the exit.
46	This stretch is heavily congested and unsafe.
47	The High Crossing area is a merging nightmare
48	entering interstate from 151
49	fairly confusing interchange
50	Tight radius on ramps reduces visibility and causes drivers to slow quickly.

51	This interchange is very dangerous in my opinion. The clover leaf design is confusing to many drivers and leads to congestion.
52	Off ramp for northbound 151 just isn't big enough or something. Traffic is always backed up there or going way slower than the other lanes.
53	Short merging areas on US 151 at the Interstate interchange
54	Congested Area, too many intersections within the Interstate interchange
55	I get confused and temporarily lost, when I'm heading north on I-90 and the 2 right lanes separate out to exit for High Crossing and later Sun Prairie. It's such an unexpected/odd interchange compared to the rest of I90 that it makes me feel uncomfortable and lost. Not a good feeling when you're going 65 mph!
56	Tight curves
57	Not enough lead lane to merge into exit--traveling from US 151 south to get onto I-90 going East.
58	Morning rush traffic coming from US 151 to the on ramp for I39/94 south is bad. Drivers are trying to avoid merging traffic from the on ramps upstream of this interchange by using the middle lane and then merging into the far right lane at unsafe (fast) speeds and then decrease speeds abruptly. (rain, snow, fog, etc...) and I have witnessed several (6+) rear-end accidents, and been involved in a handful of near misses.
59	"weave lanes" where on/off ramps cross is a huge safety issue both on interstate and on US 151
60	Traffic merging on/off at High Crossing and 151
61	unusual merging
62	Loop ramps at 151 are merge/diverge problem.
63	Traffic backs up off/on at this interchange
64	Where these roads all come together, there is a heightened level of driver confusion.
65	Better southbound exit and entry
66	SB weave is brutal. American Pkwy interchange is horrible. Is it historic because a mutual insurance company designed it?
67	confusing signage for ramp to WB 151
68	Drivers exiting from SB 151 must cross several lanes of often heavy traffic to make R turn into American Center at Eastpark Blvd.
69	Too many motorists fail to observe 55 mph speed limit.
70	Not enough weaving distance between off and on ramps along 151
71	Cloverleaf design is difficult to merge into during rush hours.
72	poor visibility/merge space (loop ramp)
73	poor visibility/merge space (from loop ramp)
74	poor visibility/weaving between NB offramp and American Pkwy right turn (to High Crossing)
75	dangerous weaving under bridge on US 151, short space
76	very abrupt weaving section to reach right turn lane for frontage road (Hayes Rd), very short deceleration lane
77	dangerous weaving maneuver from ramp to left turn lanes for East Springs Blvd
78	Loop ramps seem too tight.
79	See comment on congestion concern - same location
80	US 151 & I-39 interchange design creates congestion and an increased risk of accidents.
81	Obsolete interchange

82	Backups onto the interstate at 151 north.
83	Exit and entrance ramp traffic conflicts
84	High Crossing, Madison, Sun Prairie is a major confusion point
85	Ramp to sun prairie from westbound 90-94

**Corridor: US 151 to US 51**

Comment	
Number	Comment
86	Aging bridge
87	substandard, deteriorating bridge; very narrow
88	closely spaced interchanges and lot of weaving

**Interchange: US 51**

Comment	
Number	Comment
89	I wish the ramps had a longer merging area
90	Exit 132 from I-90 onto Highway 51S. Exit lane is too short to drop your speed down so suddenly from 65 mph to a slower speed to successfully exit and maneuver the curve of the exit.
91	Loop ramp speed too slow
92	Residential Housing. Should not be residential housing here.
93	Compound ramp curves make it difficult to merge with interstate traffic at a comparable speed to mainline traffic
94	Access to commercial properties in the corridor is difficult and people take chances to cross.
95	Westbound 90 on ramp cloverleaf doesn't allow fast enough acceleration to merge in time from 51north bound
96	Truck stop driveway at end of ramp SB on 51 is dangerous
97	Poor intersection
98	provide longer deceleration lane for the exit ramp from hwy 90 to hwy 51
99	Loop ramps could use longer acceleration distance.
100	Major safety concern with this road / entrance to gas station being in the middle of the merge lane from the interstate.

**Corridor: US 51 to WIS 19**

Comment	
Number	Comment
101	Provide collector-distributor roads between hwy 19 and hwy 51

**Interchange: WIS 19**

Comment Number	Comment
102	Hwy 19 Exit needs a better layout to avoid accidents or even traffic signals would be helpful, traffic circles may help as well
103	Suggest to relocate Hwy 19 to North of Defodrest and Sun Prairie to eliminate the semi trucks on Old hwy 19
104	Interchange is still dangerous. Especially coming off I-94 to Hwy. 19 eastbound.
105	Getting of the interstate heading south and trying to make a left to head East on Hwy 19 is very dangerous. Stoplights would be a great addition or a round-about.
106	SB/EB ramp configuration is a problem. Visibility is also poor. I think DOT has an active project here?
107	Need a north Madison route from Sun Prairie to Hwy 12 to avoid accidents along the way
108	Poor interchange/access from Hwy 19
109	Unsafe traffic patterns on WI Highway 19 at I-39/I-90/I-94 AND at County V AND at Walgreens/Kwik Trip intersections.
110	Hard to cross traffic to go east on HWY 19
111	Too much traffic on 19 and uncontrolled intersection.
112	Need turn light at hwy 19 exit. I've often seen near misses. also the lane is too short
113	On ramp at hwy 19 is dangerous as crosses path of CX and is confusing
114	Additional lights and lanes needed on Hwy 19 to make getting off of interstate easier during peak hours.
115	separation between offramp and onramp creates awkward encounters (especially left turns)
116	WIS 19 interchange is confusing with CV and the Railroad.
117	On/Off ramp congestion, poor flow
118	Hwy 19 interchange- westbound 19 to eastbound 39/90/94 and eastbound 39/90/94 to eastbound 19
119	Intersection needs to be improved
120	STH 19/I39 interchange is really dangerous when trying to cross STH 19 after leaving the interstate

**Corridor: WIS 19 to County V**

Comment Number	Comment
121	too much traffic for amount of lanes
122	Dated aging bridge. Also dangerous in winter with curve.

**Interchange: County V**

Comment Number	Comment
123	This seems to be the area where southbound back-ups start in the summer. You can be traveling 65mph+ and come upon stopped traffic. How can we better warn people to be prepared?



- 124 In the winter time, this over pass tends to act like a wind tunnel when Wind is from North/NW. The problem is the increased wind velocity cools the pavement under the bridge and routinely creates a slippery/icy patch.

**Corridor: County V to WIS 60**

Comment Number	Comment
125	Traffic going to west side of Madison too heavy for the size of the roads. 60 to 113 to P to 12 is dangerous and over used for road types, need to improve

**Interchange: WIS 60**

Comment Number	Comment
126	On off ramps
127	Too sharp of a turn for just coming off of I-90/94
128	Exit ramps are low speed requiring early slowdowns in traffic lanes
129	Inadequate deceleration ramps onto Hwy 60 in EB or WB directions.
130	On ramps and off ramps are unsafe

**Corridor: WIS 60 to County CS**

Comment Number	Comment
131	Safety concerns from WI Dells area all the way to Madison.
132	Wisconsin needs a "Drive Right" law. Too many people cause undue congestion simply because they do not drive in the right most lane. Keep right except to pass. Entire Interstate system.
133	Median protection required on northern segment

**Interchange: County CS**

Comment Number	Comment
134	Speeding
135	North bound exit at CTH CS

**Corridor: County CS to I-39/WIS 78**

Comment Number	Comment
136	Due to heavy traffic, Drivers, especially from Illinois crowd other drivers and drive unsafely. Also Semi Truck drivers are increasingly driving less safe, often turning blinkers on and merging before they have a clear lane to do so.
137	Deer hit my car just about here. Lots of open land, with water near, so not sure how to "fix" that.

138	need barrier to prevent crossover crashes
139	Is the Wisconsin River bridge really safe? Seems like all the little bridges in Columbia county are in VERY poor condition.
140	narrow median

### Corridor: US 151 from I-39/90/94 to Main Street in Sun Prairie

#### Comment

Number	Comment
141	This stretch is heavily congested and unsafe.
142	This stretch is heavily congested and unsafe.
143	VERY POOR intersection design of US Highway 151 & County C/Reiner Road/Grand Avenue.
144	merging
145	As a person who is blind, I need audible signals in Sun Prairie. In the intersection of Main and "N" I've almost been hit several times!
146	Traffic to/from High School does not give right of way to my blind husband. need "no right turn on Red" going from main east to south N. Need audible signals!
147	traffic backed up during rush hour.
148	People drive way too fast down this stretch of road. The limit is 55 and they are over 70 most of the time.
149	Due to backups to turn R onto Hwy C from NB 151, many drivers instead turn left and U-turn in front of entrance to Smith's Crossing residential neighborhood, which is itself sometimes congested.
150	High SB right turn volumes (especially in AM peak), variably low compliance of Yield sign

### Corridor: WIS 30 from E. Washington Ave. to I-39/90/94

#### Comment

Number	Comment
151	Frequent accidents and truck rollovers
152	Getting from 30 to the Interstate system heading west.
153	The ramp to E. Washington Ave. is very tight
154	Northbound exit to Hwy 30 on the left is a concern, drivers need to be prepared well in advance.
155	Merging conflict between southbound traffic on Stoughton Rd wanting to exit onto Milwaukee St and eastbound Hwy 30 traffic wanting to enter onto Stoughton Rd.
156	Provide exit ramp to Thompson Drive
157	Remove ramps at commercial drive
158	Loop ramps at E. Wash & WIS 30 are tight. Chevrovrons would be nice to alert drivers. Should US 151 be rerouted to follow the interstates and Beltline between here and Verona Rd?
159	FFair Oaks interchange is confusing.
160	ramp from 30 to East Washington feels short and has blind spots when exiting as the bridge blocks view. This is a concern from a personal experience where someone had broken down on the inside lane of the ramp to East Washington and I almost hit them.
161	on ramp here would be nice
162	interchange with 151 does not operate well

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## Appendix G

### Comments – Screen 4, Traffic Concerns

The comments are organized by interchange or corridor segment starting at the southern end of the corridor and continuing north. Comments related to the portions of US 151 and WIS 30 in the study area follow. Although comments for the Beltline Interchange (US 12/18) and I-39/WIS 78 interchange were received via the survey, these comments are not included in this summary because improvements to those interchanges are outside the scope of this study. There were also 107 pins without specific comments noted.

#### Corridor: Beltline (US 12/18) to I-94/WIS 30

Comment Number	Comment
1	Traffic congestion is especially bad b/w Badger interchange and beltline daily during morning and evening commute times. This area is also prone to Friday/Sunday high volume congestion that makes it difficult to safely drive.
2	alot of traffic here another lane could be added
3	need additional lanes
4	This area is highly congested during main commute times.
5	Volume always seems high
6	Heavy traffic
7	interstate within Madison limits is becoming more congested. an extra lane is needed.
8	more lanes
9	Need an additional lane each direction to reduce congestion between the two major interchanges, especially in the summer. There are already additional lanes between 151 and the Badger, shouldn't this segment have them too?
10	Heavy use
11	Traffic
12	Need access to the neighborhoods
13	peak hour and holiday weekends
14	heaviest traffic between beltline and hwy 151
15	Much congestion here as traffic from beltline merges with northbound interstate
16	39/90 between belt line and 151

#### Interchange: I-94/WIS 30

Comment Number	Comment
17	interchanges could be widened by highway 30 and 94 interstate alot of traffic
18	Yes
19	Where 30 merges with 90/94 southbound it slows down traffic on a busy traffic time.
20	Bypass Badger for I94 thru traffic
21	Too much merging traffic with not enough thru lanes
22	the multiple converging lanes at such high speed is intimidating

**Corridor: I-94/WIS 30 to US 151**

Comment Number	Comment
23	Summer weekends, holidays
24	alot of traffic more lanes could be added interchanges could be built
25	Between the badger and hwy 51 worst congestion..
26	very busy fri and sun with IL drivers
27	Traffic volume
28	When meeting onto 90 westbound from 30, it's really hard to get from the left lane to the right lane in time to exit for 151 north
29	Even with C-D lanes, traffic gets backed up on interstate at busy times
30	Congestion is bad along the whole route

**Interchange: US 151**

Comment Number	Comment
31	The loop ramps here are terrible - especially the WB to SB one. Traffic slows to a crawl and it almost impossible to merge into the exit lane on 151.
32	Congested from Beltline to Waunakee at times
33	Coming on 151 south trying to get to the I-39 southbound off-ramp is usually tricky with the traffic merging coming from the I-39 northbound ramp onto 151.
34	heavy in the evening
35	Traffic needs to slow down before getting to East Washington, People in left lane coming down Hwy 11, need a better way to get to the right turn onto the interstate besides cutting people off, crossing three lanes to make their exit to I90
36	I90/151/high crossing area is hectic and congested
37	Heavy congestion.
38	Mostly during rush hours, but also issue at other times due to the large variance in vehicle speeds around this area.
39	Public rides could help prevent this
40	Due to interchange, this gets very congested at rush times.
41	very busy area
42	AM commute
43	Big backups in PM peak
44	Heavy traffic flow
45	AM Peak in particular, there is regularly congestion for traffic from SB US 151 onto SB/EB interstate.
46	Lots of traffic near 151
47	This area is really busy after work
48	High Crossing in Madison has experienced increased traffic. Not sure why. Trying to get around 151? It is becoming dangerous. I realize speed enforcement is not your job but it basically makes the road unsafe and difficult to navigate.
49	The bridge reconstruction in 2014 caused numerous crashes and headaches for drivers. Since then, there have been slowdowns and near misses with people trying to navigate the

	merge off of I-39/90/94 to High Crossing Blvd and US 151.
50	Congestion on US Highway 151 both northbound and southbound at I-39/I-90/I-9.
51	The looped ramps create traffic congestions on a regular basis and safety concerns for people trying to get on 30/90/94. It's especially bad for people on Hwy151 going south on the interstate.
52	Need new interchange from 39/90/94 to Eastpark to the new UW Health stuff there.
53	Southbound 151 onto east 94 is terrible every day.
54	Full interchange from/to 90/94 onto high crossing?
55	Need 'free-flowing' ramps for the freeway-to-freeway turns at I-39/90/94/US 151 (Washington St). Also need to better separate local from overhead through traffic here, especially in the US 151 corridor.
56	The twin lane ramp should be re-designated to split Sun Prairie traffic from High Crossing traffic
57	Interchange design does not accommodate today's traffic levels very well.
58	2 or 3 merging lanes
59	At 151 and 94/39
60	During Friday nights and Sunday afternoons and night before and during holiday travel home.
61	Yes
62	The I39 west to NB USH 151 ramp/CD lane backs up onto the interstate.
63	What lane change quick exit mess
64	Vehicles of varying speeds lining up for the 151 Northbound exit. Many crashes and near misses in this area.

**Corridor: US 151 to US 51**

Comment Number	Comment
65	Heavy traffic concerns
66	alot of traffic madison interstate to highway 51 another lane could be added
67	Fridays and Sundays during summer months are packed with IL drivers
68	Fridays and Sundays for sure.
69	lots of traffic and lots of merging onto the interstate

**Corridor: US 51 to WIS 19**

Comment Number	Comment
70	It is very congested on busy weekends coming onto 94 coming from hwy 51/35
71	TOO MUCH traffic funneled on WI Highway 19 eastbound and westbound at I-39/I-90/I-94 AND at County V AND at Walgreens/Kwik Trip intersections.

**Interchange: WIS 19**

Comment Number	Comment
72	Terrible configuration, limited by rail, businesses along road, tremendous future traffic coming from DeForest/Windsor to the north
73	There are so many intersections between the cross street; interchange ramps, and local streets that get further complicated by the railroad.
74	light or roundabout on west side of i399094 and hwy interchange
75	Goofy interchange and traffic pattern.
76	Lots of traffic on Hwy 19 to Waunakee.....Should be a North Beltline!!!!
77	Poor flow on 19 at interchange. Awkward traffic patterns in interchange area

**Corridor: WIS 19 to County V**

Comment Number	Comment
78	Too much traffic on Fridays, holidays and Sundays
79	madison to deforest interstate could use 8 lanes gets alot of traffic
80	Weekends starting on Thursdays thru Sunday

**Interchange: WIS 19**

Comment Number	Comment
81	nedd another lane or two. Why are you asking abut bicycle/pedestrian when they are not allowed on the interstate anyway. Are you thinking of putting in bike lanes? Stupid idea to even ask the question.
82	Yes
83	too much traffic for amount of lanes
84	In summer, sudden slowdowns on weekends are common.
85	Friday, Sunday summer traffic on this stretch is, as everyone knows, painful.
86	Restrict big trucks to right 2 lanes.
87	Friday and Sundays for sure.
88	Traffic congestion between Portage and Madison
89	Trucks should not be allowed to use the third lane on the hill at Lodi. What a mess when you get three trucks in all three lanes going up the hill, each trying to go 1/2 mph faster than the other. They do this down south. Why not here?
90	Due to incidents and holiday travel
91	We should enable lane restrictions on Semi's through the six lane portions of the interstates

**Corridor: WIS 60 to County CS**

Comment Number	Comment
92	Heavy trucks, campers, autos from SR-19 to Portage exit. Need more lanes.

- 93 Traffic is backed up by more than an hour in the summer.  
 94 Summer congestion from HWY 78 to Badger interchange.

**Corridor: County CS to I-39/WIS 78****Comment****Number Comment**

- 95 north of the Poynette exit during the summer

**Corridor: US 151 from I-39/90/94 to Main Street in Sun Prairie****Comment****Number Comment**

- 96 Suggest a separate longer lane for those turning North on I90, and South on I90  
 97 Heavy congestion.  
 98 Heavy congestion.  
 99 Heavy congestion.  
 100 Heavy congestion.  
 101 Heavy congestion.  
 102 Take the trucks off 151 thru thr city  
 There are no cross traffic stop signs by the WalMart access intersections. These cars are going too fast for speed limit.  
 103  
 The reduction from 3 lanes down to 2 lanes heading northbound on 151 causes a cluster effect at the Main St Interchange. Extend the 3 lanes through the entire portion of Sun Prairie.  
 104  
 Cross traffic to/from Walmart has no stop signs. Cars drive too fast to cross. Cars pile up at Walmart to enter/leave.  
 105  
 106 151 southbound entering 90 south during rush hour always backed up.  
 107 lots of accidents occur here..lights are needed and speed should be reduced  
 108 R turn from northbound 151 onto hwy C is often backed up - needs signals.  
 109 Going into SP is a bit congested.

**Corridor: WIS 30 from E. Washington Ave. to I-39/90/94****Comment****Number Comment**

- 110 Heavy congestion from highway 51 to highway 30.  
 111 dangerous lane changing  
 112 Vehicles going north on 151 get backed up all the time. Hard to get from Highway 30 to the exit for 151 - going across three lanes of traffic. People are going about 70 or more and then the exit ramp is down to ZERO!  
 113 When people are merging and exiting on a short amount of rode between US 51 and North Thompson.  
 114 Obvious.  
 115 Exit needed  
 116 51 from 151 to belittling



- 117 General Commuter
- 118 General Commuter
- 119 Needs better ramp flow that is more intuitive between rt 30/hw51/Milwaukee road/commercial road

## Appendix H

### Comments – Screen 4, Park and Ride Needs

Comment Number	Comment
1	Existing P&R too congested, need more options for travel to Chicago, Milw, and north of Madison
7	Milwaukee (maybe not now, but in the near future.
8	bus or train
9	From Sun Prairie/East Madison to Beltline
10	This strip of highway is a nightmare
16	Variety of locations north and northeast of Madison.
20	To and from work in Fitchburg.
23	need reliable, frequent, and cost effective bus or light rail trips from sun prairie to the madison area
25	Origin is sun prairie, destination is fox valley area
26	bus or train
27	Light Rail access to/from Madison
28	Sun Prairie to/from east madison
29	Buses or Light Rail
32	More general easily accessible park and rides off the interstate are needed in the general Madison area. I travel to the north, east, west and north out of Madison and would make use of more if they were more easily accessible
34	Use the abandoned truck stop on the west side of US 51 as a park and ride lot. It would get used!
35	bus/light rail needed to Madison
39	Critical interchange for the Waunakee and Sun Prairie commuters
40	Aware of Hwy V, but 19 would be good location.
43	The more park & rides the better!! Everywhere.
46	Park and ride needed near this interchange. Many people use the gas station parking lot as a park and ride - the gas station owners do not like this.
47	Large lot needed
53	Know people who commute but would like to ride share into Madison.
54	At Poynette Exit
58	Need mass transit options from Portage to Madison, both sides of town
59	Downtown Madison
61	Need rail service. Also, with the new UW Health stuff over on Eastpark there needs to be a new interchange from 39/90/94 to Eastpark.
62	Various destinations in northern and western Wisconsin

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## Appendix I

### Comments – Screen 4, Environmental Concerns

Comment Number	Comment
1	water quality, wetlands
2	Noise and traffic fumes.
3	General Air quality in the Madison Area
4	Park impacts
5	preserve the land
6	Cherokee sensitive and diverse wetland complex. Token Creek Class III trout water from STH 51 upstream. Potential for trout habitat within Interstate corridor
7	impacts to stream/ wetlands
8	beautiful area
11	Preserve yahara river area
14	Farmland preservation
15	Farmland preservation
18	Class II trout water. High quality riparian wetlands
19	water quality, floodplains
21	Preserving wetlands and habitat around the Wisconsin River
23	At the Wisconsin River Crossing
24	Wisconsin river water quality
27	Concern about effects to floodplains.
28	Wisconsin river water shed
31	Habitat destruction
32	runoff into river
33	protecting watersheds, rivers and lakes
35	Wisconsin River
36	Wisconsin River view amenities
39	Wisconsin River shoreline and ecosystem
40	Just making sure the winter road treatments do not harm the river
41	The Wisconsin River is obviously an important waterway for the state and an important habitat corridor for wildlife. Any work in and around this area needs to tread lightly.
42	multiple environmental and cultural resources
43	limit growth by water ways to keep beauty
44	River impacts
47	construction and salt and oil... impact to river
48	Wisconsin River
50	Around the WI River area
51	Steep slopes on bridge ends. Concerned about erosion and water quality in general caused by runoff, both during construction and from the roadway surface after construction.
52	Keep WI River as natural as possible.

53	Minimize impacts to view shed of WI River and nearby wild life preserves.
54	Unique area and water quality is key!
57	I have developed asthma since driving to Madison for work I believe mainly from the diesel exhaust from the semis. The trucks need to be reduced and railways expanded

## Appendix J

### Comments – Screen 4, Bicycle/Pedestrian Concerns

Comment Number	Comment
1	Multipurpose path along corridor would be great! Has been pretty successful along USH 151 between Madison and Blue Mounds/Platteville.
3	Multipurpose path along corridor would be great! Has been pretty successful along USH 151 between Madison and Blue Mounds/Platteville.
4	Inadequate bridge for sharing with bikes/peds
5	narrow bike lane over interstate bridge. dangerous.
6	Crossing Needed
7	Extend Glacial Drumlin trail into Madison
8	There really should be a connection from the Glacial Drumlin Trail to Madison Bike trail
10	Improving all the time in this area, but more can be done.
11	lack of ped/ bike facilities
12	nobike lane or sidewalk over bridge. Have to stop and let traffic go before I ride my bike across
13	Unsafe bridge for bike/peds
14	Bike and pedestrian lanes needed on bridge, especially with new veridian neighborhood expansion nearby. The way it was done on cottage grove rd would be ideal
15	Bridge too narrow
17	Need a way to safely bicycle from far East side of Madison to dedicated bicycle paths, or a way for slower electric bicycles to use roads that now require 45 mph+.
18	Multipurpose path along corridor would be great! Has been pretty successful along USH 151 between Madison and Blue Mounds/Platteville.
19	on sprecher to 151 in Sun Prairie
20	Needs a dedicated bicycle lane to reach Madison's bicycle trails.
23	Connect trail from Sun Prairie on East side of US 151 into some type of bike network into Madison. Right now it basically ends and you fend for yourself.
24	I'd like to be able to bike from East Towne Mall area to Sun Prairie. There's a good trail near Reiner and 151 but getting to it from East Towne is a bit treacherous unless you go way out of the way. The area indicated here is the most difficult to get past via bicycle.
26	no connection/poor crossing facilities from multiuse path (no ped signals, no connection to sidewalk on east side of High Crossing)
27	Need a way for people to be able to ride bikes, walk across the highways...maybe a pedestrian bridge?
28	There is no convenient and safe way to bicycle from metro Madison to the American Center or to Sun Prairie.
29	bicycle to and from sun prairie is a must
30	Need bicycle path connectors and crossings
32	Dedicated Bike path needed to Madison
33	My Husband who is blind almost got hit at Main and N. Needs audible signals here and rest

	of sun Prairie!
34	As a person who is blind, I need audible signals in Sun Prairie. In the intersection of Main and "N" I've almost been hit several times!
35	No bike access to Madison from DeForest
36	provide bicycle accommodations under the interstate on hwy 19
37	hwy 19 crossing
38	Multipurpose path along corridor would be great! Has been pretty successful along USH 151 between Madison and Blue Mounds/Platteville.
39	NO bike/Ped connection from DeForest to Madison RR Corridor would be excellent!
40	Multipurpose path along corridor would be great! Has been pretty successful along USH 151 between Madison and Blue Mounds/Platteville.
41	Multipurpose path along corridor would be great! Has been pretty successful along USH 151 between Madison and Blue Mounds/Platteville.
42	Need bike trail along CS
43	Multipurpose path along corridor would be great! Has been pretty successful along USH 151 between Madison and Blue Mounds/Platteville.
44	If the Wisconsin River bridge is re-built, pedestrian/bicycle/snowmobile accommodations should be included. There are no other ways to get across the river nearby.
46	Lack of access across interstates at WI 78.
47	Need to maintain Cascade Mountain Road as a bike route around the interchange, but this does not address the need to access Highway 78 area southwest of the interchange. Consideration and planning should be made for bike connection from Cascade Mtn Road and State Hwy 78.

## Appendix K

### Comments – Screen 4, Other Concerns

Comment Number	Comment
2	On and off ramp is needed where Agricultural Road bridge crosses the beltline
3	county rd N could be expanded from stoughton to sun prairie. we use it a lot during the summer to avoid the interstate and the IL drivers.
4	A way to connect the corridor to Downtown Madison without the need for cars such as a central bus station or rail station.
5	Need an exit here for all the businesses just south of here. Right now, we have to circle back from the Dutch Mll exit. I wouldn't mind Milwaukee or Cottage Grove either, but those are more residential.
6	Noise impacts of neighboring homes. Pavement type should be modified to produce less noise (grooves parallel with traffic are better)
7	Interchange Priority #4
9	Light rail for Eastern portion of Dane Co and Dane Co to MKE?
10	Interchange Priority #3
11	interchange needed
12	Access needed here also
13	would be nice to have an interchange here at Thompson Dr. to provide improved access to/from the neighborhoods east of 51
14	it's annoying that you can enter hwy 30 from county t but you cannot exit.
15	add interchange for Milwaukee Street
16	Need for on and off ramps at this location to serve future growth and encourage job grow for the eastside
17	Interchange Priority #1
18	need an interchange in this area
20	barriers to traffic noise
21	Need an on/off ramp somewhere between the Badger Interchange and Hwy N
22	NB 151: awkward sign placement for SB39/EB90/94 ramp...have seen many drivers confuse frontage road for on ramp
23	i hate that i cannot get onto i90/94W from high crossing blvd but i can get onto i90/94e. why?
24	lack of trailblazing signage to access NB 39/WB 90/94...many confused drivers
26	Need a Dunkin' Donuts east side of Madison.
27	High Point and American Family interchanges are confusing
28	Not sure why the American Parkway ramps are so non-standard. There seems to be plenty of land--not sure why there aren't typical ramps here.
29	poor access to future hospital
30	Old Bridge
31	Interchange Priority #2
32	The onramp from WB 19 to WB 94 can be confusing with the Lake Rd intersection in the



	way
33	Not easy to get from 19 to Gander Mountain
34	Interchange priority #5
35	better access to the west side of Madison and Middleton from the Interstate
36	I'd rather not have more lanes added. More lanes just draw more vehicles. Speed limit should be INCREASED. Enforce "slower traffic keep right" laws! Oh, if you do build a new lane, make it a "cell phone lane" so all the idiots talking on their phones can be in the same lane. Currently they use the third lane.
37	Any expansion should be to the outside where possible to keep the highway divided and more interesting/beautiful to drive.
38	Better signage. Clearer and easier to read at night.
39	Road was treacherous Thursday January 8 seemed hadn't been adequately plowed so was slippery and traffic was moving at 45mph
40	more parking in rest areas for trucks
41	Maintenance of cascade mountain interchange. Terrible shape with high use.
42	It is my understanding that Cascade Mountain Road is DOT-owned. If true, some significant work needs to be done to maintain it before it is beyond conventional repair.

## Appendix L

### Comments – Screen 5, General Comments

Visit ID	Comment
1795246	I 39 between Madison and Beloit is a higher priority.
1795727	I feel the only real problem now is late on Friday & Sunday afternoon in the summer. I just don't know how to predict how much worse this will get in 15 to 20 years?
1796328	Traveling this section and having the traffic slow to almost a stop, bumper-to-bumper and now knowing when it will clear is frustrating. Can there be a radio station or some kind of other communication of what is causing the traffic jam and an estimated time of delay?
1796471	Having moved up here from Florida I was struck by the lack of lighting which is probably because practically no one drives at night up here. I drove from Lacrosse to Portage one night a round 10 pm on a Tuesday and encountered no other vehicle other than trucks the entire trip.
1796520	I think part of this problem begins in the Tomah to Portage portion of the road, often cars and trucks on this stretch of road are bumper to bumper and it is amazing that there are not more traffic accidents. On Ramps in the Wisconsin Dells area often do not have good visibility to drivers on interstate and it is difficult in low light or bad weather to safely get onto the interstate.
1796790	desperately need public transportation into Madison from DeForest/Windsor area. Did not need stupid roundabouts and improvements on highway 51 north – total waste of money.
1796808	Please keep/maintain both the bridge and interchange at I39 and Cascade Mountain Road.
1796809	Need a way around Madison
1796986	need more lanes, especially between madison and state line and do something about beltline.
1797383	We need to completely revamp our transportation system for the future. We need to invent a way for driverless minicars to safely follow high-capacity lanes and routes programmed by the occupant(s). For those who are able to use bicycles, dedicated bicycle lanes should increase. When I visited Germany I was astonished at the thousands of miles of dedicated bicycle trails paralleling every road, and seeing people of all ages, including the elderly, use them. We can do that here too. We need to get away from the mindset that cars and roads are the only way to travel. Also I would take trains if they came through Madison. I've gone from coast to coast on Amtrak and countless miles in other countries, yet I can't travel between Milwaukee and Madison by train--or airplane for that matter!
1797964	Six lanes to Chicago would be great asap. Thanks!
1798017	Three lanes to Chicago would be great asap. Thanks!
1798024	please work on hwy 19 between hwy 12 and the interstate!! we desperately need work on that.
1798132	please consider a light rail system for people traveling and commuting between sun prairie and the madison area. this would ease congestion, provide much needed alternate transportation for those who cannot drive, and would be environmentally friendly.
1798141	I appreciate that, finally, the South bound right lane on I-39 From Hiway 51 to Hiway 78 got some maintenance. Now the North bound right hand lane needs attention. Thanks
1798196	we go to doc alot intersec need replan as well as 8 lanes you did well on US 41 we use everyweekend good job !!!
1798228	It is imperative to have safe access to/from Sun Prairie for all individuals.

1798351	Would like to see traffic congestion reduced sooner than later.
1798732	Adding pedestrian and bicycle bridges over the Interstate system would be a waste of money. There are plenty of other bicycle routes to travel. The bike trails are very good in Wisconsin.
1798796	I think making I-94 6 lanes from Milwaukee to Madison should be a higher priority than this. Only 35 miles, very few interchanges, 2 river crossings, the bridges from Waukesha to Oconomowoc are already built to handle 3 lanes in each direction so that case is done. The two largest cities in the state are linked by one 4 lane road.
1799286	We travel to Baraboo 2 to 3 times per month and use the Interstate to save time rather than SR19 to US12, Middleton, to Baraboo.
1799641	I think that stretch is generally a good stretch of highway. If there were a park and ride option around the Petro area near Portage to Madison I think it would be helpful for many people also who commute to work if there were some mass transit that would go from there.
1799665	WISCONSIN SHOULD HAVE A PREMIERE RAIL SYSTEM - MADISON TO MILW & MADISON TO CHICAGO
1799673	I think DOT should rethink ever creating another situation in WI where they merge 3 major highways at a single point close to a major city. Most of the exits don't allow enough distance/space to slow your vehicle down to a slow enough speed to exit safely and be able to maneuver the upcoming sharp curves. Takes better planning and more space than has been allotted to I-39/90/94. I used to use I90 to commute within Madison, but since I39 changes, I avoid it. And when travelling up north, I try to use Highway 51 to travel far enough outside of Madison before getting onto I90.
1801217	I own acreage directly adjacent to 39/90/94 by the Wi River bridge, which has me driving this stretch frequently, and I appreciate the many improvements that have been made to this section of road over the past 10 years.
1801397	Myself and my close neighbors really hope that putting up a sound wall would be considered as part of this study. There are already sound walls by most of I94 in our neighborhood but it was stopped short by my home.
1802091	NO RIVER ROAD INTERCHANGE. SAVE SOME AGRICULTURAL PROPERTY NORTH OF MADISON
1802107	Most frustrating part of driving freeway system is large semi-trucks driving side by side forever, driving aggressively, and dominating road. Other frustration is zip in/out fast drivers that gotta pass car to get nowhere. One thing that helps is Google Maps traffic report so anything like that is great... I use things like that all the time to avoid traffic or delays and look for alternatives.
1803233	Please find a way to decrease the congestion between the Dells and the 90/94 interchange.
1803446	more roads more traffic
1803957	How about adding a reversible lane for the FIBs to relieve the heavy weekend congestion and charge them at the border to use it.
1804325	There are many other things that need to be addressed that were not mentioned in this survey.
1804638	I feel this survey needs to include the section of 90/94 from portage to Tomah or another should be done. 2 lanes from portage to at least Wisconsin Dells is needed
1804732	I really hope we get at least one additional exit south of 30 and north of the beltline!!!! I've been hoping for that ever since I moved to Madison.
1804778	The main reason for this corridor is to move traffic through our state. We get the pollution and noise and pay for it. Interstate has to be made into a toll road so the travelers who take advantage of it pay for it. I live across the river, 10 miles or more. And the noise sometimes,

	drowns out all nature sounds.
1805373	Consider adding high occupancy lanes or reversible lanes
1805605	Would NOT like to see any more interchanges in/near deforest.
1805606	Again, it is imperative that the Stoughton Rd. improvements be done NOW and not in 2020 or beyond. This road is substandard in design, maintenance, safety, and capacity. Drivers avoid this road to get from north to south and vice versa on the east side of Madison and instead utilize the interstate. Completing the improvement recommended by the Stoughton Rd study will help alleviate some of the traffic and congestion on the interstate and provide a reliable alternate route. I cannot emphasize how critically important it is to get the Stoughton Rd improvements done NOW!
1805872	Please do not make this a tollway as I need to drive to Madison for work from Portage as there are very few jobs here and it also would impact my travel time which already is excessive
1805926	What would be really nice would be to see someway of getting from the west side of madison by fitchbug to sun prairie without having to go through madison on the beltline at all. A road where you get on and there is no exit until you get to the other side.
1805984	As far as traffic congestion goes, I think this corridor is actually pretty good. I realize that traffic volume will continue to increase, but I would be on the side of preserving the environment as much as possible as well as avoiding destroying houses and businesses to expand.
1806033	My biggest concern is capacity needs at the time of construction. If the project is slated for mid 2020's, what is the long range forecast for capacity in the 2030's to 2050's?
1806134	Really need to expand interstate 90/94 all the way to the split in Tomah!!
1807648	While I think that this roadway is in good condition when compared to other major highways, the traffic congestion experienced in the summer months is alarming. Additional lanes should be considered to expedited traffic and reduce congestion. Making Hwy 12 an expressway, including a Sauk City bypass, should be looked at to improve alternate routes as well. I would take Hwy 12 instead of the interstate if more of it was 4 lanes and there were fewer stops.
1810296	Once again, please consider expanding and updating 39/90 from s. beloit to s. madison, wi. I belive this would also help to stimulate the state's economy in this area. Thanks!
1811296	Your question on acceptable delay is too vague. It is dependent on trip length. If I am traveling the full length of the study corridor one time may be acceptable, traveling a shorter segment of the corridor, a much shorter delay time would be acceptable.
1813407	The eastside needs access to create jobs. Why does Madison's westside have access every where and the eastside has no access racism perhaps? How can you expect jobs to locate where no one get there?
1814899	I drive into and through this area several times per year, especially on a 'US 151-through' course. Also, if I have time, I'll sometimes go home (Appleton) from the Madison area by way of Stevens Point just for the change in scenery and to keep up with changes along the ways.
1822021	I don't believe that bigger highways focused on SOVs are smart investments for the future. I think that transit, bicycle and pedestrian connections should be the design priority. It would be wonderful to have a good transit connection to Milwaukee. Within the Madison area, bus accommodations should be emphasized. Environmental concerns are critical.
1822174	Improve hwy 12 from madison to the dells and a lot of traffic from 12/18 and west side of madison can take that route, also build a "beltline" on the north side of Madison. This will give you two main hwys and and alternate route. This is a what I would hope would happen.

	If designed right a large amount can be pulled to hwy 12 and free up I39/90/94 for future growth
1824761	As thought goes into how to improve this corridor, please consider involving light passenger through this corridor and connecting it with the downtown isthmus in Madison
1845202	51 is a mess!
1851252	This corridor already has a lot of pavement. Please don't overbuild to accommodate minor weekend congestion.
1864043	I think semi traffic is a huge concern. I have traveled this corridor for 40 years! Trucks are in all three lanes and block traffic at slow and fast speeds. There are fewer professional truck drivers. Safety and driver education is needed more than ever. Also on the exit into Portage from 90/94 onto 39, there are two lanes. Truckers often exit in the far right lane only to discover they have to move over one lane to the left to exit to 39 south. This is dangerous and I have seen multiple misses of car/truck collisions at this exit. Also, the stretch of highway near Lodi is dangerous when roads are wet or slippery. The drifting of snow make the roads dangerous and many cars/trucks do not know that the stretch is so slippery. There seem to be multiple accidents and slide-offs on this stretch. Also, I am pleased with the high level of safety patrols 90/94. I do get discouraged by slow traffic in the faster lanes. There appears to be no rules on the interstate anymore, especially with trucks. Best of luck with your work.
1864462	I don't have enough awareness of where current park and rides and bicycle crossings are to suggest changes (we use Dutch Mill Park and Ride most, and we don't cross via bicycle, as I'm not aware of where it would be safe to do so), but we are strongly in support of carpooling and bicycle transit, so whatever we can do to slow things down and support bicycle travel is really important to us.
1864506	I think that left lane restrictions for large trucks are needed to help improve the flow of traffic. A system similar to other states would be very helpful
1865043	Keep WI hiways FREE
1796151	Thank you for the opportunity to have input
1796280	Thanks for asking our input. Keep up the good work and good luck with the progress.
1796342	Thank you for allowing me to comment.
1796384	Although I am retired and seldom drive these roadways during peak hours I appreciate being asked for my input.
1796709	I appreciate the DOTs efforts to solicit public input and improve our transportation system.
1797055	Thank you.
1797607	Thank you.
1798109	Thanks for asking
1798199	thank you for listening to residence
1798620	Thank you for the opportunity to participate in survey
1798867	Thank you for allowing input on this most important survey!
1798808	Good luck! Something sure needs to be done.
1799271	great to be asked for ideas. Hopefully they help.
1804049	Nice survey, I hope the feedback is useful.
1805782	Awesome idea putting together this survey!!
1826650	Good work!
1848582	Thanks for seeking input in this way!
1800031	Thank you for looking at these safety issues.

1854987	Driver involvement is critical to improvement- thanks for that opportunity.
1796870	I like newsletters and surveys
1797696	Excited to continue getting updates on progress in the mail.
1796962	I use the interstate for business. Why is that not a reason for travel as asked above. Dumb question.
1798017	This type of community input is much better than trying to get your point across in a noisy meeting that no one listens.
1799677	Please seek as much input as possible and think outside the box some of the time.
1801244	None of the "Primary reason" questions applied to me. I travel for business. Thanks for taking the time to ask us our opinions.
1802253	User-friendly survey. Didn't know DOT could do something this new and high-tech. Well done!
1803831	good format. quick and easy.
1803937	I'm glad WisDOT is allowing public involvement through this online tool. It really helps me stay involved even though I may not be able to attend any public information meetings or hearings.
1804024	Survey was easy to use. Props to the developers! Also much more convenient than any "open meeting for public comment" that typically is not well advertised or not representative of actual users (The only people that have time to attend such meetings are old and retired).
1804660	Please post results on website. It would be nice if you told us when they'd be available, so I could mark my calendar to check the website. Thank you.
1806397	I think the graphics on this survey were a bit distracting. I think simpler would have been better. Thanks for asking for our input.
1813307	Nice method of collecting objective open comments with out the social pressures often prevalent at public hearings where a few outspoken individuals tend to monopolize the conversation.
1839593	This survey is a great idea and was well designed.
1848950	I've really like what you've been doing with the DOT site and Facebook for the I39/90 project so keep it up.
1849604	This is a nicely formatted survey
1804611	No map to submit priorities, so I could not do survey.
1805997	Great format for feedback! I would suggest providing a map of each interchange when asking which need improvements to help recall configuration.
1798039	Heard about on Sun Prairie's online newsletter, Clock Tower Express.
1802567	Learned about on website through Sun Prairie Clock Tower Express eMail.
1804689	I read about this in the Portage paper.
1805217	Other=Portage Daily Register. I think it's also important to do any construction with as little impact to existing traffic as possible.
1825872	I saw it in a local Baraboo newspaper.
1796388	save your mail and spend the money wisely. Also have the State police enforce the law that slower traffic must use the right lane.
1798088	As usual the state will take years to 'study' the matter, meaning I will probably never see the results
1800399	This entire corridor is going to look pretty silly when we finally run out of oil....
1800568	need to educate people on how to drive ( ie don't slow down when merging into traffic.. ect ect
1803907	Rob is really the PM?

1805912 If only the DOT would listen to the average person who is on this roadway a lot.

1801024 .

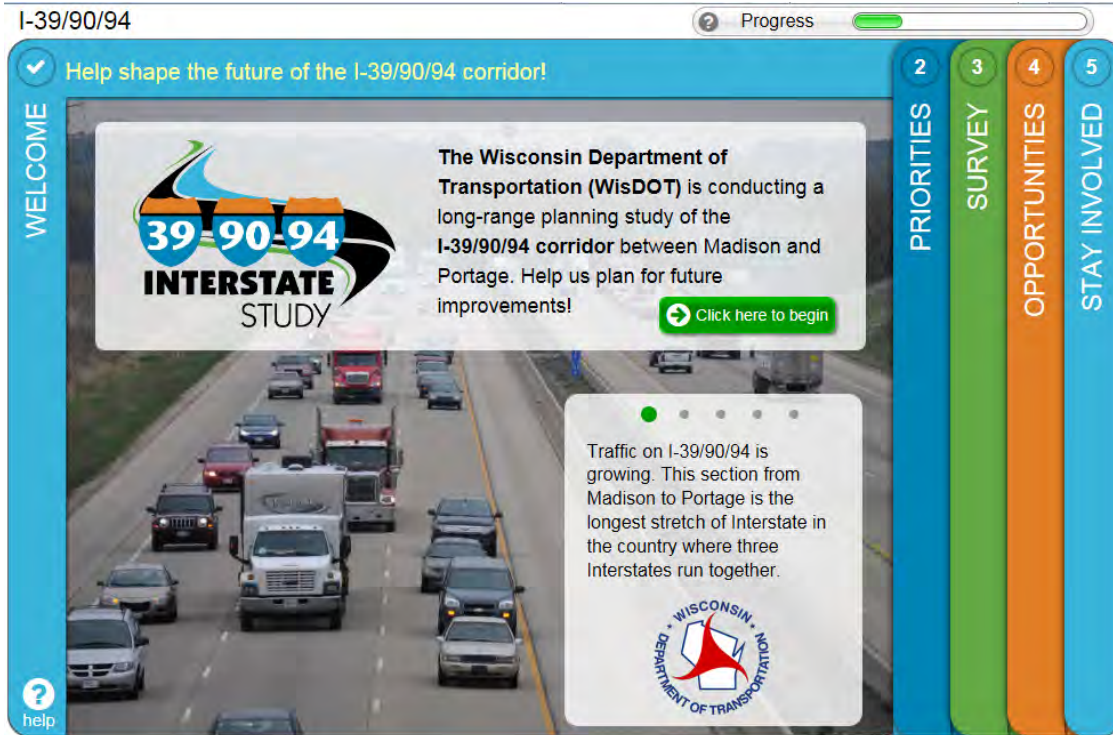
This page intentionally left blank.



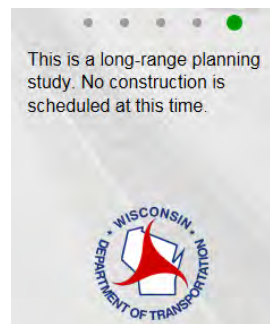
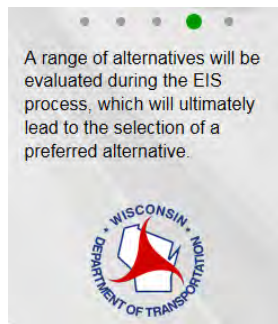
# Appendix M

## MetroQuest Screen Configurations

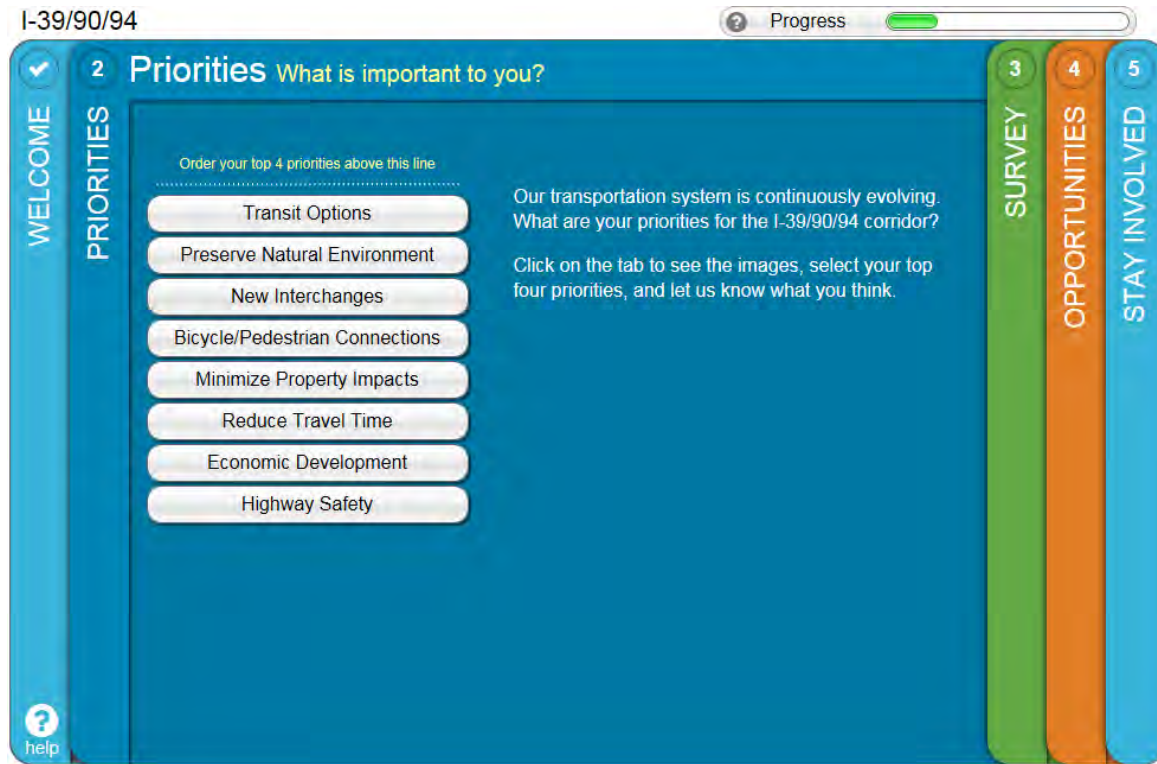
### Screen 1 – Welcome Screen



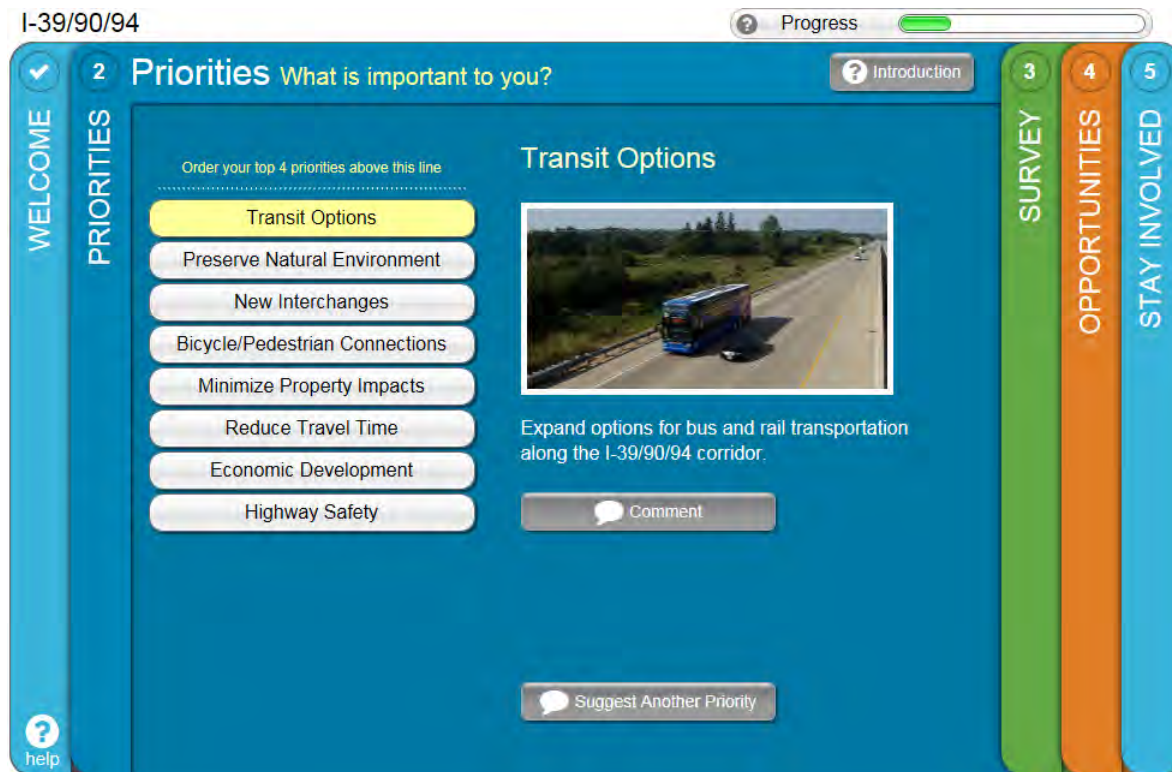
This screen had five different statements rotating through the information box in the lower right hand corner. One statement is shown above; the remaining four are shown below.




### Screen 2 – Priorities



As users clicked on each priority, they were shown a picture and a statement describing that priority. There was also an opportunity for users to leave comments.



I-39/90/94 Progress 


**2 Priorities** What is important to you? Introduction

WELCOME PRIORITIES SURVEY OPPORTUNITIES STAY INVOLVED

Order your top 4 priorities above this line

- Transit Options
- Preserve Natural Environment**
- New Interchanges
- Bicycle/Pedestrian Connections
- Minimize Property Impacts
- Reduce Travel Time
- Economic Development
- Highway Safety

**Preserve Natural Environment**




Focus on sensitive environmental features.

Comment

Suggest Another Priority

help

I-39/90/94 Progress 

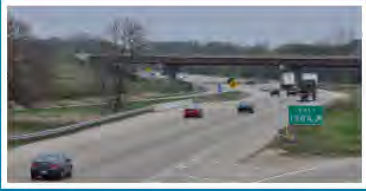
**2 Priorities** What is important to you? Introduction

WELCOME PRIORITIES SURVEY OPPORTUNITIES STAY INVOLVED

Order your top 4 priorities above this line

- Transit Options
- Preserve Natural Environment
- New Interchanges**
- Bicycle/Pedestrian Connections
- Minimize Property Impacts
- Reduce Travel Time
- Economic Development
- Highway Safety

**New Interchanges**



Add new interchanges to increase access to the Interstate.

Comment

Suggest Another Priority

help

I-39/90/94 Progress


2 **Priorities** What is important to you? Introduction

WELCOME PRIORITIES SURVEY OPPORTUNITIES STAY INVOLVED

Order your top 4 priorities above this line

- Transit Options
- Preserve Natural Environment
- New Interchanges
- Bicycle/Pedestrian Connections**
- Minimize Property Impacts
- Reduce Travel Time
- Economic Development
- Highway Safety

### Bicycle/Pedestrian Connections



Make it easier to bike/walk.

Comment

Suggest Another Priority

help

I-39/90/94 Progress

2 **Priorities** What is important to you? Introduction

WELCOME PRIORITIES SURVEY OPPORTUNITIES STAY INVOLVED

Order your top 4 priorities above this line

- Transit Options
- Preserve Natural Environment
- New Interchanges
- Bicycle/Pedestrian Connections
- Minimize Property Impacts**
- Reduce Travel Time
- Economic Development
- Highway Safety

### Minimize Property Impacts



Utilize existing right-of-way as much as possible to minimize impacts to adjacent property owners and reduce cost.

Comment

Suggest Another Priority

help


I-39/90/94 Progress

2 **Priorities** What is important to you? Introduction

WELCOME PRIORITIES SURVEY OPPORTUNITIES STAY INVOLVED

Order your top 4 priorities above this line

- Transit Options
- Preserve Natural Environment
- New Interchanges
- Bicycle/Pedestrian Connections
- Minimize Property Impacts
- Reduce Travel Time**
- Economic Development
- Highway Safety



### Reduce Travel Time

How quickly you can get from Point A to Point B.

Comment

Suggest Another Priority

help

I-39/90/94 Progress

2 **Priorities** What is important to you? Introduction

WELCOME PRIORITIES SURVEY OPPORTUNITIES STAY INVOLVED

Order your top 4 priorities above this line

- Transit Options
- Preserve Natural Environment
- New Interchanges
- Bicycle/Pedestrian Connections
- Minimize Property Impacts
- Reduce Travel Time
- Economic Development**
- Highway Safety



### Economic Development

A safe and efficient transportation system that supports economic development and land use plans.

Comment

Suggest Another Priority

help

I-39/90/94

Progress

2 **Priorities** What is important to you?

Introduction

WELCOME

PRIORITIES

Order your top 4 priorities above this line

- Transit Options
- Preserve Natural Environment
- New Interchanges
- Bicycle/Pedestrian Connections
- Minimize Property Impacts
- Reduce Travel Time
- Economic Development
- Highway Safety**

### Highway Safety

Zero in Wisconsin is WisDOT's campaign to help save lives and reduce the number of traffic deaths annually.

Comment

Suggest Another Priority

help

3 SURVEY

4 OPPORTUNITIES

5 STAY INVOLVED

**Screen 3 – Survey**

I-39/90/94

Progress

3 **Tell Us What You Think**

General

- Highway Safety
- Reduce Travel Time
- New Interchanges
- Transit Options

1. Long term (20+ years), what type of roadway improvements do you believe will be needed on I-39/90/94 between Madison and Portage?

- Maintenance of Existing Highway
- Additional Lanes
- Toll Lanes
- Reversible Lanes
- High Occupancy Vehicle Lanes
- Other

2. Would you use public transportation (bus, rail, ride sharing, etc.) instead of your personal vehicle to access your destination if it was available?

Yes No


Next

help

3 SURVEY

4 OPPORTUNITIES

5 STAY INVOLVED

I-39/90/94 Progress 

**3 Tell Us What You Think**

**WELCOME** **PRIORITIES** **SURVEY** **OPPORTUNITIES** **STAY INVOLVED**

General

Highway Safety

Reduce Travel Time


New Interchanges


Transit Options


1. I feel the following interchanges need safety improvements:

- Badger (I-94/WIS 30)
- US 151/High Crossing Blvd.
- US 51
- WIS 19
- County V
- WIS 60
- County CS
- None

2. I feel safety improvements are needed at this location:



 help

I-39/90/94 Progress 

**3 Tell Us What You Think**

**WELCOME** **PRIORITIES** **SURVEY** **OPPORTUNITIES** **STAY INVOLVED**

General

Highway Safety

Reduce Travel Time


New Interchanges


Transit Options


1. How much delay, in excess of your average or normal trip time, is acceptable to you?

Select:

2. Do you feel delay is higher on Fridays and Sundays versus other days of the week?



 help


I-39/90/94 Progress 


**WELCOME** **PRIORITIES** **3 Tell Us What You Think** **4 OPPORTUNITIES** **5 STAY INVOLVED**


**SURVEY**

- General
- Highway Safety
- Reduce Travel Time
- New Interchanges**
- Transit Options

I think the I-30/90/94 corridor needs a new interchange at:



 help

I-39/90/94 Progress 

**WELCOME** **PRIORITIES** **3 Tell Us What You Think** **4 OPPORTUNITIES** **5 STAY INVOLVED**


**SURVEY**


- General
- Highway Safety
- Reduce Travel Time
- New Interchanges
- Transit Options**

1. Do you regularly use bus or rail transit?

2. What transit routes are you interested in?

- Get around east side of Madison
- Sun Prairie to Madison
- DeForest to Madison
- Wisconsin Dells to Madison
- Other



 help



I-39/90/94 Progress

WELCOME < < 3 Tell Us What You Think 4 5  
PRIORITIES < < SURVEY OPPORTUNITIES STAY INVOLVED

General  
Bicycle/Pedestrian Connections  
Preserve Natural Environment  
Economic Development  
Minimize Property Impacts

1. Are additional bicycle crossings of I-39/90/94 needed?

2. If you answered "Yes" to the previous question, where do you believe new crossings are needed?

help

I-39/90/94 Progress

WELCOME < < 3 Tell Us What You Think 4 5  
PRIORITIES < < SURVEY OPPORTUNITIES STAY INVOLVED


General  
Bicycle/Pedestrian Connections  
Preserve Natural Environment  
Economic Development  
Minimize Property Impacts

I am concerned about impacts to the following:

- Wetlands
- Farmland
- Wooded Habitat
- Water Quality
- Floodplains
- Wildlife

Additional Comments:

help

I-39/90/94 Progress 


**3 Tell Us What You Think**


**WELCOME** **PRIORITIES** **SURVEY** **OPPORTUNITIES** **STAY INVOLVED**


- General
- Bicycle/Pedestrian Connections
- Preserve Natural Environment
- Economic Development**
- Minimize Property Impacts

1. Do you believe reducing congestion on I-39/90/94 is important to promoting economic development in Wisconsin?

2. Do you think more bridges over the Interstate are a good way to enhance development potential along the corridor?

 Next

 help


I-39/90/94 Progress 


**3 Tell Us What You Think**


**WELCOME** **PRIORITIES** **SURVEY** **OPPORTUNITIES** **STAY INVOLVED**

- General
- Bicycle/Pedestrian Connections
- Preserve Natural Environment
- Economic Development
- Minimize Property Impacts**

Select the median type that appeals more to you:



 Next

 help

### Screen 4 – Opportunities

I-39/90/94

Progress

WELCOME < < 3 4 Opportunities Show us where you'd like to see changes or improvements. 5 STAY INVOLVED

Drag markers to locations on the map where you believe improvements are needed. After placing your marker, answer the question or type comments in the pop-up that appears.

Safety Concern Park and Ride Needed Bicycle/ Pedestrian Concern Traffic Congestion Environmental Concern Other

When you are done:

Map data ©2015 Google Terms of Use Report a map error

I-39/90/94

Progress

WELCOME < < 3 4 Opportunities Show us where you'd like to see changes or improvements. 5 STAY INVOLVED

Drag markers to locations on the map where you believe improvements are needed. After placing your marker, answer the question or type comments in the pop-up that appears.

Safety Concern Park and Ride Needed Bicycle/ Pedestrian Concern Traffic Congestion Environmental Concern Other

When you are done:

Delete **Safety Concern**  
Type...  
Submit

Map data ©2015 Google Terms of Use Report a map error

I-39/90/94

Progress

**WELCOME** **PRIORITIES** **3 SURVEY** **4 Opportunities** Show us where you'd like to see changes or improvements. **5 STAY INVOLVED**

Drag markers to locations on the map where you believe improvements are needed. After placing your marker, answer the question or type comments in the pop-up that appears.

**Safety Concern** **Park and Ride Needed** **Bicycle/ Pedestrian Concern** **Traffic Congestion** **Environmental Concern** **Other**

When you are done: **Continue**

**Park and Ride Needed**  
What is your origin?   
What is your final destination?   
Type...   
**Submit**

I-39/90/94

Progress

**WELCOME** **PRIORITIES** **3 SURVEY** **4 Opportunities** Show us where you'd like to see changes or improvements. **5 STAY INVOLVED**

Drag markers to locations on the map where you believe improvements are needed. After placing your marker, answer the question or type comments in the pop-up that appears.

**Safety Concern** **Park and Ride Needed** **Bicycle/ Pedestrian Concern** **Traffic Congestion** **Environmental Concern** **Other**

When you are done: **Continue**

**Bicycle/ Pedestrian Concern**  
Type...   
**Submit**

I-39/90/94

Progress

**WELCOME** **PRIORITIES** **3 SURVEY** **4 OPPORTUNITIES** **5 STAY INVOLVED**

**Opportunities** Show us where you'd like to see changes or improvements.

Drag markers to locations on the map where you believe improvements are needed. After placing your marker, answer the question or type comments in the pop-up that appears.

**Safety Concern** **Park and Ride Needed** **Bicycle/Pedestrian Concern** **Traffic Congestion** **Environmental Concern** **Other**

When you are done: **Continue**

**Traffic Congestion**

Type...

Submit

This screenshot shows the 'Opportunities' section of the survey. A map of the Madison area is displayed with a red line indicating the I-39/90/94 interchange. A 'Traffic Congestion' marker is placed on the map, and a pop-up form is open for input. The form has a 'Delete' button, a 'Type...' dropdown menu, and a 'Submit' button. The survey progress bar is at the top, and navigation buttons for 'WELCOME', 'PRIORITIES', 'SURVEY', and 'STAY INVOLVED' are on the sides.

I-39/90/94

Progress

**WELCOME** **PRIORITIES** **3 SURVEY** **4 OPPORTUNITIES** **5 STAY INVOLVED**

**Opportunities** Show us where you'd like to see changes or improvements.

Drag markers to locations on the map where you believe improvements are needed. After placing your marker, answer the question or type comments in the pop-up that appears.

**Safety Concern** **Park and Ride Needed** **Bicycle/Pedestrian Concern** **Traffic Congestion** **Environmental Concern** **Other**

When you are done: **Continue**

**Environmental Concern**

Type...

Submit

This screenshot shows the 'Opportunities' section of the survey. A map of the Madison area is displayed with a red line indicating the I-39/90/94 interchange. An 'Environmental Concern' marker is placed on the map, and a pop-up form is open for input. The form has a 'Delete' button, a 'Type...' dropdown menu, and a 'Submit' button. The survey progress bar is at the top, and navigation buttons for 'WELCOME', 'PRIORITIES', 'SURVEY', and 'STAY INVOLVED' are on the sides.

I-39/90/94 Progress

WELCOME

PRIORITIES

3 SURVEY

OPPORTUNITIES

5 STAY INVOLVED

## Opportunities

Show us where you'd like to see changes or improvements.

Drag markers to locations on the map where you believe improvements are needed. After placing your marker, answer the question or type comments in the pop-up that appears.

Safety Concern

Park and Ride Needed

Bicycle/Pedestrian Concern

Traffic Congestion

Environmental Concern

Other

When you are done: Continue

Map data ©2015 Google [Terms of Use](#) [Report a map error](#)

**Screen 5 – Stay Involved**

I-39/90/94 Progress

WELCOME

PRIORITIES

3 SURVEY

OPPORTUNITIES

5 STAY INVOLVED

[Privacy Policy](#)

## Stay Involved

Final Questions

Zip Code:

Primary reason for travel on I-39/90/94?

Age:

How did you hear about this survey?

General Comments:

Submit

**Thank you for your time and input.**

Your opinion counts. As WisDOT continues planning for the future of the I-39/90/94 corridor, we hope you will remain involved.

Please visit [www.i399094.dot.wi.gov](http://www.i399094.dot.wi.gov) for more information.

Join our mailing list by clicking [HERE](#).

Questions? Contact Rob Knorr, WisDOT Project Manager at (608) 246-5444 or [robert.knorr@dot.wi.gov](mailto:robert.knorr@dot.wi.gov).

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